

SEPTEMBER | 2022

PLANNING JUSTIFICATION REPORT

OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT
1062 & 1074 COOKE BOULEVARD, BURLINGTON

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE



Date:
September 2022

Prepared for:
Camarro Group

Prepared by:

MacNaughton Hermsen Britton Clarkson Planning Limited
442 Brant Street, Suite 204
Burlington ON L7R 2G4
T: 905 639 8686
F: 905 761 5589

Our file: 20329B

CONTENTS

1.0 Introduction 1

1.1 Pre-Consultation 2

2.0 Site Description and Surrounding Uses 5

2.1 Site Description 6
2.2 Surrounding Uses 8
2.3 Neighbourhood Context 14
2.4 Transit & Transportation 14
2.5 Surrounding Development Applications 17

3.0 History and Background 19

4.0 Proposed Development 21

4.1 Description of Proposal 22
4.2 Public Consultation & BUD Review 28
4.3 Summary of Supporting Documents / Technical Studies 29
4.4 Proposed Official Plan Amendment 32
4.5 Proposed Zoning By-law Amendment 32

5.0 Policy Context and Analysis 33

5.1 Planning Act, R.S.O. 1990, c.P.13 34
5.2 Provincial Policy Statement (2020) 35
5.3 Growth Plan for the Greater Golden Horseshoe (2020) 37
5.4 Metrolinx 2041 Regional Transportation Plan 39
5.5 Halton Region Official Plan (November 10, 2021 Office Consolidation) 41
5.6 Region of Halton ROPA 49 47
5.7 City of Building Official Plan (In-Force) 48
5.8 New City of Burlington Official Plan (Under Appeal) 56
5.9 Aldershot GO Station MTSA Area Specific Plan 67
5.10 City of Burlington Zoning By-law 2020 71

6.0 Design Guidelines 75

7.0 Summary & Conclusions 77

7.1 Planning Justification Summary 78
7.2 Conclusion 79

LIST OF APPENDICES

Appendix A	Pre-Consultation Meeting Minutes (January 27, 2021)
Appendix B	Pre-Consultation Meeting Minutes (July 27, 2022)
Appendix C	Burlington Urban Design Panel Comments
Appendix D	Proposed Official Plan Amendment
Appendix E	Proposed Zoning By-law Amendment
Appendix F	Policy Analysis

FIGURES

Figure 1	Location Map of the Subject Lands
Figure 2	Surrounding Uses
Figure 3	Surrounding Transportation Context
Figure 4	Surrounding Development Applications
Figure 5	Proposed Site Plan
Figure 6	Second Floor Plans
Figure 7	North-west view
Figure 8	North Landscape Plan
Figure 9	South Landscape Plan
Figure 10	Level 2 Outdoor Amenity Plan
Figure 11	Level 7 Outdoor Amenity Plan
Figure 12	P1 Parking Level
Figure 13	Region of Halton Official Plan - Map 1H: Regional Urban Structure
Figure 14	Region of Halton Official Plan - Map 3: Functional Plan of Major Transportation Facilities
Figure 15	Region of Halton Official Plan - Map 6D: Aldershot GO MTSA
Figure 16	City of Burlington Official Plan - Schedule A: Settlement Pattern
Figure 17	City of Burlington Official Plan - Schedule B: Land Use Plan
Figure 18	Schedule A - City System
Figure 19	Schedule B - Urban Structure
Figure 20	Schedule B-1 - Growth Framework
Figure 21	Schedule B2 - Growth Framework
Figure 22	Schedule C - Land Use Urban Area
Figure 23	Schedule G - Aldershot GO MTSA Special Planning Area
Figure 24	Aldershot GO Precinct Boundary and Designations
Figure 25	Aldershot GO Precinct Maximum Heights
Figure 26	Zoning for 1062 & 1074 Cooke Boulevard

IMAGES

Image 1	View of 1062 Cooke Boulevard, the Subject Lands
Image 2	View of 1074 Cooke Boulvard, the Subject Lands
Image 3	View of the surrounding properties along Cooke Boulevard to the south-east
Image 4	View of the surrounding properties along Cooke Boulevard to the north-west
Image 5	View of the Subject Lands from Masonry Court and Cooke Boulevard intersection
Image 6	View of 101 Masonry Court
Image 7	Aldershot GO Station

TABLES

Table 1	Proximity to Nearby Destinations
Table 2	Surrounding Development Applications
Table 3	Proposed Unit Breakdown
Table 4	Proposed Site Statistics

ABBREVIATIONS

BUD	Burlington Urban Design Advisory Panel
FSR	Functional Servicing Report
MTSA	Major Transit Station Area
LOS	Level of Service
OP	Official Plan
OPA	Official Plan Amendment
PJR	Planning Justification Report
PPS	Provincial Policy Statement (2020)
ROP	Halton Region Official Plan
ROW	Right-of-way
SWM	Stormwater Management
TDM	Transportation Demand Management
TIS	Traffic Impact Study
UDB	Urban Design Brief
uph	Units per hectare
ZBA	Zoning By-law Amendment

EXECUTIVE SUMMARY

This Planning Justification Report ('PJR) has been prepared in support of a proposed Official Plan Amendment and Zoning By-law Amendment to facilitate the redevelopment of the properties located at 1062 and 1074 Cooke Boulevard in the City of Burlington (the 'Subject Lands'). The proposed development includes two high-rise residential towers with heights of 30 storeys to the south and 32 storeys to the north connected via a shared podium with a height of 6 storeys fronting Cooke Boulevard and 3 storeys to the rear. Overall, the development includes a total of 809 residential units and 581 square metres of retail/commercial space on the ground floor.

In considering proposed redevelopment in any area, careful consideration must be given to the existing and evolving context of the area, the policy and regulatory framework that directs and guides development, as well as planning principles which encompass social, economic and environmental objectives.

This PJR provides a description of the proposal and surrounding physical context, a summary of the supporting studies, and a comprehensive planning analysis of the applicable policy and regulatory framework.

The Subject Lands are situated on the southwest corner of the intersection of Cooke Boulevard and Masonry Court and are approximately 0.70 hectares (1.73 acres) in size. The area surrounding the Subject Lands consists of a variety of residential and community uses, including a mix of low-rise residential and mixed use employment.

The Subject Lands are currently designated 'Mixed Use Activity Area', specifically 'Mixed Use Corridor - Employment', and within the Aldershot GO Major Transit Station Area (MTSA) in the City of Burlington Official Plan. The Subject Lands are zoned 'Mixed Use Corridor' (MXE) under the City of Burlington Zoning By-law. A detailed planning analysis of the provincial and municipal policy and regulatory framework, including applicable design guidelines, is provided in this report which supports and justifies the proposed development and proposed amendments to the Official Plan and Zoning By-law to facilitate the proposed development

The proposal is supported by a series of plans and studies related to functional servicing, stormwater management, parking, urban design, noise/wind impacts, and tree preservation. All of these studies have been undertaken in accordance with the City and Region's requirements and provide a full assessment and justification for the proposed development.

