# 2087-2103 PROSPECT STREET, BURLINGTON, ON

## PLANNING JUSTIFICATION REPORT







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## 1.0 | Introduction

Ruth Victor & Associates have been retained by Welwyn Interests Ltd. to provide a Planning Justification Report in support of an Official Plan and Zoning By-Law Amendment for the replacement of eight (8) existing rental townhouse units with 50 rental stacked townhouse units on the property municipally known as 2087-2103 Prospect Street in the City of Burlington. For clarity purpose, this report will refer to the property itself as the "subject lands" or "subject property", and the proposed stacked townhouses as the "proposed development".

This project represents high-quality residential intensification opportunity in a transit-accessible location that is supported by the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, and the City of Burlington Official Plan. The proposed buildings' design incorporates and implements principles of the urban design guidelines and intensification criteria laid out in the City of Burlington's Official Plan and will contribute to fostering a pedestrian-oriented and transit-supportive development.

This Planning Justification Report is a requirement for a complete application as identified at the Pre-Consultation meeting held at Burlington's City Hall on June 28, 2017. A list of required studies was provided by the City, and in addition to this Report, the following studies and documents are provided in support of the application:

- Conceptual Site Plan Layout, Building Elevations, & Floorplans;
- Site Survey & Height Survey of Adjacent Buildings;
- Site Servicing Plan;
- Grading Plan;
- Traffic Impact Study;
- Waste Management Plan;
- Noise Feasibility Study;
- Wind Impact Study;
- Geotechnical Report;
- Phase 1 ESA;
    - Letter of Reliance;
- Tree Protection & Vegetation Plan;
- Functional Servicing Report;
    - Stormwater Management Report;
    - Environmental Site Screening Questionnaire;
- Sun/Shadow Analysis;
- Draft Zoning By-Law

### 1.1 | Purpose of the Report

The purpose of this Report is to provide the planning justification for the proposed development and the proposed amendments to Burlington's Official Plan and Zoning By-Law 2020. The report is organized as

follows: site and surrounding area description; proposal overview; approvals required; planning policy framework and analysis, and overview of supporting studies and conclusion.

### 1.2 | Required Approvals

An Official Plan Amendment is required in order to permit the proposed stacked townhouses on the subject lands. As will be discussed later in this report, the subject lands are currently zoned under two regulations (RH4 and RM2) as well as under two separate Official Plan designations (Medium Density Residential and High Density Residential). The proposed Amendments are to extend the boundary of the high density residential designation that is currently applied to the south portion of the subject lands to the entirety of the property. This is the same approach for the Official Plan Amendment that was used for that the lands located directly to the west. The same approach is proposed for the Zoning By-law Amendment, which consists of re-zoning the entirety of the property from RM2 and RH4 to RH4 in order to permit the additional townhouses at the rear of the property in conjunction with the existing apartment buildings located at the front of the lands.

A Zoning By-Law is required to permit the proposed development, as the development area (see Figure 2.1.1) is currently zoned "RM2". In addition, various site-specific provisions for the entirety of the subject lands are required in order to permit the proposed development. The Zoning By-Law Amendments have been broken-up for clarification purposes between the townhouse development area and the entire site:

Entire Site:

- To permit a reduced resident vehicle parking standard of 0.94 spaces per unit, whereas Zoning By-Law 2020 requires a minimum of 2.00 spaces per unit;
- To permit a reduced visitor vehicle parking standard of 0.18 spaces per unit, where Zoning By-Law requires a minimum of 0.35 spaces per unit;
- To permit an increased density of 118.45 units per net hectare, whereas Section 14.1F of Zoning By-Law 2020 stipulates a maximum density of 100 units per net hectare with an increase in 10 units per net hectare with an additional 3% increase in covered parking.

Townhouse Development Area:

- To permit a reduced rear yard of 14.0m, whereas Section 14.1 of By-Law 2020 requires a minimum rear yard of 15.0m for stacked townhouse dwellings that abut R3-zoned lands;
- To permit a reduced amenity area of 9.14 sqm per bedroom, whereas Section 14.1 of By-Law 2020 requires a minimum amenity area of 25.0 sqm per bedroom;
- To rezone the development area of the subject lands from "RM2" to "RH4";
- To permit reduced side yard setbacks of 3.00m (west) and 2.50m (east) respectively, whereas Section 14.1 of By-Law 2020 requires a minimum side yard setback of 7.5m; and,

# 2.0| Context

## 2.1 | Site Description

The subject lands are municipally known as 2087-2103 Prospect Street, Burlington Ontario, and legally referred to as Part of Lot 84, Registered Plan 99. The subject property is located north of Prospect Street and east of Brant Street and is outlined in red on figure 2.1.1 (see below). The entirety of the subject lands has an area of 0.97 ha (Area 'A' & 'B'); the area of the lands where the stacked townhouses are proposed (Area 'B') is 3911.97 sqm in size (highlighted in yellow on Figure 2.1.1); and the area of the existing apartment dwelling (Area 'A') is 5788.03 sqm. The southern portion of the subject lands are zoned RH4, while the townhouse development area is currently zoned RM2. There is currently two 4-storey townhouse dwellings with a total of 8 units located on the townhouse development area of the subject lands, while the southern portion is occupied by an 8-storey apartment building built in the 1960s.

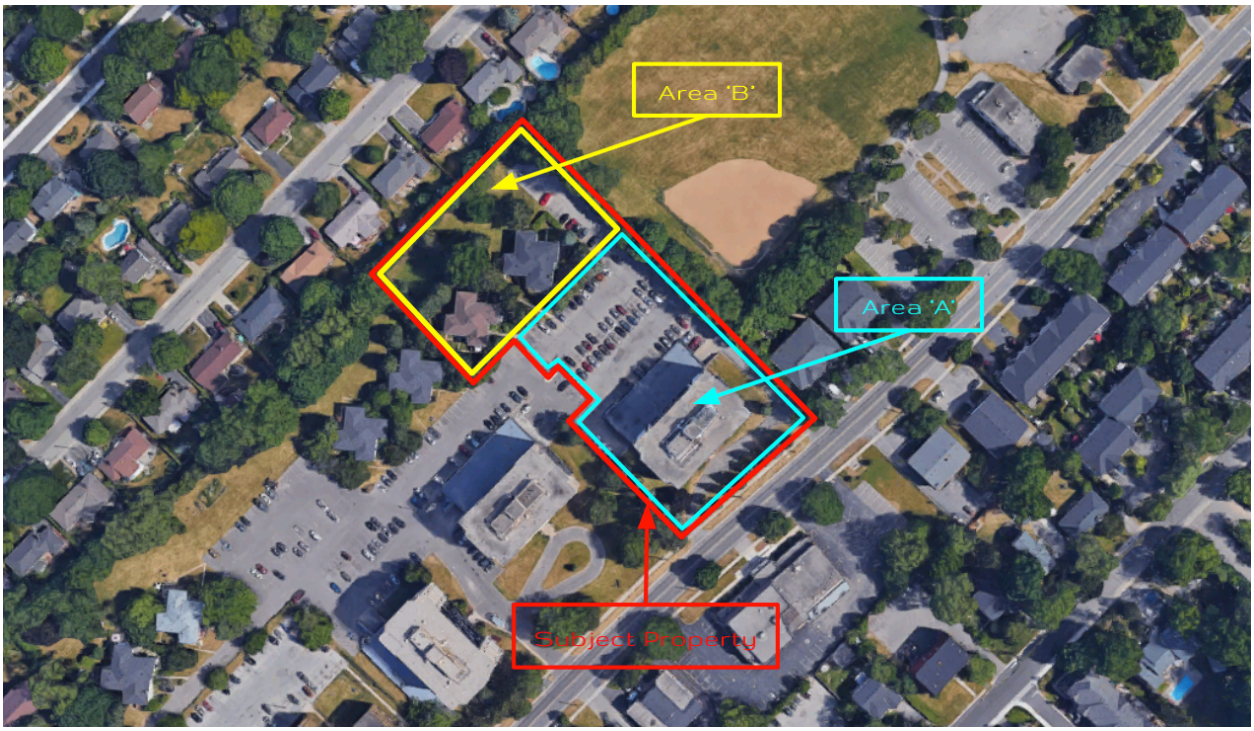



*Figure 2.1.1 — The location of the entirety of the subject lands (in red) with the Townhouse area (Area 'B') highlighted in yellow and the Apartment area (Area 'A') highlighted in blue.*

## 2.2 | Surrounding Area

The subject lands are located in the northern central area of the City of Burlington. Existing residential land uses surrounding the subject property represent a range of heights and building forms. The subject land and the immediate abutting lands to the west contain apartment buildings as well as the stacked townhouses currently under construction. The lands to the north are single-family residential dwellings that front onto Maplewood Drive, and the lands to the east are a combination of open space and residential townhouse dwellings fronting onto Prospect Street. The park, Optimist Park, contains a baseball diamond and open field, and is affiliated with the adjacent Tom Thompson Public School further to the east. In addition, the Salvation Army building is located on the south side of Prospect

Street, which is a red-brick building constructed in the 1960s. Prospect Street intersects with Brant Street approximately 350m to the west of the subject lands, which is a minor arterial road that connects this area to both Downtown and Northern Burlington, and is characterized by commercial buildings and high-rise residential buildings.