The proposed development represents an intensification of the Subject Lands within an MTSA as directed by the Growth Plan, delivering much needed housing to the area. Aldershot GO Station is within one kilometer of the Subject Lands, equivalent to a 12 minute walk or 3 minute drive.

Based on the physical context and planning policy and regulatory framework analysis, the proposed development and proposed Official Plan Amendment and Zoning By-law Amendment are consistent and conform to provincial, regional and city polices, represent good planning and are in the public interest.



Source: WestonWilliamson + Partners

1.0

INTRODUCTION

1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Camarro Group (the "Applicant") to assist with planning applications to redevelop the property municipally known as 1062 and 1074 Cooke Boulevard in the City of Burlington (the "Subject Lands").

This report has been prepared in support of proposed amendments to the City of Burlington Official Plan and Zoning By-law (the "Applications") to facilitate the redevelopment of the Subject Lands with two residential towers with heights of 30 storeys to the south and 32 storeys to the north connected via a shared podium with a height of 6 storeys facing Cooke Boulevard and 3 storeys to the rear. The development will be constructed in two phases with the 30 storey portion to the south representing phase one and the 32 storey portion to the north representing phase two. Overall, the development includes a total of 809 units as well as 581 square metres of retail/commercial space on the ground floor.

This Planning Justification Report (PJR) provides the following:

- A general description of the Subject Lands and surrounding uses as well as the current physical conditions to provide an understanding of the locational context;
- A description of the proposed development and its design elements;
- A description of the proposed planning instruments to amend the Official Plan and Zoning By-law to implement the proposed development;
- A summary of the key technical reports prepared to support the proposal;
- A review of the existing and evolving policy and regulatory framework and an assessment of the proposed development's consistency and conformity with Provincial, Regional and City policies and regulations;
- An assessment of the redevelopment in terms of compatibility, benefits, and impacts; and
- A summary of key conclusions and recommendations related to the proposed development.

1.1 PRE-CONSULTATION

The required pre-consultation meeting to discuss the proposal was held on January 27, 2021. City of Burlington and Halton Region staff were in attendance. A record of the pre-consultation meeting minutes is attached to this report as **Appendix A**. A second pre-consultation meeting was required by the City and occurred on July 27, 2022 as the first pre-consultation meeting minutes expired. A record of the second pre-consultation meeting minutes is attached to this report as **Appendix B**.

The following reports and materials were identified as required for a 'complete application' through the pre-consultation process and are included as part of this application submission:

1. Planning Justification Report, including the Draft Official Plan Amendment and Zoning By-law Amendment, prepared by MHBC dated September 2022;
2. Architectural Drawing Set prepared by RAW Design dated August 31, 2022;
3. Functional Servicing and Stormwater Management Report prepared by Odan Detech dated August 25, 2022;
4. Grading and Servicing Plans prepared by by Odan Detech dated September 12, 2022;
5. Tree Inventory and Preservation Plan prepared by MHBC dated September 6, 2022;
6. Arborist Report prepared by MHBC dated August 24, 2022;
7. Landscape Concept Plans prepared by MHBC dated September 6, 2022;
8. Traffic Impact Study prepared by Crozier Engineering dated September 2022;
9. Noise and Vibration Impact Study prepared by RWDI dated August 16, 2022;
10. Shadow Analysis prepared by RAW Design dated August 22, 2022;
11. Environmental Site Screening Checklist prepared by MHBC Planning dated September 2022;
12. Phase I Environmental Site Assessment prepared by B.I.G. Consulting dated June 16, 2021;
13. Phase II Environmental Site Assessment prepared by B.I.G. Consulting dated July 15, 2022;
14. Height Survey of Adjacent Buildings prepared by RAW Design dated September 12, 2022;
15. Pedestrian Wind Study prepared by RWDI dated August 18, 2022;
16. Urban Design Brief including the Urban Design Advisory Panel Meeting Minutes, prepared by MHBC dated September 2022;
17. Land Use Compatibility Report prepared by RWDI dated August 11, 2022;
18. Geotechnical Investigation prepared by B.I.G. Consulting dated July 13, 2021;
19. Hydrogeological Investigation prepared by B.I.G. Consulting dated August 10, 2021;
20. Construction & Mobility Management Plan prepared by Lanhack Consultants dated September 7, 2022;
21. Waste Management Plan prepared by RAW Design dated August 31, 2022;
22. Reference Plan and PIN Report;
23. 3D Model of Proposed Building(s) prepared by RAW Design dated September 12, 2022; and
24. Housing Impact Statement prepared by MHBC dated September 2022;

Together, these reports and studies provide for the comprehensive assessment and justification for the development of the Subject Lands. This Report provides justification for relevant planning policy and regulations applicable to the proposal in support of the Official Plan Amendments and Zoning By-law Amendment applications to permit the proposed redevelopment. **Based on the review and analysis contained herein, this report concludes our opinion that the proposed development and associated amendments are consistent with the Provincial Policy Statement, conform to the Growth Plan for the Greater Golden Horseshoe, conform with the Halton Region Official Plan and conform to the general development policies of the City of Burlington's Official Plan.**

Source: WestonWilliamson + Partners





2.0

SITE DESCRIPTION AND SURROUNDING USES

2.1 SITE DESCRIPTION

The following sections of the report provide an assessment of the Subject Lands including the surrounding physical context and proposed and recently approved developments.

The Subject Lands are located within the Aldershot community of Burlington. The Subject Lands are approximately 0.70 hectares (1.73 acres) in size. 1074 Cooke Boulevard is approximately 0.40 hectares (0.99 acres) with a frontage of approximately 50 metres and a depth of approximately 76 metres. 1062 Cooke Boulevard is approximately 0.30 hectares (0.74 acres) with a frontage of approximately 45 metres and a depth of approximately 67 metres.

The Subject Lands are located on the southwest corner of the intersection of Cooke Boulevard and Masonry Court. 1074 Cooke Boulevard is directly on the southwest corner of the intersection of Cooke Boulevard and Masonry Court and 1062 Cooke Boulevard is approximately 100 metres south from the intersection of Cooke Boulevard and Masonry Court.

1074 Cooke Boulevard is currently occupied by a one-storey building that contains PV Labs. 1062 Cooke Boulevard is currently occupied by a one-storey building that contains Category 5 Imaging Inc. Both sites currently have one access point each, both of which are located along Cooke Boulevard. Parking for both sites are currently located on the front and sides of properties, with the parking lots connected by a drive aisle. Cooke Boulevard does not contain a sidewalk on the side which the Subject Lands are situated. The lands are generally flat in nature, with trees/greenery located along the perimeters of the properties.

A location map which identifies the Subject Lands within the context of the City of Burlington is included in this report as **Figure 1**.



Figure 1. Location Map of the Subject Lands

2.2 SURROUNDING USES

An aerial image showing the Subject Lands and the surrounding land uses is included in this report as **Figure 2**. The general surrounding context is described further in this section. The surrounding uses are also described as follows:

NORTH: North of the Subject Lands is mid-rise residential development at 101 Masonry Court. Further north of the Subject lands is Canadian National Railway, the Aldershot GO Station and associated parking and Highway 403.

EAST: Directly east of the Subject Lands, on the east side of Cooke Blvd. is Gentherm (1047 Cooke Boulevard) which is an existing employment use. Further east of the Subject Lands is a low density residential area. Northeast of the site is parking for the Aldershot Go Station.

SOUTH: Immediately south-east of the Subject Lands is Primary Fluid Systems Inc. (1050 Cooke Boulevard) which is an existing employment use. Further south of the Subject Lands is a mixed use corridor along Waterdown Road and Plains Road East. Burlington Fire Station 3 (1044 Waterdown Road) is located on the west side of Waterdown Road to the south.

WEST: Directly south-west of, and abutting, the subject lands is Cougar Shoes Inc. (2 Masonry Court) which is an existing employment use. Further south-west of the Subject Lands is a general employment area consisting of Hampton Terrace Care Centre, Auto Services, and Jaggard's Garden Centre.

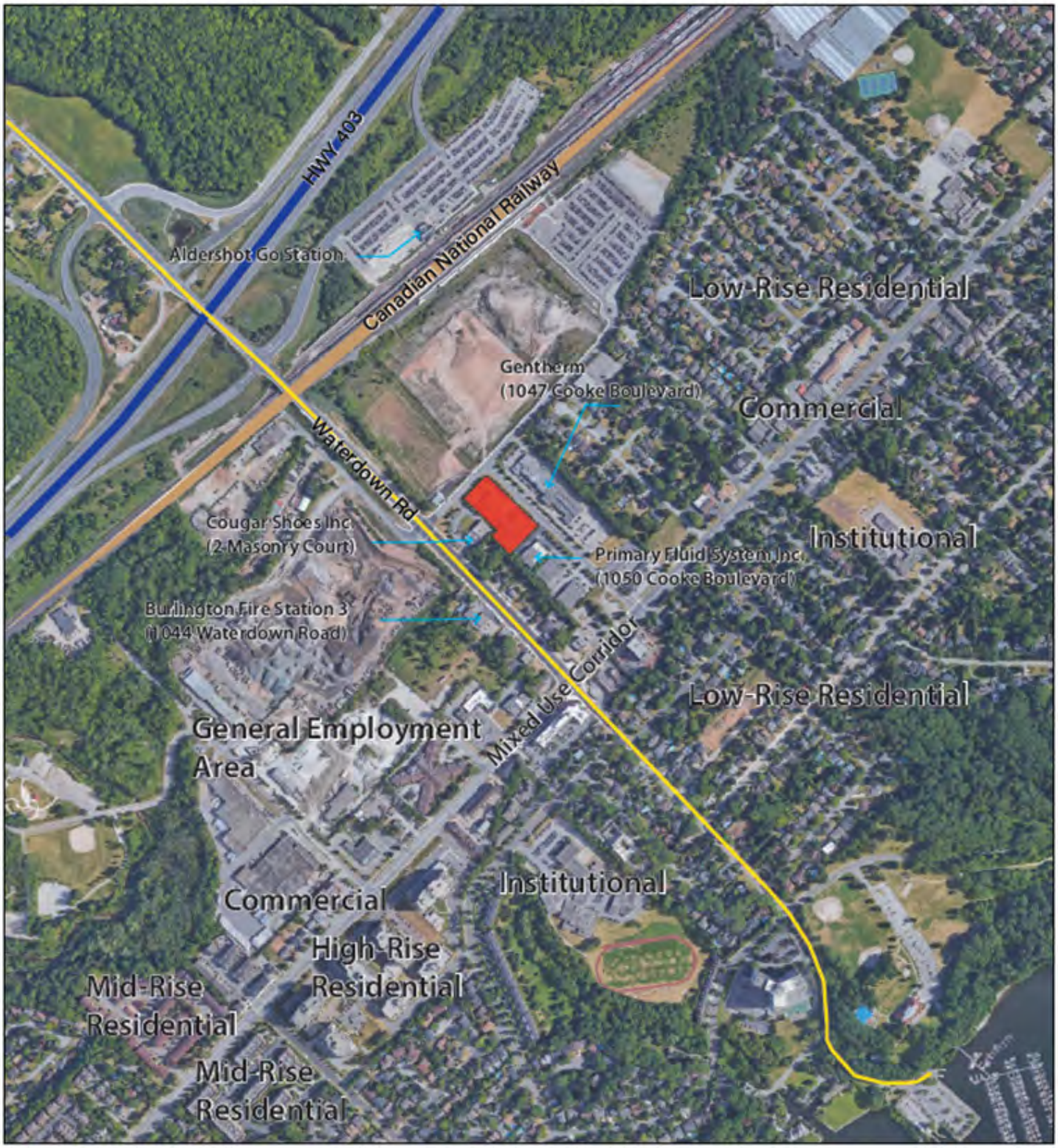


Figure 2. Surrounding Uses

Street View Images 1-7 provide further visual reference of the site and surrounding uses:



Image 1. View of 1062 Cooke Boulevard, the Subject Lands



Image 2. View of 1074 Cooke Boulevard, the Subject Lands



Image 3. View of the surrounding properties along Cooke Boulevard to the south-east



Image 4. View of the surrounding properties along Cooke Boulevard to the north-west



Image 5. View of the Subject Lands from the Masonry Court and Cooke Boulevard intersection



Image 6. View of 101 Masonry Court



Image 7. Aldershot GO Station

2.3 NEIGHBOURHOOD CONTEXT

The Subject Lands are located within the mixed use corridor associated with the lands at the intersection of Waterdown Road and Plains Road East and in the vicinity of the Aldershot GO Station where mixed-use intensification is planned as part of the Major Transportation Station Area (MTSA). Cooke Boulevard, including the Subject Lands, is included in the Major Transit Station Area boundary. The area has historically consisted of a mix of commercial and employment uses.

The Subject Lands are located in close proximity to a number of community facilities, parks and recreation facilities which are listed in Table 1.

Table 1: Proximity to Nearby Destinations

Destination	Travel Distance (km)	Travel Time (minutes)*		
		Walk	Cycle	Car
Glenview Public School	0.95	12	4	2
Aldershot GO Station	1.0	12	5	3
Aldershot School and Pool	0.75	9	4	2
Holy Rosary Catholic School	1.1	14	4	3
LaSalle Park	0.95	12	4	3
Grove Park	1.2	15	5	3
Aldershot Park	1.3	16	5	3
Burlington Sailing and Boating Club	1.2	16	6	3
LaSalle Marina	1.4	18	7	4
Hidden Valley Park	1.7	22	8	5
Burlington Public Library – Aldershot Branch	2.2	26	8	5
Aldershot Arena	2.5	32	9	5
Burlington Golf and Country Club	2.5	32	10	5

*Note: Distances and times are approximate.