## 2.3 | Transportation

The subject property is located in close proximity to various public transit facilities as well as the existing road network. Prospect Street is an identified Collector Road in the Official Plan, while Brant Street is a designated Minor Arterial, and Fairview Street; a multi-purpose Arterial — both of these streets offer primary bus services (see Figure 2.3.1). The entry/exit of the Queen Elizabeth Way is located slightly north on Brant Street, which provides easy access to Hamilton, Toronto, St. Catherines, and Niagara.

The area is serviced by the Burlington GO Rail station located on Fairview Street (just east of Brant Street), which provides all-week, all-day service both east and westbound to Hamilton and Toronto.

With regards to public transit, the local Burlington Transit Bus service connects the subject lands to the Burlington GO station with regular routes along both Fairview and Brant streets (see Figure 2.3.3). The subject lands are located within close proximity to the bus stop at the intersection of Brant Street and Prospect Street.




*Figure 2.3.1 — Schedule 1 of Burlington's Official Plan showing the road network and the subject lands highlighted.*

With respect to active transportation, Prospect Street has designated bicycle lanes, and thus is easily and safely accessible via this method of transportation (see Figure 2.3.2):




*Figure 2.3.2 — Schedule 2 of Burlington's OP showing the designated bicycle lanes and the subject lands.*

With regards to public transit, the local Burlington Transit Bus service connects the subject lands to the Burlington GO station with regular routes along both Fairview and Brant streets (see Figure 2.3.3). The subject lands are located within close proximity to the bus stop at the intersection of Brant Street and Prospect Street.




*Figure 2.3.3 — Map of public transit routes with the location of the subject property highlighted.*

# 3.0 The Proposal

## 3.1 | Description of Proposal

The proposed development consists of two blocks of stacked townhouses, each containing 25 rental housing units. There is a total of 50 proposed units, which represents a net increase of 42 units in comparison to the eight exiting residential units on this portion of the site. Access to this part of the subject lands is provided via an existing driveway with both entrance and exit onto Prospect Street. This driveway has one entrance/exit, winds to the east of the existing apartment building before looping back round the west side of the apartment building and connecting with the entrance/exit. The driveway is one-directional.

New surface parking areas are proposed that increase the total vehicular parking spaces on the subject site from 95 to 130, including 4 accessible parking spaces. These spaces will serve the entirety of the subject site; including the existing 65 units in the 8-storey apartment building. A 14.00 m landscaped rear yard is proposed in order to provide separation and the mitigation of any adverse impact of the proposed stacked townhouses on the existing single-family detached homes that front onto Maplewood Drive.

The existing site is accessed by a single driveway and the proposed development concept will maintain this access design. The shape of the subject lands is roughly rectangular, with an irregular portion located at the mid-left section due to parking area for the abutting property at 2051-2085 Prospect Street. The intent of the proposed development is to integrate a new row of buildings that assists with intensification that improves the built-form interface between the existing residential homes to the north of the site, and to provide an appropriate transition of height between the homes and the existing apartment building, and does not impact the streetscape. The proposed townhouse dwellings are 14.00m in height, which is the permitted maximum height (as established in Section 2.31 of Zoning By-Law 2020). The rear-to-rear yard interface of 14.0m has been created in order to ensure that the existing private amenity areas are protected by an appropriate setback with opportunities for enhanced landscaping that will be determined through the Site Plan process. In addition, the proposed setbacks for the stacked townhouses are similar to the recently approved rear yard setbacks on the lands immediately to the west, which are also stacked townhouses. This creates continuous landscaped areas along the entirety of the lands that back onto the R3 residential homes at the rear of both the properties.

The proposal includes improved garbage handling facilities and an improved parking layout and facilities for both existing and proposed buildings. A Waste Management Plan has been prepared and is included in this submission package.

Overall, the proposed improvements to the subject lands will result in an enhanced environment with increased landscaping opportunities to provide privacy between this property and those to the north that front onto Maplewood Drive.

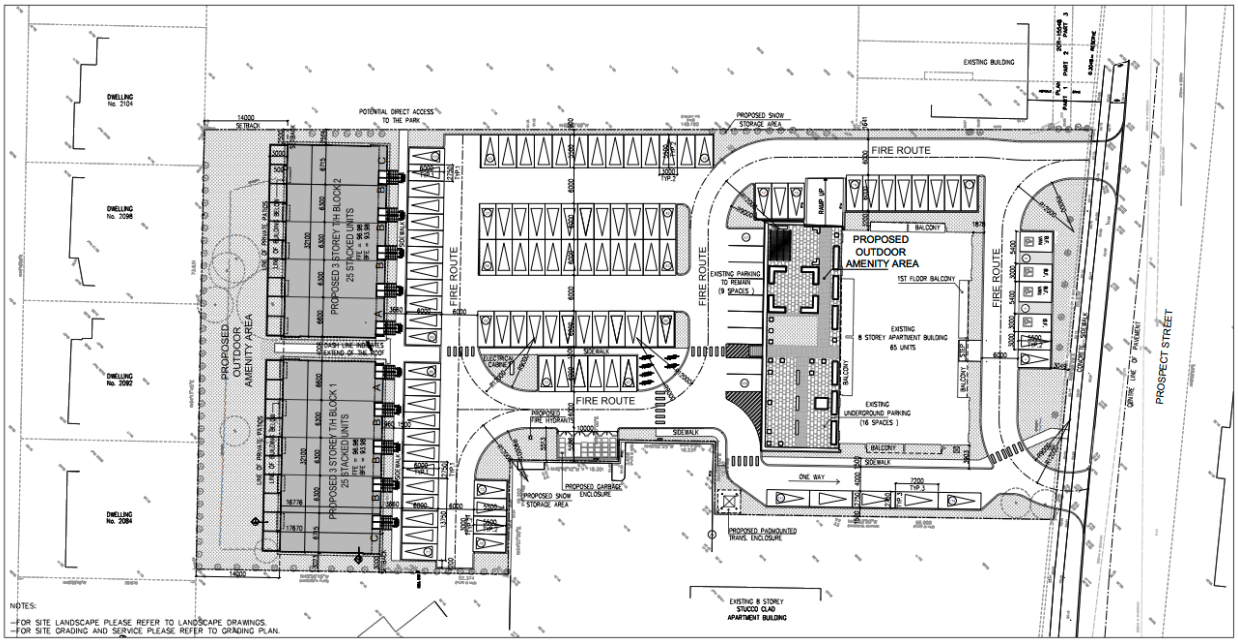



*Figure 3.1.1 — Site Plan of the proposed development showing the proposed townhouse dwellings at the rear of the property (to the left on this image), with the revised parking area and existing 8-storey apartment building at the front of the site (to the east on this image).*

The proposed townhouse buildings ("blocks") are 3-storeys and a maximum of 14.00m in height. Each block is comprised of 25 units across four levels, creating a total of 50 units across the two blocks.

A breakdown of each of the floors are as follows:

- Level 1: 10 1-bedroom through-units that are partially below-grade. These units have sunken patios at the rear of the building;
- Level 2: 5 2-bedroom through-units with balconies at the front of the building; and,
- Levels 3-4: 10 2-bedroom two-level units with balconies at the front of the building on the 4th level.

The above dwelling layout is representative of both the townhouse blocks.