2.4 TRANSIT & TRANSPORTATION

The area surrounding the Subject Lands are well serviced by retail, food, commercial, and recreational activities, all accessible through the various transit and transportation options that shall be explored below. As identified in Table 1, these facilities are within proximity to the Subject Lands and accessible through various means of transportation, helping achieve the notion of complete communities. The residential intensification of the Subject Lands will help achieve the balance between work, live, and play, the foundation of complete communities.

Local Public Transit

The Subject Lands are serviced by two existing bus routes as shown on **Figure 3**. Route 1 has a service frequency of 30 minutes and operates between downtown Hamilton and the Burlington GO Station. Route 101 serves as an express Route 1 and has varying frequencies throughout the day ranging between 15 and 30 minutes. Hamilton Street Railway Route 18 operates from the Aldershot GO Station and provides service to Waterdown with a service frequency of approximately 30 minutes.

Appendix A Schedule 1 - Long Term Transit Service Network of the in-force Official Plan identifies Primary Bus Service on Plains Road East, a portion of Waterdown Road and Townsend Avenue. Secondary Bus Service is identified on a portion of Waterdown Road and North Service Road.

While not in full force and effect, Schedule B-2 – Growth Framework and Long Term Frequent Transit Corridors of the Council-adopted Official Plan identifies Plains Road East and a portion of Waterdown Road as frequent transit corridors. North Service Road is identified as a Transit Support Corridor.

Regional Public Transit

The Aldershot GO Station is on the Lakeshore West line with service to Downtown Toronto with a frequency of approximately 20 minutes during the peak hours and 30 minutes during off peak hours and weekends. Additionally, two GO bus routes operate from the station. Route 18 provides service to Downtown Hamilton with a frequency of approximately 30 minutes. Aldershot GO is the first and last stop of route 18, with busses departing from and arriving to the terminal. Route 15 provides service to Brantford and Route 15A provides service to McMaster University and Downtown Hamilton. Routes 15 / 15A have a combined service frequency of approximately 30 minutes to 1 hour during the week. Only route 15 operates on the weekends and has a 2 hour service frequency. Aldershot GO stop is the first and last stop of Route 15, with busses departing from and arriving to the terminal. Metrolinx is in the process of implementing an expansion of the existing parking lot on the south side of the station which will add 450 parking spaces (with provisions for another 450 spaces in the future).

Road Network

Cooke Boulevard is classified as a Local Street. Plains Road East is classified as a Multi-Purpose Arterial Road and Waterdown Road is classified as a Minor Arterial in the in-force Official Plan. The streets surrounding the Subject Lands, including Clearview Avenue, Masonry Court, St. Matthews Avenue and Queen Mary Avenue are all classified as Local Streets. The current approximate widths of these streets are 20.1 m, 20 m, 18.5 m and 20.4 m, respectively.

Cycling

There are no bike lanes provided on Cooke Boulevard, however, there are currently bike lanes along Plains Road East and Waterdown Road. Masonry Court and St. Matthews Avenue are identified as shared lanes through the use of sharrow pavement markings. Bike lanes are also present on North Service Road.

Pedestrian

Pedestran walkways, paths, and trails are limited in the immediate area surrounding the Subject Lands. Cooke Boulevard and Masonry Court only have a sidewalk on one side of the road. Larger surrounding roads, sucgh as Plains Road East and Waterdown Road have sidewalks on both sides of the road. Within 1km of the Subject Lands, there is the Burlington Trail which connects to LaSalle Park. Hidden Valley Multi-Use Trail, which connects to Hidden Valley Park, is also in walking distance to the Subject Lands.