The proposed townhouses are of contemporary architectural style with stucco, brick, metal, aluminum, and stone exterior elements that reflects the surrounding buildings while encompassing a unique, contemporary, and progressive design. The exterior façades are articulated with boxed windows, balconies with glass elements, and a peaked roof to ease the transition between the proposed townhouses and the residential homes to the north of the subject land (see Figures 3.1.2-3.1.4):



*Figure 3.1.2 — Looking north to the proposed townhouses from the revised surface parking area*.



*Figure 3.1.3 — Looking north to the proposed townhouses from the existing apartment building.*

## 3.2 | Required Approvals

As aforementioned in Section 1.2 of this Report, the proposed development requires an amendment to the Burlington Official Plan to extend the boundary of the high-density residential designation to the rear of the property through a re-designation of the portion of the lands currently designated as medium-density residential to high-density residential.

For the entirety of the subject lands, the current overall density (including the existing apartment building and townhouses) is 75.19 units per net hectare. With the addition of the proposed stacked townhouses, the overall density of the entirety of the subject lands will be 118.45 units per net hectare. As per Section 2.2.2 e), "within High Density Areas, either ground or non-ground oriented housing units with a density ranging between 51 and 185 units per net hectare shall be permitted." The proposed density is approximately the midpoint of the density permitted within High Density Residential Areas. There are also Zoning Amendments for minimum side yard setback, minimum rear yard setback, maximum density permitted, a reduction in the parking standards, and a reduction in amenity space per bedroom. This will be covered fully in Section 4.4.3 of this report.

# 4.0 | Policy & Regulatory Context

## 4.1 | Provincial Policy Statement

The Provincial Policy Statement ("PPS") sets out the policy foundation for land use planning. The key objectives of the PPS include building strong communities, wise use and management of resources, and protecting public health and safety. Regional and local plans are required to be consistent with the PPS.

The PPS focuses growth within settlement areas and protects significant or sensitive resources areas. The PPS recognizes that 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.

### *4.1.1 — Settlement Areas*

The subject lands are located within the designated "Settlement Area", which is to be the focus of growth and development that supports increased density and a mix of land uses (Section 1.1.3.2). Land use patterns within the Settlement Areas are to support active transportation, efficiently use the infrastructure and public service facilities that are planned or available, and promote energy efficiency.

Section 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where it can be accommodated taking into account existing building stock and existing or planned infrastructure and public service facilities required to accommodate projected needs. In addition, Section 1.1.3.6 states that new development in designated growth areas should occur adjacent to the existing built-up area and shall have compact urban form, mix of uses, and densities that allow for efficient use of land, infrastructure, and public service facilities.

### *4.1.2 — Coordination & Land Use Compatibility*

Section 1.2.4 states that planning authorities shall identify areas where growth or development will be directed, including the justification of node and the corridors linking these nodes; and for intensification developments to be located near existing or planned transit corridors.

### *4.13 — Housing*

Section 1.4.1 highlights the importance of providing an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, and that planning authorities shall provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment. This is echoed in Section 1.4.3(b-d), which also encourages development that supports all forms of housing and residential intensification that efficiently uses land, resources, and active transportation and transit in areas where it exists or is to be developed.

### *4.1.4 — Energy Conservation, Air Quality, & Climate Change*

Section 1.8.1 addresses energy and air quality and stipulates that land use and development patterns shall promote compact form and a structure of node and corridors that promote the use of public and

alternative forms of transportation. It also encourages development that improves the mix and density of housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the PPS through its' efficient land use pattern, its accommodation of an appropriate mix of residential uses as well as a density that is suitable for this area that effectively makes good use of infrastructure and existing public service facilities. This development supports the designated growth area, and comprises a compact form, mix of residential built form, and density that promotes the use of alternative transportation modes and existing public transit.

## 4.2 | Growth Plan

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan") was prepared under the Places to Grow Act (2005) and provides a framework for implementing the Government of Ontario's vision for building strong, prosperous communities by better managing growth in the region. It sets out the ways in which our cities, suburbs, towns and villages will grow over the long term. The Growth Plan guides decisions on a wide range of issues including transportation, infrastructure planning, land-use planning, urban form, housing, natural heritage and resource protection.

Directions for where and how to grow, the provision of infrastructure to support growth, protecting natural systems and cultivating a culture of conservation are matters of provincial importance and are identified in the Growth Plan. Regional and local plans are required to conform to the Growth Plan.

Schedule 3 of the Growth Plan sets out the population and employment forecasts to 2031. The Region of Halton was initially forecasted to reach a population of 780,000 persons and 390,000 jobs, however Amendment 2 to the Growth Plan updated the forecast for the Region of Halton for 2031 to a population of 820,000 and 390,000 jobs and the 2041 forecast to 1,000,000 persons and 470,000 jobs.

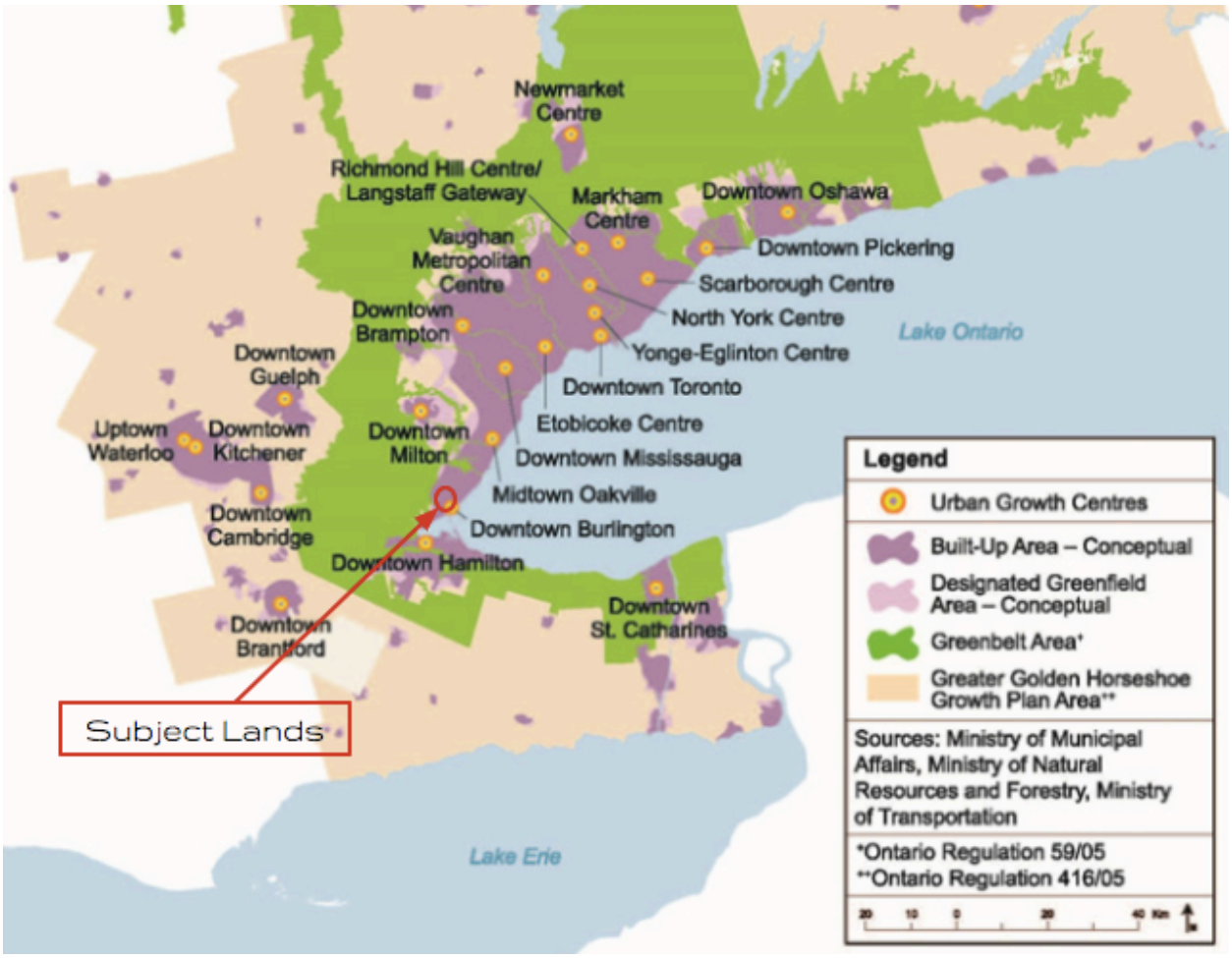



*Figure 4.2.0 — Schedule 4 of the Growth Plan showing the subject lands (circled) within the Built-Up Area.*

### *4.2.1— Managing Growth & Built-Up Areas*

The subject lands are within the designated "Built-up Area". The purpose of this designation is to accommodate a minimum of 60% of all residential development and to encourage developments that support this growth. Section 2.2.1 of the Plan discusses how development will be directed to settlement areas, and that it will be in the form of complete communities that feature a mix of diverse land uses, including residential and employment uses, with convenient access to local stores, services, and public service facilities. As set out in Section 2.2.2, population and employment growth will be accommodated through a number of means, including the following: Directing a significant portion of growth to built-up areas; Directing development to settlement areas; and ensuring the availability of sufficient employment uses to accommodate the forecasted growth and planning and investing for a balance of jobs and housing.

### *4.2.2 — Housing*

Section 2.2.6 states that in order to support complete communities, municipalities will consider multi-unit residential developments that incorporate a mix of unit sizes to accommodate a diverse range of

household sizes and incomes. In addition, this Section highlights the importance of maintaining at least a three-year supply of residential units that are suitably zoned for intensification.

### *4.2.3 — Urban Growth Centres*

Section 2.2.3 discusses Urban Growth Centres, stating that these are focal areas for investment and are to accommodate and support transit network at the regional scale as well as significant population and employment growth. In addition, Urban Growth Centres are to achieve a minimum density target of 200 residents and jobs combined per hectare. The size and location map for the Downtown Urban Growth Centre is further delineated in the local Burlington Official Plan, however the subject lands are abutting the Urban Growth Centre.

### *4.2.4 — Transportation*

Section 3.2.2 of the Growth Plan states that developments will be encouraged to: Reduce trip distance and time; increase the modal share of alternatives to the automobile; and, prioritize active transportation.

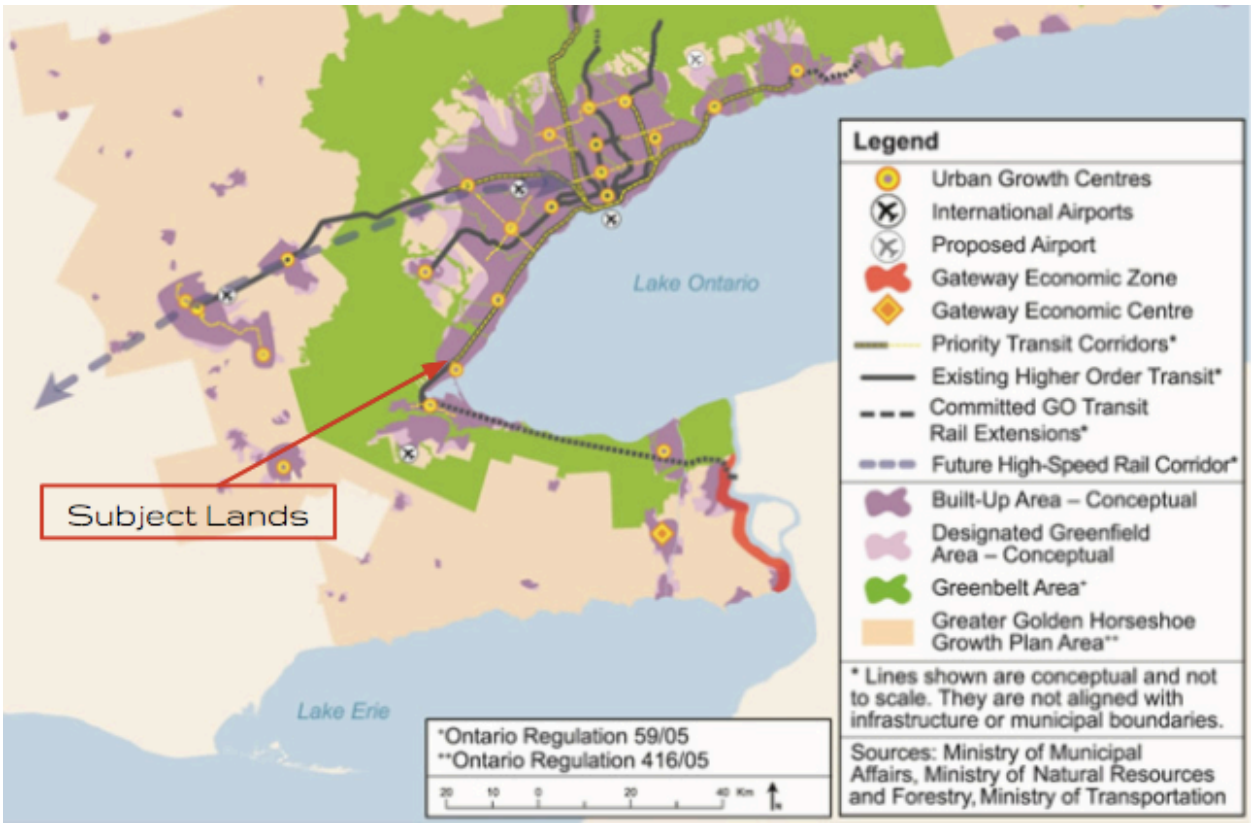



*Figure 4.2.4 — Schedule 5 (Moving People – Transit) of the Growth Plan showing the location of the subject lands in close proximity to the Existing Higher Order Transit Corridor.*

The proposed development supports the objectives of, and conforms to the policies of the Growth Plan. This proposal facilitates intensification in an area that is designated for intensification within the Burlington Official Plan. This is an area of established high and medium-density residential land uses

that can readily and appropriately accommodate additional intensification. The current site is below the densities permitted within the Official Plan, and thus the proposed development assists in achieving the required growth targets for the built-up area as laid out in the Growth Plan. In addition, as laid out in Section 3.2.2 and displayed in Schedule 5 (Moving People – Transit), the proposed development is located in close proximity to an existing Higher Order Transit Corridor that links the City of Hamilton with the Burlington GO station which is located slightly north of the subject lands.

## 4.3 | Region of Halton Official Plan

The Region of Halton Official Plan ("ROP") outlines a long-term vision for Halton's physical form and community character. It sets forth goals and objectives for accommodating urban growth and states the policies to be followed to solidify decisions taken in the past and to give clear direction as to how physical development should take place in the Region to meet the current and future needs of its people. In order to do this, it sets forth goals and objectives, describes an urban structure for accommodating growth, and states the policies to be followed. As per Map 1A of the ROP (see Figure 4.3.1), the subject lands are located within the "Urban Area" and in close proximity to the Burlington GO Station Mobility Hub. The range of permitted uses in the Urban Area is set out within the Local Official Plans.