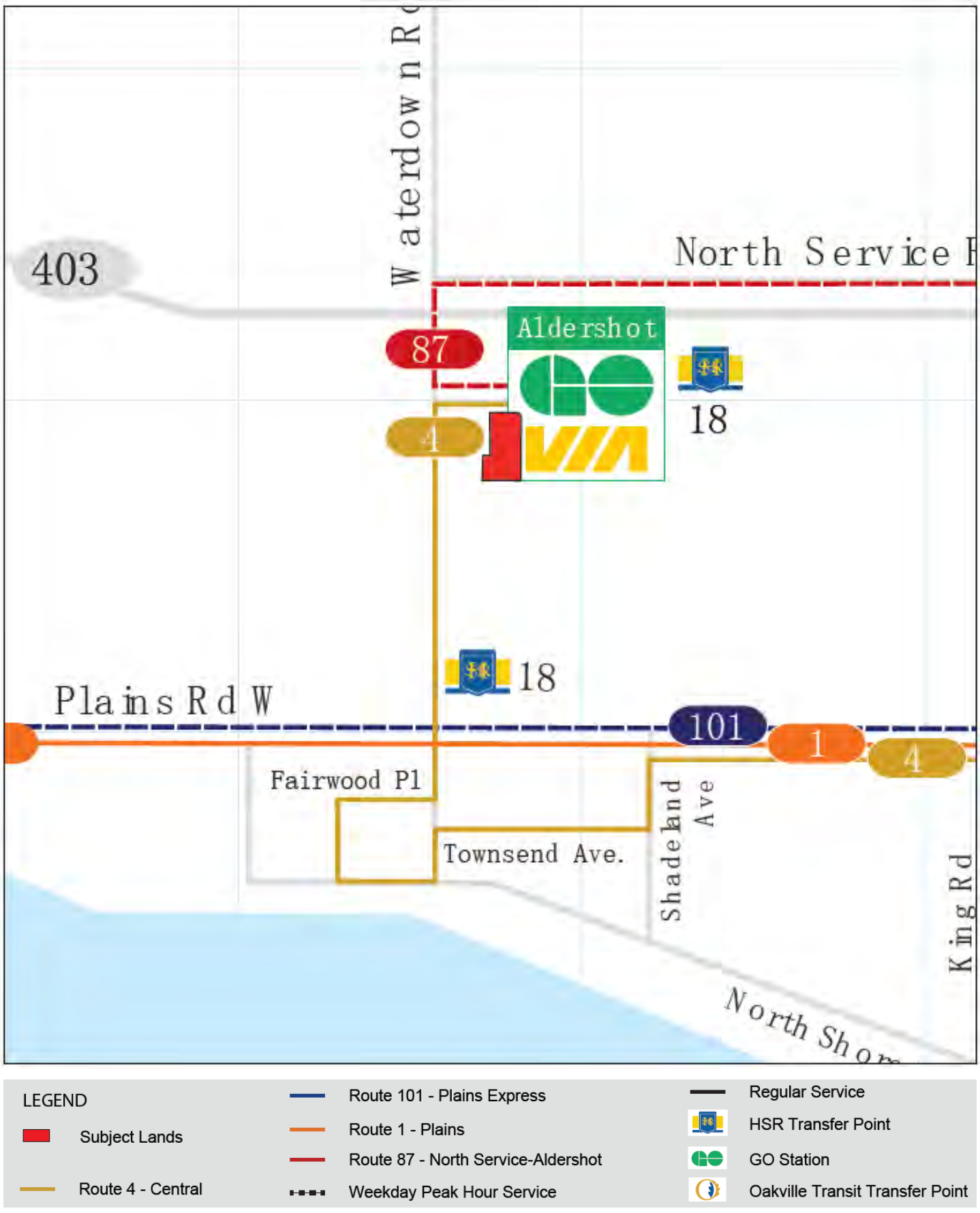


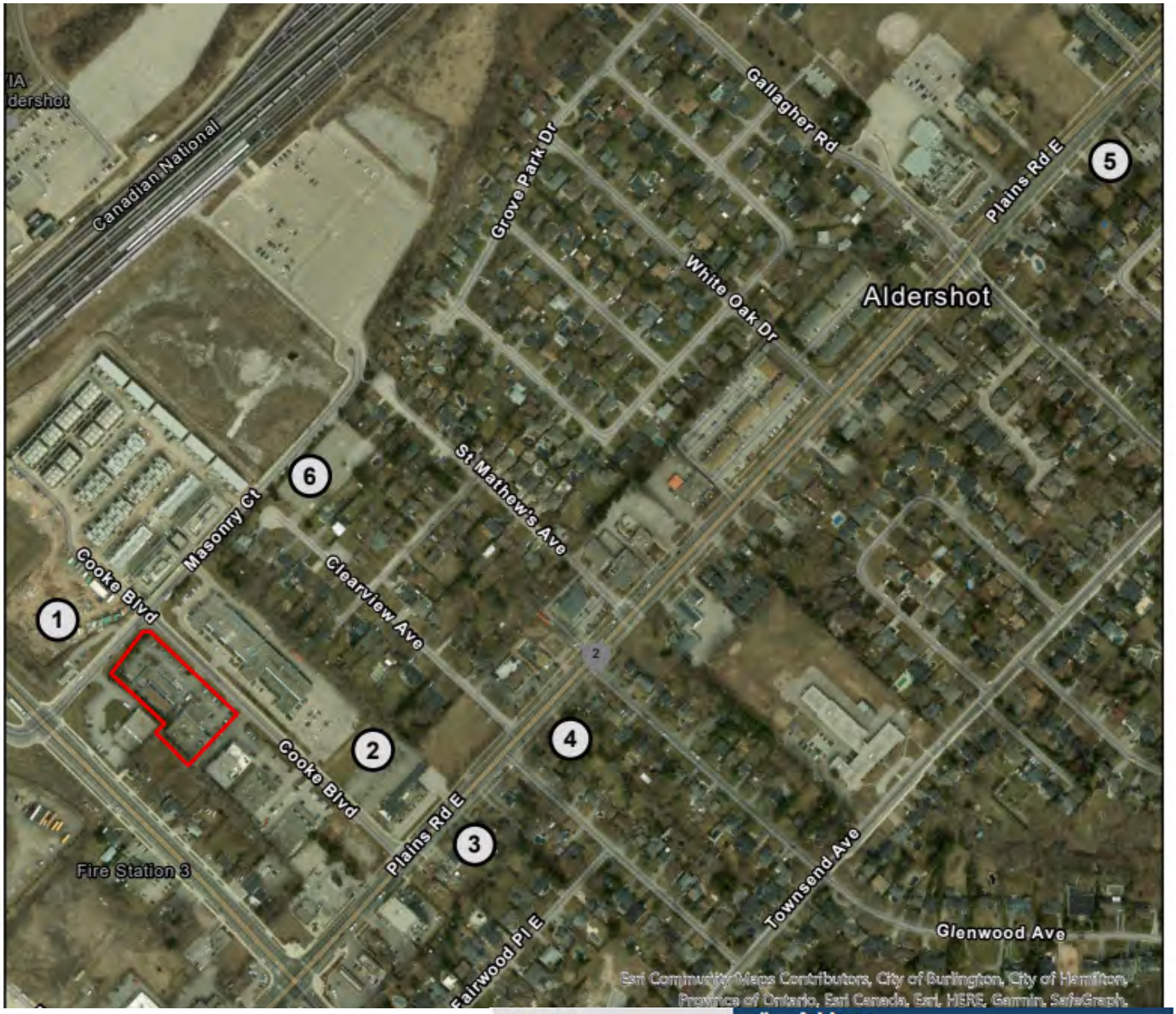
Figure 3. Surrounding Transportation Context

2.5 SURROUNDING DEVELOPMENT APPLICATIONS

There are a number of recent and on-going development applications in close proximity to the Subject Lands, summarized in Table 2 below. The majority of surrounding development activity is associated with residential and mixed use developments. The location of these proposed developments are also shown on Figure 4.

Table 2: Surrounding Development Applications

#	Address/ Applicant	Application Status	Proposed Development
1	1120 Cooke Blvd Adi Development Group	- Pre-Application -Applications to amend the Official Plan and Zoning By-law -First application in 2020	- Three towers for a total of 1258 residential units - 36, 36, and 26 storeys in height - Multi-phase development, with the first two towers already built - One of the towers will provide at grade retail - Five levels of underground parking are proposed to be shared between the buildings
2	53-71 Plains Rd E & 1025 Cooke Blvd Vrancor Group	- Appealed - Official Plan and Zoning By-law amendment applications -First application in 2018	- Two mixed-use, mid-rise buildings - 10 and 12 storeys with retail and service commercial uses at the street level - Total of 450 residential units
3	40 – 70 Plains Rd E Infinity Development Group	- Review - Applications to amend Official Plan and Zoning By-law - First application in 2020	- 10-storey tower - Total of 360 residential units
4	92 Plains Rd East Chelten Developments Inc.	- Approved - Under construction - LPAT Settlement Reached – PL180373 - In review - First application in 2020	- 6-storey building with ground floor office/commercial -49 residential units
5	284 – 292 Plains Rd E 284 Plains Road Development Inc.	- Under review - OP and ZBA amendment applications received - First application in 2021	- 6-storey apartment buildings - Two-storey townhouse units - Total of 117 units - 147 parking spaces proposed - Building height of 24.45 metres
6	1085 Clearview	- SPA approved by OLT hearing	- 6 storey condominium building - Total of 160 units