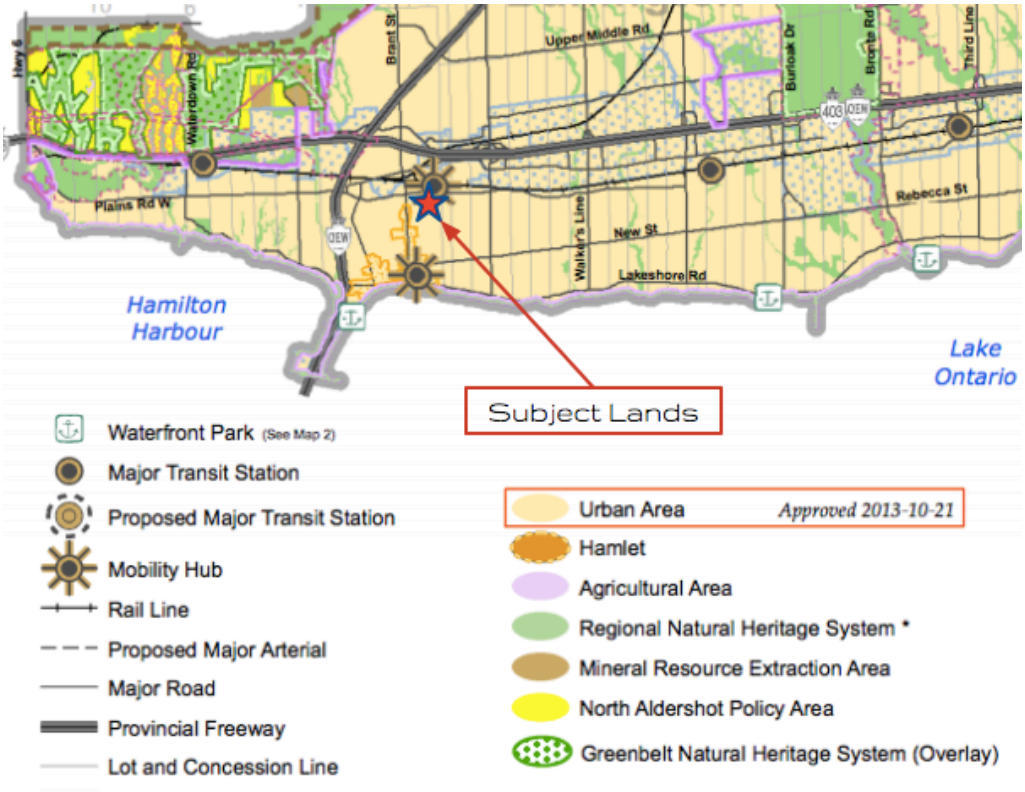



*Figure 4.3.1 — Map 1 of the Region of Halton Official Plan showing the location of the subject lands (highlighted) within the Urban Area and in close proximity to the Burlington GO Station Mobility Hub.*

The ROP discusses the growth that is expected to take place throughout the Region of Halton, and a portion of which, the City of Burlington is to absorb. The ROP sets out the following growth and employment targets for Burlington (Figure 4.3.2 & 4.3.3):

**TABLE 2 INTENSIFICATION AND DENSITY TARGETS**

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

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

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

*Approved 2013-10-21*

*Figure 4.3.2 — Table 2 of the ROP showing the number of units expected to be accommodated within the City of Burlington by 2031.*

| **Burlington** | 2012-2016 | 2017-2021 | 2022-2026 | 2027-2031 |
|---|---|---|---|---|
| Units in *Designated Greenfield Area* | 428 | 432 | 133 | 221 |
| Low Density Units | 287 | 302 | 106 | 123 |
| Medium & High Density Units | 141 | 130 | 27 | 98 |
| Units inside the *Built Boundary* | 2,525 | 2,758 | 2,669 | 2,659 |
| Employment | 3,055 | 4,136 | 1,299 | 1,204 |

*Figure 4.3.3 — Table 2A (Regional Phasing) of the ROP showing the number of units within the Built Boundary of the City of Burlington through to 2031.*

The proposed development will help achieve the required density within the Built Boundary for both the City of Burlington and the Region of Halton by 2031.

### *4.3.1 — Urban Area*

The objectives of the Urban Area are to accommodate growth that is compact and supportive of transit usage and in order to provide a range of identifiable, interconnected, and complete communities. Section 72 maintains that growth will be compact and supportive of transit while making efficient use of spaces and services and promoting a strong and competitive economy. It maintains the importance of planning for and investing in a balance of jobs and housing to reduce the need for long distance commuting and to increase the modal share for transit and active transportation (section 72(7). Further, Section 72(6) states that an urban structure is to be identified that supports the development of intensification areas and to facilitate and promote intensification and increased densities (Section 72(9). In addition, Section 75 mandates that the Urban Area is to accommodate the distribution of population

and employment for the Region shown in the aforementioned Tables 1 & 2A (see Figures 4.3.2 & 4.3.3 above).

### 4.3.2 — Housing

Section 86(6) states that at least 50 percent of new housing units produced annually in Halton be in the form of townhouses, while Section 86(18) states that it is the policy of the Region to encourages all levels of government to stimulate rental Market Housing construction in Halton to meet such needs. In addition, Section 86(21) requires the Local Official Plans to provide an appropriate mix of housing by density, type, and affordability in each geographic area, consistent with current and projected demands reflecting socio-economic and demographic trends.

These policies set out a strong focus on intensification and the accommodation of increased population — specifically in the form of townhouse dwellings. The proposed development addresses all of these important policies by assisting with meeting the required population growth through providing rental townhouse dwellings via intensification in an area within close proximity to a designated Urban Growth Centre. The proposed development conforms to the Region of Halton Official Plan.

## 4.4 | City of Burlington Official Plan

The City of Burlington Official Plan ("BOP") sets out a long-term vision for the future of Burlington. It contains goals and policies to guide the City's decisions on growth, land use, and good design. The Official Plan aims to create an attractive, livable community focused on sustainable development, community identity, environment, local economy, and equal access to housing and services.

The BOP promotes intensification of residential and other land uses in the Urban Planning Area that are compatible in order to fulfill the aforementioned provincial growth management objectives. The future built form is to be a broader range of residential dwelling types that are compact and directed towards underutilized and vacant parcels within existing communities.

The subject lands are currently designated Residential High Density along Prospect Street and Residential Medium Density at the rear of the property, otherwise known as the "development area" (see Figure 4.4.1). The portion of the lands designated Residential Medium Density is the subject of this Official Plan Amendment application. This version of the Official Plan map has not been updated to reflect the amendments to the immediate west.

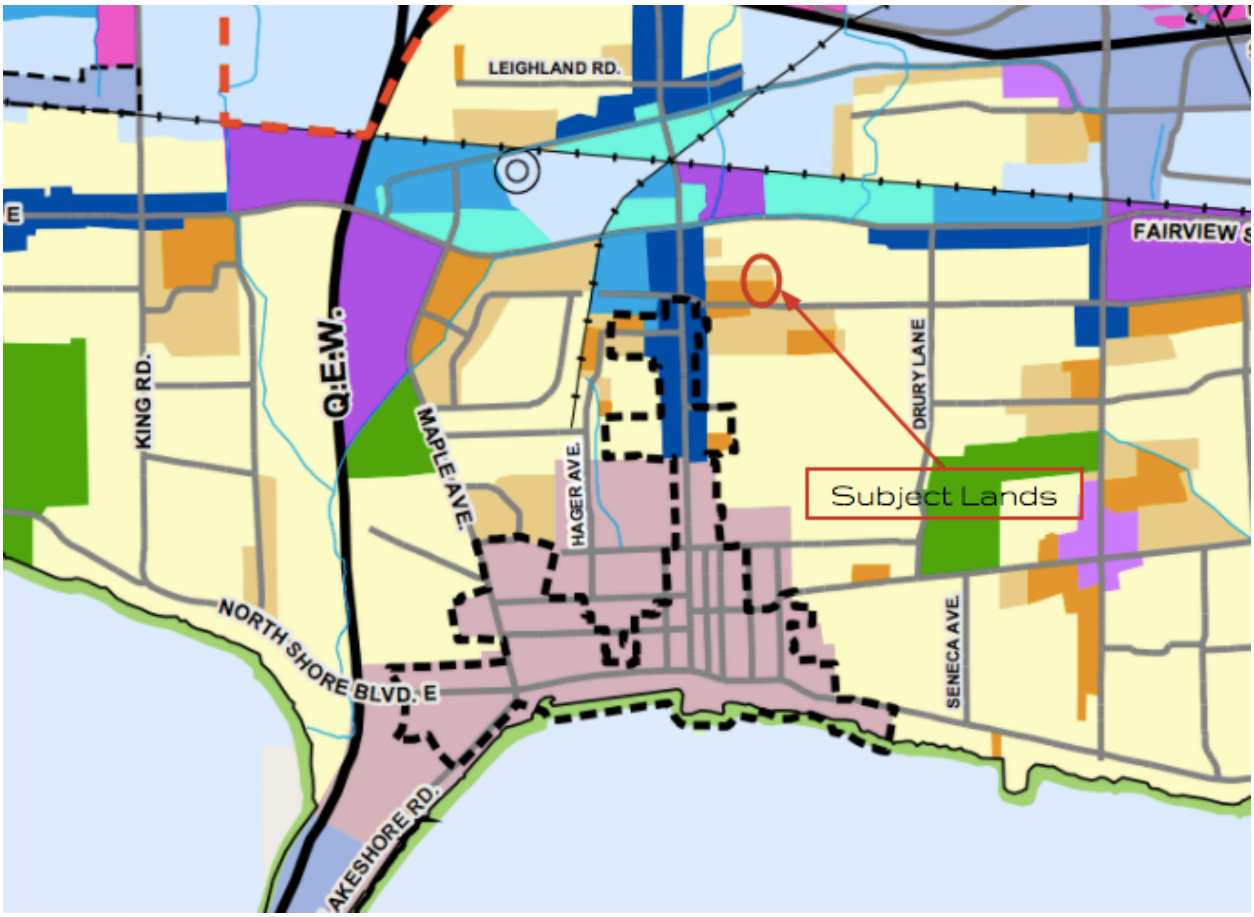



*Figure 4.4.1 — Schedule 'B' of the Burlington Official Plan with the location of the subject lands circled.*

### *4.4.1 — Land Use Permissions*

The Residential Medium Density designation permits detached and semi-detached homes, townhouses, street townhouses, stacked townhouses, back-to-back townhouses, attached housing, and walk-up apartments; provided that these forms meet the density ranging between 26 and 60 units per hectare.

Since the subject lands function as one integrated parcel/development due to the common access, amenity facilities, and parking areas, the proposal is to amend the entirety of the site to Residential High Density and to zone the lands accordingly. Section 2.2.2(e) states that within High Density Areas, either ground or non-ground oriented housing units with a density ranging between 51 and 185 units per net hectare shall be permitted." With the addition of the proposed stacked townhouses, the overall density of the subject lands is 118.45 units per net hectare. The proposed density of the entirety of the subject lands is approximately the midpoint of the density permitted within High Density Residential areas.

The existing townhouse dwellings on the subject lands contain a total of eight (8) residential rental units. The proposed stacked townhouse dwellings consist of 1 & 2-bedroom residential rental units. As per Section 2.3.1 (a & b) of the BOP, it is important that there is a sufficient supply of suitably designated and serviced residential land maintained to meet existing and future housing needs, as well as encouraging the retention of existing rental housing and the construction of new rental housing in order

to do so. The proposed development will increase the number of rental units on the site and within the City of Burlington overall. Additionally, Section 2.3.2(f & g) states that where demolition occurs, replacement rental housing units are provided for those units that are demolished and that the negative economic and other impacts upon tenants are minimized. The proposed development not only replaces the existing rental units, but also provides an additional 42 rental units on the subject property. In addition, any impact of the tenants will be addressed in accordance with legislative requirements.

### *4.4.2 — Housing Affordability*

Section 2.4 speaks to housing affordability, stating that it is important to ensure that a range of housing and tenure types are available to meet the various lifestyle and income group of the existing and future population.

### *4.4.3 — Housing Intensification*

Section 2.5 of the BOP contains policies regarding Housing Intensification, and encourages residential intensification as a means of increasing the amount of available housing stock within existing neighbourhoods; provided that the additional housing is compatible with the scale, urban design, and community features of the neighbourhood. It also encourages intensification to take place on under-utilized lands and, where appropriate, at the periphery of existing residential neighbourhoods (Section 2.5.1).

Section 2.5.2 speaks to the criteria to be considered when evaluating proposals for housing intensification within established neighbourhoods, including the following:

- *Adequate municipal services to accommodate the increased demand are provided including such services as water, wastewater and storm sewers, school accommodation, and parkland;*

  A Functional Servicing Report and Stormwater Management Report has been included with this submission. The proposed development maintains and enhances the abutting park to the east, while also providing landscaped areas throughout the subject site.

- *Off-street parking is adequate;*

  A Traffic Impact Study that assesses the proposed off-street parking has been prepared by GHD. This report finds that the proposed parking is suffice based on the current demands on the subject lands as well as various other studies completed on adjacent properties.

- *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 the local residential streets;*

A Traffic Impact Study (TIS) has been prepared that assesses the potential increase in traffic as a result of the proposed development. This report finds that there is nominal impact to the existing infrastructure and no improvements to nearby intersections are required as a result of the proposed development.

- *The proposal is in proximity to existing or future transit facilities;*

  As mentioned in Sections 4.2.4 of this Report, the proposed development is located in close proximity to local bus service routes along Brant Street and Fairview Street, as well as the existing Burlington GO Station. Brant Street is designated as a Minor Arterial and Fairview Street as a Multi-Purpose Arterial; both with said Primary bus service. The Burlington GO Station provides all-day transit services to the City with Hamilton (west) and the City of Toronto (east), in addition to being linked to the dedicated Higher Order Transit service along the QEW to the City of Hamilton. There are also bike lanes located along Prospect Street, and this bicycle network is proposed to continue along Brant Street in order to connect to both Downtown Burlington and Burlington GO Station (see Figure 2.3.2 in Section 2.3 of this Report).

- *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;*

  The existing development along Prospect Street is comprised of a variety of residential densities, building heights, and housing forms that range from apartment buildings, townhouses, low-rise apartment buildings, to single-family detached dwellings. Thus, the general character of the surrounding area is one of a mix of land uses and built form.

  The proposed development is to replace the existing townhouse dwellings at the rear of the subject lands with stacked townhouses (see Figure 3.1.1 in Section 3.1 of this Report), and although this introduces additional density, massing, and coverage than currently exists on the site, the proposed stacked townhouses are compatible in terms of the context of these lands and the existing neighbourhood character, while providing an appropriate transition from the existing high-rise built form to the south to the existing single-detached residences to the north. The proposed development is consistent with what has been recently approved on the lands directly to the west, and will have no adverse impact on the existing park to the east.

  Regarding coverage, the proposed development on the northern part of the subject lands provides a relatively low building coverage and hardscaped surface, and significant amounts of landscaped areas at the rear of the proposed townhouses. There is a total of 1129 sqm of proposed landscaped outdoor amenity areas in addition to the landscaped areas that already exist on the subject lands surrounding the apartment building. Each

of the proposed units have an outdoor patio, resulting in a minimum private amenity area for these new units of 9.14 sqm per unit, with an overall average amenity area for the entirety of the subject site (inclusive of both the proposed and existing apartment building units) of 21.9 sqm.

The rear yard setback of the proposed development is 14.00 m. This substantial setback will positively assist in mitigating the impact of the new units on abutting properties; particularly those located to the north. The location of the proposed townhouses was chosen in order to provide for a traditional rear yard interface between the proposed buildings and the existing residential single-family detached dwellings to the north. This setback will also allow for the preservation and protection of the healthy, mature trees within the rear yard, as well as provide ample opportunity for additional tree planting and creates a consistent rear yard for all of the new development within the area immediately adjacent to the existing homes.

The site has been designed in such a manner that it accommodates intensification while integrating with the existing surrounding neighbourhood. In addition, the placement of the proposed townhouses will provide additional buffering from the existing parking area to the detached dwellings to the north by mitigating noise, light, and visual impact from this surface parking area. There will be no negative adverse impact on the streetscape of Prospect Street as the proposed townhouse dwellings are located at the rear of the subject property and therefore blocked from the public realm by the existing 8-storey apartment building.

The proposed townhouse development is a total of 13.11 m in height, however as mentioned, the blocks have been situated on the property in such a manner that the 45-degree angular plane has been maintained in order to respect and mitigate the visual impact that the development may have on the existing residential dwellings to the north (see Figure 4.4.3.1). This is in conjunction with the protection of select portions of the existing vegetation and new plantings that will ensure appropriate mitigation of the new units to the existing homes. Additional landscaping and screening within the rear yard will be identified and implemented through the site plan approval process. In addition, while there are three floors 'above grade', due to the design of the floorplans of each of the units, there are only two units throughout these three floors, thus further minimizing any potential for overlook. A cross-section of the proposed townhouse 'blocks' is shown in Figure 4.4.3.2 (see below).