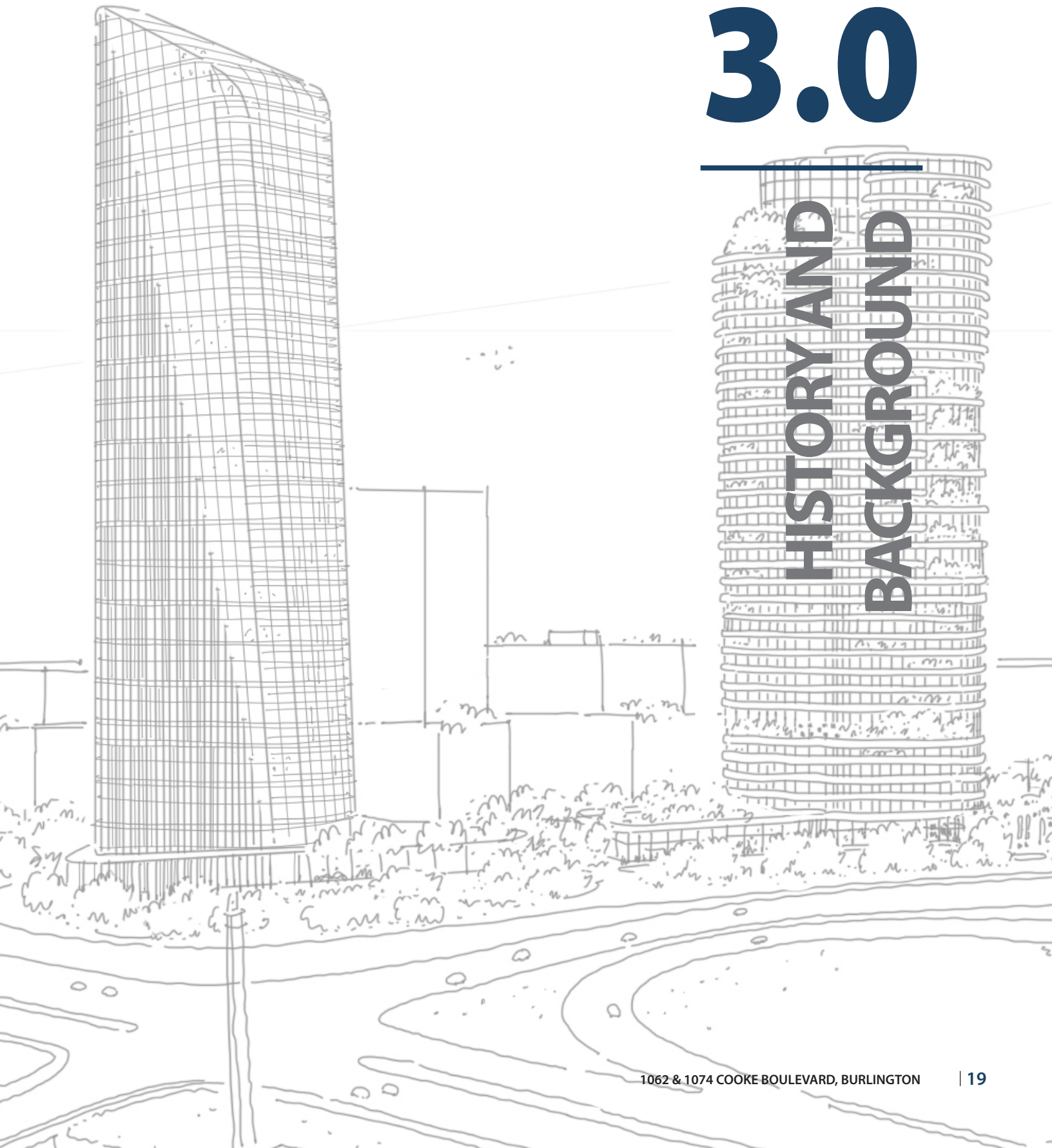
LEGEND

Subject Lands

#	Address
5	284 – 292 Plains Rd E
4	92 Plains Rd E
3	40 – 70 Plains Rd E
2	53-71 Plains Rd E & 1025 Cooke Blvd
1	1120 Cooke Blvd

Figure 4. Surrounding Development Applications

Source: WestonWilliamson + Partners



3.0

HISTORY AND BACKGROUND

3.0 HISTORY AND BACKGROUND

Historically, settlement in Burlington's planning area occurred in small communities along Lake Ontario and Burlington Bay and in a few northern areas. The Town of Burlington, created in 1873 from the villages of Wellington Square and Port Nelson, developed as a prime residential area through the early 1900s. In 1958, Burlington, Aldershot and Nelson Township were amalgamated and in 1973, the present planning area boundaries were established through the Regional Municipality of Halton Act.

Since the 1950s, Burlington has experienced constant growth and expansion of its urban area generally from Lake Ontario north to the Queen Elizabeth Way. The period from 1958 to 1979 comprised the most extensive period of development, with construction activities occurring north of the Queen Elizabeth Way.

Aldershot GO Station opened in the early 1990s in order to relieve Burlington GO, and extend train service closer to Hamilton without the capacity restrictions on the track leading to Hamilton GO Centre. Historically, transit arrived at the station primarily by car to take the train. Since the station first opened there have been significant shifts in the land use planning policy throughout the Golden Horseshoe with a corresponding change in vision for the area surrounding the station. As discussed in greater detail in Section 5.0, the area around the Aldershot GO Station is considered a Major Transit Station Area (MTSA) and a Mobility Hub by a number of provincial, regional and local planning documents. These designations recognize the higher level of existing and planned transit service provided to the station and indicate that the area around the station is intended to grow into a high density, pedestrian friendly, mixed use environment where public transit, cycling and walking are prioritized. Aldershot GO MTSA is within a Regional Intensification Corridor, identified as a primary areas for growth and intensification within the Region, where increased unit densities are to occur to accommodate population growth, employment growth, and a mix of housing. The importance of these policy and vision shifts are discussed throughout Section 5.0 of this report.

It is intended that the City of Burlington will grow by 22,000 and reach a population of 193,000 by 2031. In order to meet these growth targets, the City of Burlington, in accordance with the Region, will focus all growth and development within the built boundary through intensification. Burlington is built out with limited room for expansion, requiring the growth needs to be met through density.

Source: WestonWilliamson + Partners



4.0 PROPOSED DEVELOPMENT

4.1 DESCRIPTION OF PROPOSAL

Overview

The current development proposal is the result of careful planning and design work undertaken by the design team in collaboration with technical experts and input from City staff and the community. In preparing the redevelopment proposal, consideration of provincial and regional policies for managing and directing growth have been taken into account as well as the local land use policy context and the City's emerging built form and physical context.
The proposed redevelopment represents an intensification of the Subject Lands that will act as a transition from the future development and activity associated with the Aldershot GO Station to the existing low density residential neighbourhood to the east and south. The Subject Lands have an area of approximately 0.70 ha, and currently contains two commercial buildings.

The proposal is to facilitate the redevelopment of the Subject Lands with two high-rise residential towers with heights of 30 storeys to the south and 32 storeys to the north, connected via a shared podium with a height of 6 storeys fronting Cooke Boulevard and Masonry Court and 3 storeys at the rear. The buildings have been designed to frame the street at the southwest intersection of Masonry Court and Cooke Boulevard. The development will be constructed in two phases with the 30 storey portion to the south representing phase one and the 32 storey portion to the north representing phase two. Overall, the development includes a total of 809 residential units and 2 retail units. A total gross floor area of 49,743 square metres is proposed with a FAR of 9.51. The gross floor area of the ground floor retail is 581 square metres.