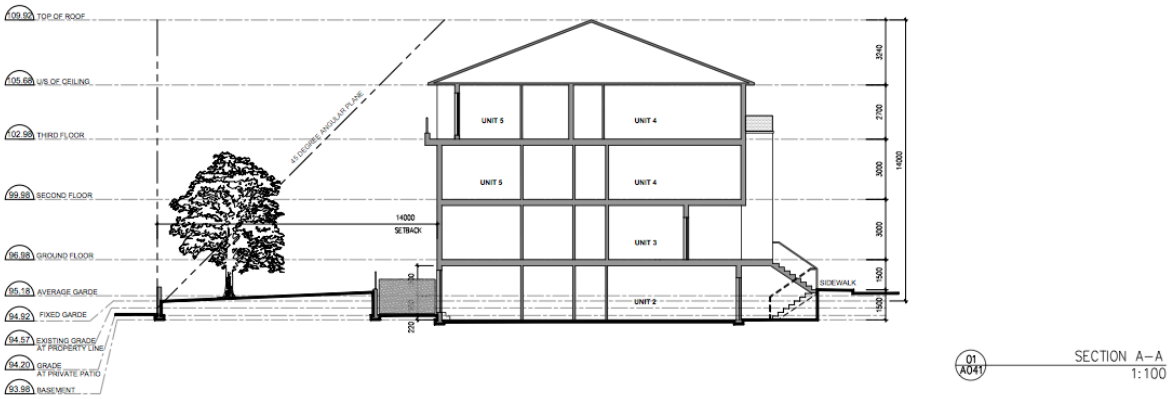



*Figure 4.4.3.1 — Cross-section (from the west) of the proposed townhouse dwellings with the 45-degree angular plane from the rear lot line shown.*

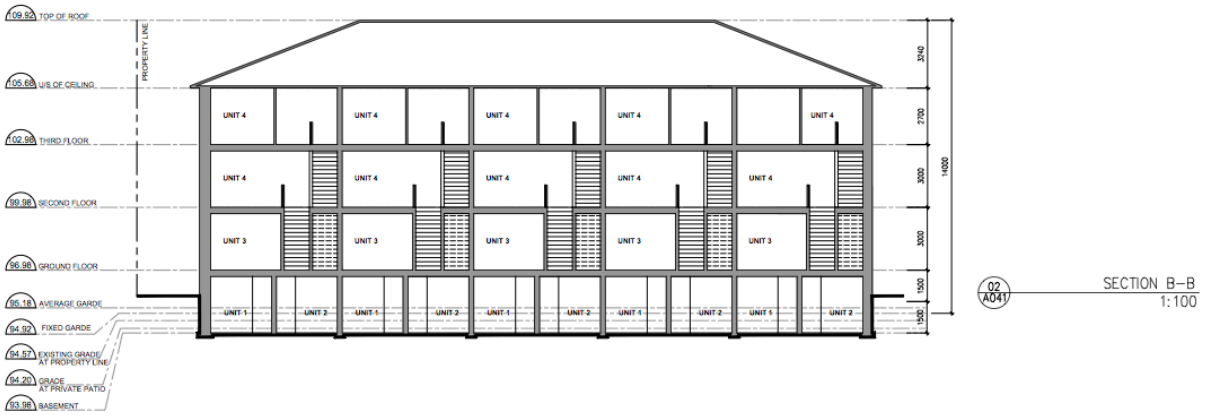



*Figure 4.4.3.2 — Cross-section of the proposed townhouses from the south.*

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

  A Landscape, Vegetation, and Tree Preservation Plan have been prepared by Adesso Design Inc. in order to assess any required alterations to the existing vegetation while outlining potential opportunities for enhanced landscaping to provide increased privacy.

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

  A sun-shadow study has been prepared by ICON Architects and has been included with this submission package. The proposed townhouse dwellings are 14.00m in height, and it is not anticipated that there will be any overshadowing impacts on any adjacent properties. A 45-degree angular plane has been maintained to the adjacent property line to the rear in order to maintain privacy.

- *Accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care;*

  There is a variety of social and community centers located in close proximity to the subject lands. The Central Recreation Center, Central Library, Central Seniors Center, and local tennis and curling clubs are located 2 kilometers south-east of the subject property. In addition, there is a wide selection of retail and public service establishments located within Downtown Burlington, which begins less than 700m south on Brant Street and is serviced via local bus routes as shown on Figure 2.3.3 (Section 2.3) of this Report. Joseph Brant Hospital is located at the intersection of Lakeshore Road and Maple Avenue (2.3km south west of the subject lands), while further retail shops are located just over 700m north on Brant Street (at the intersection of it and Plains Road East).

- *Capability exists to provide adequate buffering and other measures to minimize any identified impacts;*

  The proposed development consists of two 3-storey 'blocks' containing townhouse dwellings with a minimum 14.00m setback to the rear property line. This setback, in conjunction with tree preservation (as laid out in the aforementioned Tree Preservation Report), additional landscaping, enhanced tree planting, and fencing will mitigate any impacts that may result from the increased height and built form of the proposed stacked townhouses in comparison to the existing townhouses.

- *Where intensification potential exists on more than one adjacent property, any re-development proposals on an individual property shall demonstrate that future re-development on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate;*

  The lands to the east of the subject property is consisted of Optimist Park with residential townhouse dwellings with frontage onto Prospect Street. The lands to the north of the subject lands are single-family residential dwellings accessed from Maplewood Drive, and the lands to the west are comprised of a similar set up: an apartment building with stacked townhouse dwellings at the rear of the property that are currently under construction. The proposed development has no adverse impact on any of the aforementioned properties, and in fact is a continuation of the built form from the lands to the west. The approval of this development will not compromise the development of adjacent lands.

- *Natural and cultural heritage features and areas of natural hazard are protected*

There are no natural or cultural heritage features or areas of natural hazard on the subject lands, and thus this policy is not applicable.

- *Where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m); and,*

  These sections relating to storm water management have been addressed within the Functional Servicing Report (FSR) prepared by Trafalgar Engineering and is included in the submission package.

- *Proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided.*

  The proposed stacked townhouses are ground-oriented forms of development and thus this policy does not apply.

## 4.5 | City of Burlington Zoning By-Law 2020

The subject lands are currently zoned "RM2" (Residential Medium Density) and "RH4" (Residential High Density) (see Figure 4.5.1). The development area (the area in which the proposed townhouses are located) is zoned "RM2", and this application is to rezone this section of the lands to "RH4" so that the entirety of the subject lands is zoned "RH4". As mentioned, while currently under two zoning provisions, the subject lands (in their entirety) function as one integrated parcel and development. There is one access, a common surface parking area, shared amenity areas, and other shared facilities. For this reasoning, the subject lands are proposed to be rezoned to "RH4".

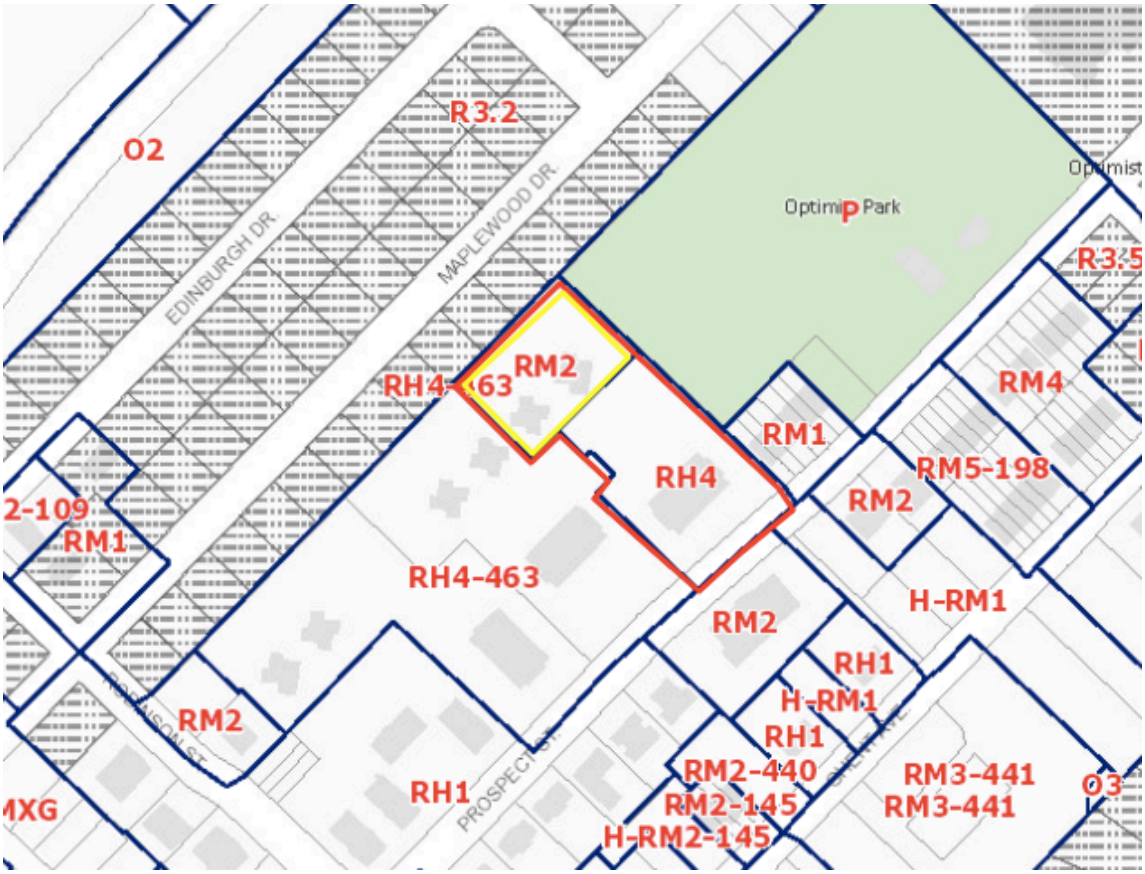



*Figure 4.5.1 — The location of the subject lands (highlighted in red) with Area 'B' in yellow showing the multi-zoning of the property. The southern portion of the lands is zoned "RH4" while the northern part (the development area) is zoned "RM2". This proposed development sees the re-zoning of the northern portion of the site to match the lower portion ("RH4").*

| 2095 Prospect Street — Zoning Requirements vs. Proposed | | |
|---|---|---|
| **Zoning Provision** | **RH4** | **Proposed** |
| **Regulations to Areas 'A' & 'B'** | | |
| Lot Width | 45m | 65.46m |
| Lot Area | 0.2 ha | 0.97 ha |
| Front Yard | 7.5m plus 1m for each storey above 6 storeys (9.5m) | 14.55m |
| Density | Maximum 100 units per net hectare | 118.45 units per net hectare |
| Landscape Buffer | 4.5m | 1.50m (west) / 0.90m (east) |
| Parking | | |
| Residents | 1.25 spaces per unit | 0.94 spaces per unit |
| Visitor | 0.35 spaces per unit | 0.18 spaces per unit |
| Total Parking Spaces | 200 | 130 |
| Bicycle Parking Spaces | N/A | 12 |
| **Regulations to Area 'B'** | | |
| Side Yard Setback | 7.5m plus 1m for each 5m wall length exceeds 30m | 3.00m (west) / 2.50m (east) |
| Amenity Area | 25 sm per bedroom | 9.14 sqm per bedroom |
| Rear Yard abutting R3 zone | 15.0m plus 1m for each 5m wall length exceeds 30m | 14.00m |
| Building Height | 3 storeys to 14.00m | 3 storeys @ 14.00m |

*Table 4.5.2 — Proposed Zoning By-Law Amendments as distinguished between the entire site (Areas 'A' & 'B') and the area in which the proposed townhouses are located (Area 'B').*

Parking is to be provided in according with Part 1, Subsection 2.25 — "Off Street Parking and Loading Requirements":

- Stacked Townhouse dwelling & Apartment Building parking provisions:
  - 1.25 occupant spaces per one bedroom unit
  - 1.50 occupant spaces per-two-bedroom unit
  - 0.35 visitor spaces per unit

In addition, there are a total of 90 parking spaces required for the existing apartment building. Thus, the total required parking spaces is 200. The proposed stacked town house development requires 88 vehicle parking spaces (both occupant and visitor), calculated based on the following:

- 20 x 1-bedroom units = 20x1.25 + 20x0.35 = 32 parking spaces
- 30 x 2-bedroom units = 30x1.50 + 30x0.35 = 55.5 parking spaces

  = 87.5 parking spaces = **88 parking spaces**

The proposed development provides a total of 130 vehicular parking spaces, with a parking standard of 0.94 parking spaces per unit and 0.18 visitor parking spaces per unit.

The reasoning for this parking standard reduction is due to the subject lands' location within close-proximity to a number of public transit, higher-order, and rail transportation facilities. In addition, the

amount of parking is reflective of the existing parking conditions on the site, and a Parking Justification study prepared by GHD as part of the TIS concludes that the parking is suffice based on the current demand for parking, and that there will be no adverse impacts in terms of traffic with the proposed development. In addition, the development proposes a total of 16 surface-level bicycle parking spaces.

## 5.0 | Supporting Studies

There were a number of studies and reports completed in support of this Official Plan and Zoning By-Law Amendment and are included with this submission:

### 5.1 | Functional Servicing Report (FSR)

A Functional Servicing Report (FSR) including a Storm Water Management Report has been prepared by Trafalgar Engineering. This report concludes that the there are adequate municipal services to support the proposed project on the subject lands.

### 5.2 | Tree Protection & Vegetation Plan

A Tree Protection & Vegetation Plan has been prepared by Adesso Design Inc. This plan identifies 37 trees for removal (with a further tree for partial removal) on the subject lands. A Landscape Plan for the entirety of the subject lands as well as the amenity space at the rear of the existing apartment building has been prepared and submitted.

### 5.3 | Traffic Impact Study

A Traffic Impact Study (TIS) has been prepared by GHD. This report concludes that no improvements to the existing intersections are required in order to accommodate the proposed development.

### 5.4 | Noise Feasibility Study

A Noise Feasibility Study has been prepared by HGC. This report concludes that sound level predictions indicate that future traffic levels during the daytime and nighttime at the proposed dwelling units will be within the MOECC guidelines and that any double-glazed window will provide adequate sound insulation for these dwellings. In addition, the report concludes that the sound levels from the proposed air-conditioning units are well below MOECC minimum exclusionary criteria.

### 5.5 | Shadow Analysis

A Shadow Analysis has been prepared by ICON Architects. This Analysis was conducted at the hours of 9:30am, 12:30pm, and 3:30pm on March 21$^{st}$, June 21$^{st}$, and December 21$^{st}$, and demonstrates that there are limited-to-no adverse impacts on adjacent buildings as a result of the proposed development. There is partial shadowing on the back yards of the residential dwellings that front onto Maplewood Drive at the hours of 9:30am on March 21$^{st}$ and December 21$^{st}$, with no adverse impacts on any of the remaining dates assessed.

### 5.6 | Phase 1 Environment

A Phase 1 ESA has been prepared by Altech. This assessment concludes that an asbestos survey be undertaken to identify all ACBM within the building and document their condition. Overall, it highlights that there are no environmental concerns in any of the sections of the report.

A Reliance Letter and Freedom of Information (FOI) and Protection of Privacy Act Request from the Ministry of the Environment and Climate Change has also been provided by Altech in support of this Phase 1 ESA.

### 5.7 | Wind Impact Study

A Wind Impact Study has been prepared by Theakston. This report concludes that the wind conditions for the proposed development's exterior amenity space are predicted suitable; that the pedestrian comfort conditions within the amenity space as proposed will be seasonally suitable for passive recreational uses; and ultimately that additional wind mitigation is not required.

### 5.8 | Waste Management Plan

A Waste Management Plan has been prepared by Cini-Little International Inc. This Plan illustrates the truck-turning diagram and concludes that the proposed layout of the site can accommodate waste pick-up.

### 5.9 | Grading & Servicing Plans

Site Servicing and Grading Plans have been prepared by Trafalgar Engineering.

### 5.10 | Geotechnical Report

A Geotechnical Report has been prepared by Soil-Mat. This report concludes that all tested material was found to be within the Standard parameters, and that no staining or odours were found.

## 6.0 | Conclusion

The proposed development will intensify an underutilized portion of a site in an existing community that is served by transit, infrastructure, and community facilities. The proposed built form (stacked townhouses) is compatible with the existing community — especially when taken in context with the recently approved development to the west and provides an appropriate transition to the existing surrounding land uses.

The proposed development is consistent with and conforms to the aforementioned policies and Plans (Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, Regional Official Plan, and City of Burlington Official Plan) regarding intensification, compatibility for infill development, and proximity and access to regional and local transit facilities. It will increase and diversify the range of housing types within the City, as well as assisting with the projected growth that the City of Burlington is to accommodate. All the criteria for housing intensification (as outlined in the City of Burlington Official Plan) have been met, and the proposed development represents good planning and will not have an adverse effect on the surrounding neighbourhood or overall community.

Respectfully,



**Jack Neal**
Planner



**Ruth Victor** MCIP RPP MRTPI
Principle