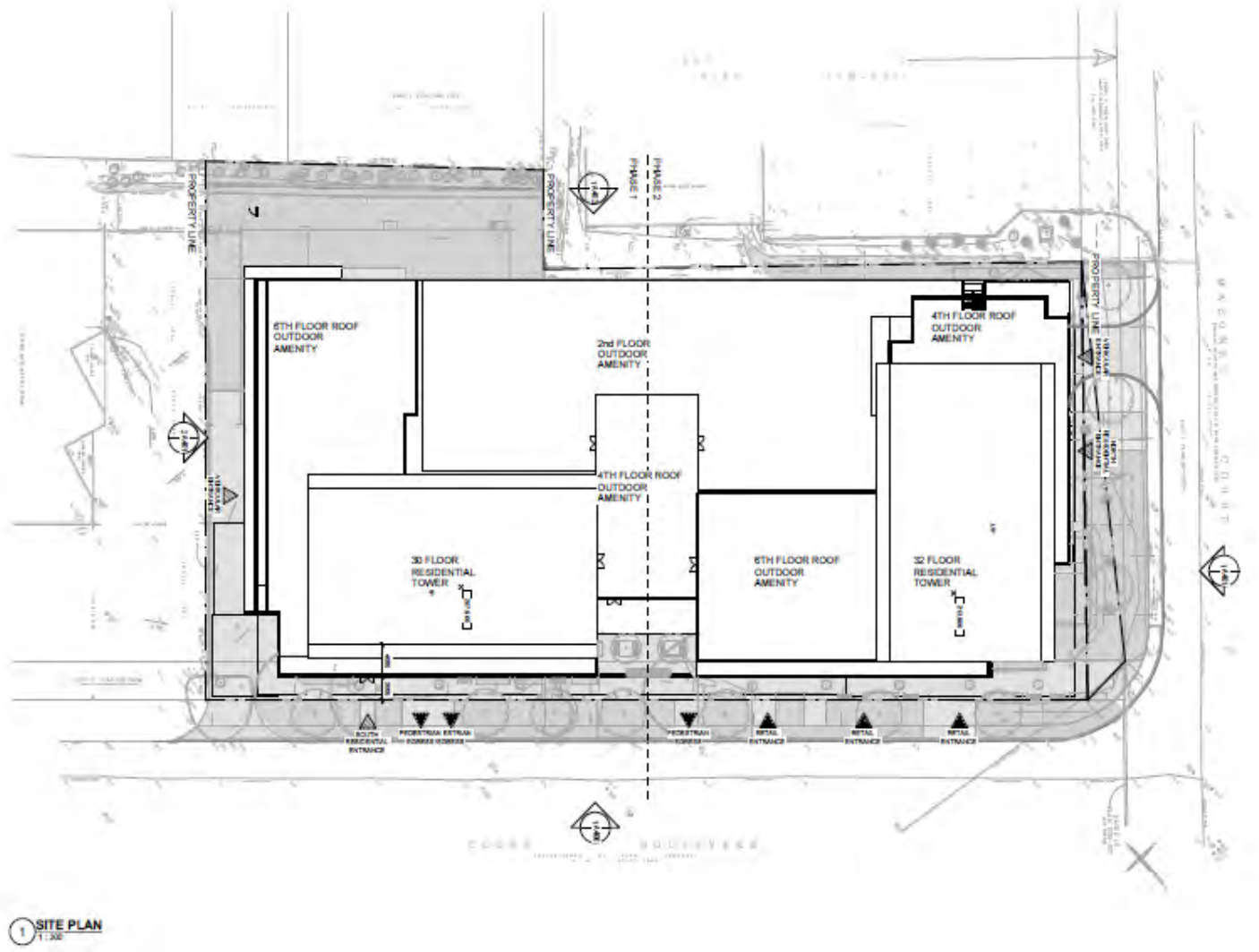


Figure 5. Proposed Site Plan

Land Use

The proposed development provides both residential and commercial uses. There are two retail units proposed at grade within the ground floor of the podium fronting onto Cooke Boulevard and Masonry Court with a total area of 581 square metres between the two units. Both retail units will have direct at-grade access to the street for pedestrian access.

The main pedestrian access is provided for residents from Cooke Boulevard to the residential lobby with a second residential lobby and pedestrian access provided on Masonry Court.

The residential units are located on floors 2 to 32 and include a total of 809 units with a breakdown of 14% studio units, 38% 1 bedroom units, 31% 1 bedroom plus den units, 22% 2 bedroom units and 3% 3 bedroom units as demonstrated in Table 3. A summary of the site statistics for the proposed development is provided in Table 4.

Table 3: Proposed Unit Breakdown

Description	Units	%
Studio	60	7%
Residential – 1 Bedroom	303	38%
Residential – 1 Bedroom + Den	253	31%
Residential – 2 Bedroom	176	22%
Residential – 3 Bedroom	17	2%
Total	809	100%

Table 4: Proposed Site Statistics

Site Area	0.70 ha
Total Residential GCA	65,634 sq. m.
Retail GCA	581 sq. m.
Total GCA	79,249 sq. m.
Indoor Amenity Space	1,469 sq. m.
Outdoor Amenity Space	3,133 sq. m.
Residential Balconies	9,355 sq. m.
Total Amenity Space	13,957 sq. m. (17.2 sq. m./unit)
Total FAR	9.51
Resident Parking	523 (0.65 spaces/unit)
Visitor/Retail Parking	118 (0.14 spaces/unit)
Total Parking	641 (0.79 spaces/unit)
Long-Term Bicycle Parking	414
Short-Term Bicycle Parking	40
Total Bicycle Parking	454

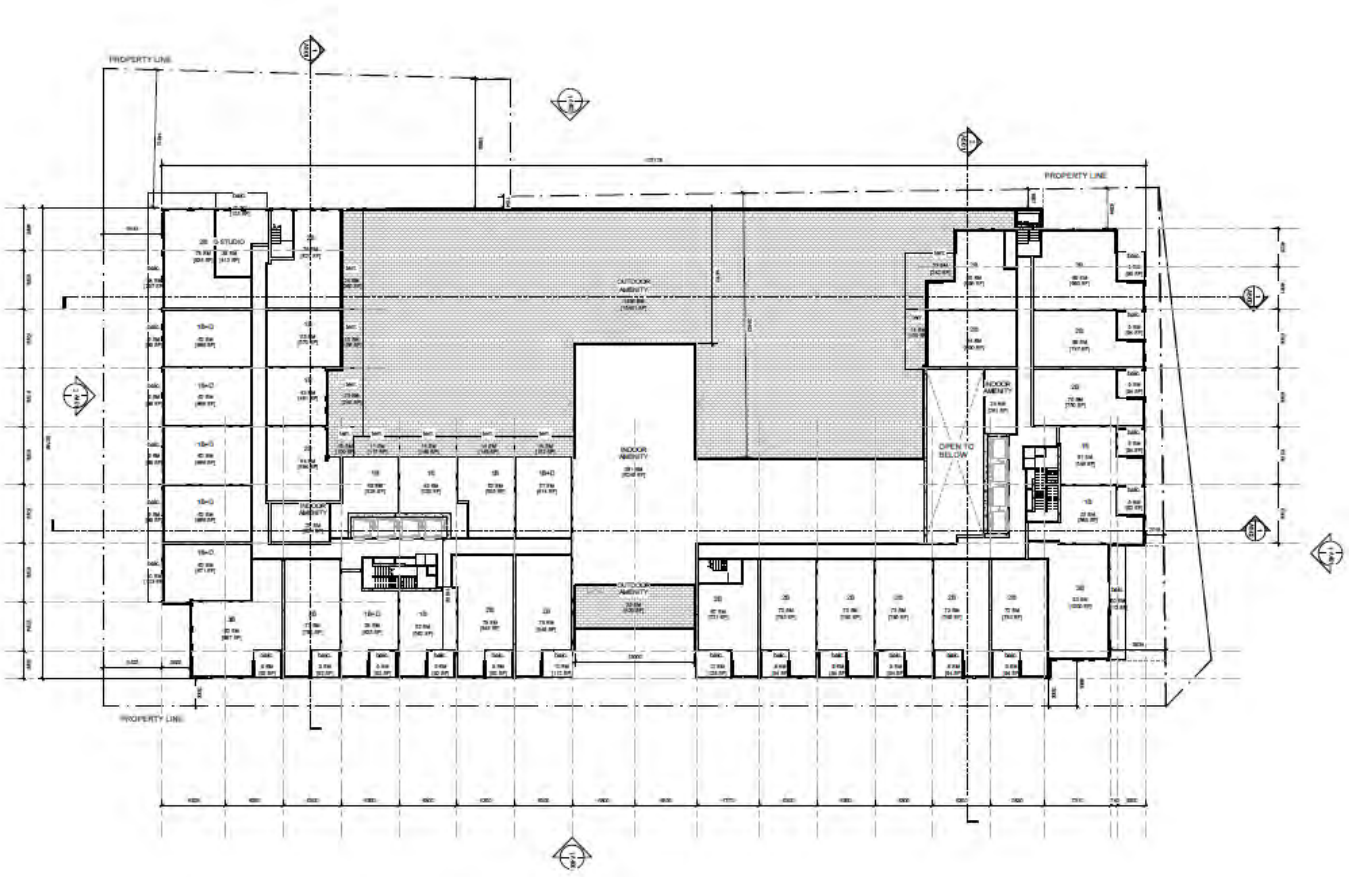


Figure 6. Second Floor Plans

Public Realm, Design and Massing

The proposed development has been designed as a comprehensive redevelopment of the two parcels to integrate high quality public realm improvements across the site, specifically fronting the public boulevards along Masonry Court and Cooke Boulevard.

The proposed development has been thoughtfully designed to ensure appropriate setbacks and stepbacks in the built form in order to provide an attractive pedestrian environment along Masonry Court and Cooke Boulevard.

The transition between the proposed development and existing and interim development in the surrounding context will be achieved through the strategic placement of the towers, adequate setbacks between the podiums and lot lines, fencing and landscaping along the site boundaries to mitigate any overlook issues. The Shadow Impact Study prepared by RAW design provides further analysis on anticipated impacts of the proposed development and shows that minimal shadow impacts are expected on adjacent properties. This is the result of the towers exceeding the 25 metre separation distance and providing floor plates sized at 750 sq. m. in accordance with the City's Tall Building Design Guidelines.

The rectangular shape of the proposed development results in a longer frontage along Cooke Boulevard. Facade articulation measures such as a combination of vertical and horizontal emphasis, projections, balconies, fenestration details, and material changes are proposed to reduce the visual impacts related to the scale of the proposal and appropriate massing. This also helps to create visual interest and avoid the creation of blank façades. Furthermore, the height of the podium in relation to the adjacent right-of-way width maintain a human scale development, creating a pleasant and comfortable pedestrian experience on the ground floor, and ensure a positive transition to the neighbouring properties.

The proposal has been designed to include at-grade residential entrances on the primary façades along Cooke Boulevard and Masonry Court that will be directly accessible from the new public sidewalk and will help to activate the streetscape. The ground floor retail units will incorporate a high level of transparency to create "eyes on the street" and contribute to a more pedestrian-friendly streetscape. The development will frame Cooke Boulevard and Masonry Court intersection through appropriate setbacks that bring the building close to the street and defined building massing through a clear articulation of the base, middle and top. There will be a distinction in architectural treatment between the podium and tower, creating a vertical transition in the massing as it relates to the street, and helping to break up the height.

The heights of the towers, spacing, location and orientation on the base podium will maximize privacy and skyview. The towers will be set back 3 metres from the podium and will be articulated using material such as pre-framed metal and vision glass to incorporate a light appearance.

Balconies will be designed using light transparent material to not excessively add to the massing of the tower. The podium will use heavier materials such as brick and precast concrete to ground the development. The podium will be broken up into smaller perceivable pockets using window fenestration and architectural treatment .

An analysis of how the proposed development meets the City's Urban Design Guidelines is provided in the Urban Design Brief under separate cover.

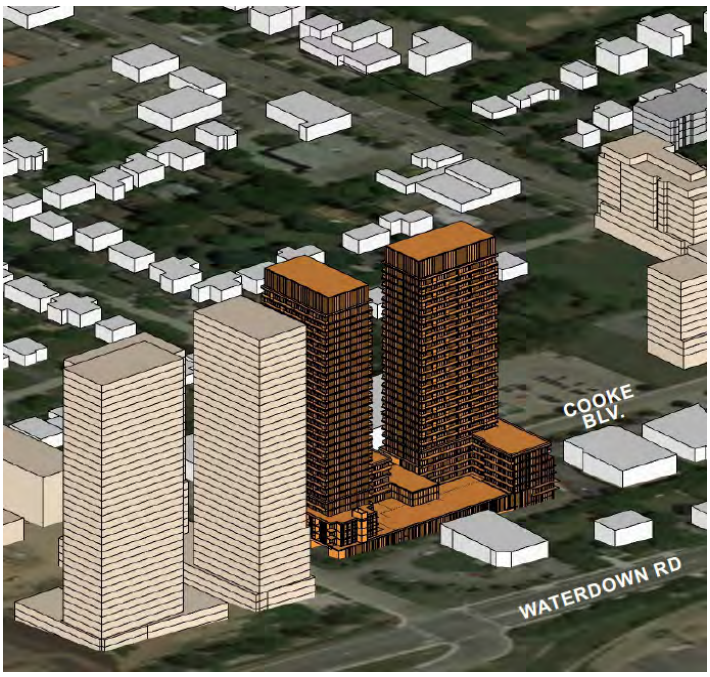


Figure 7. North-west view

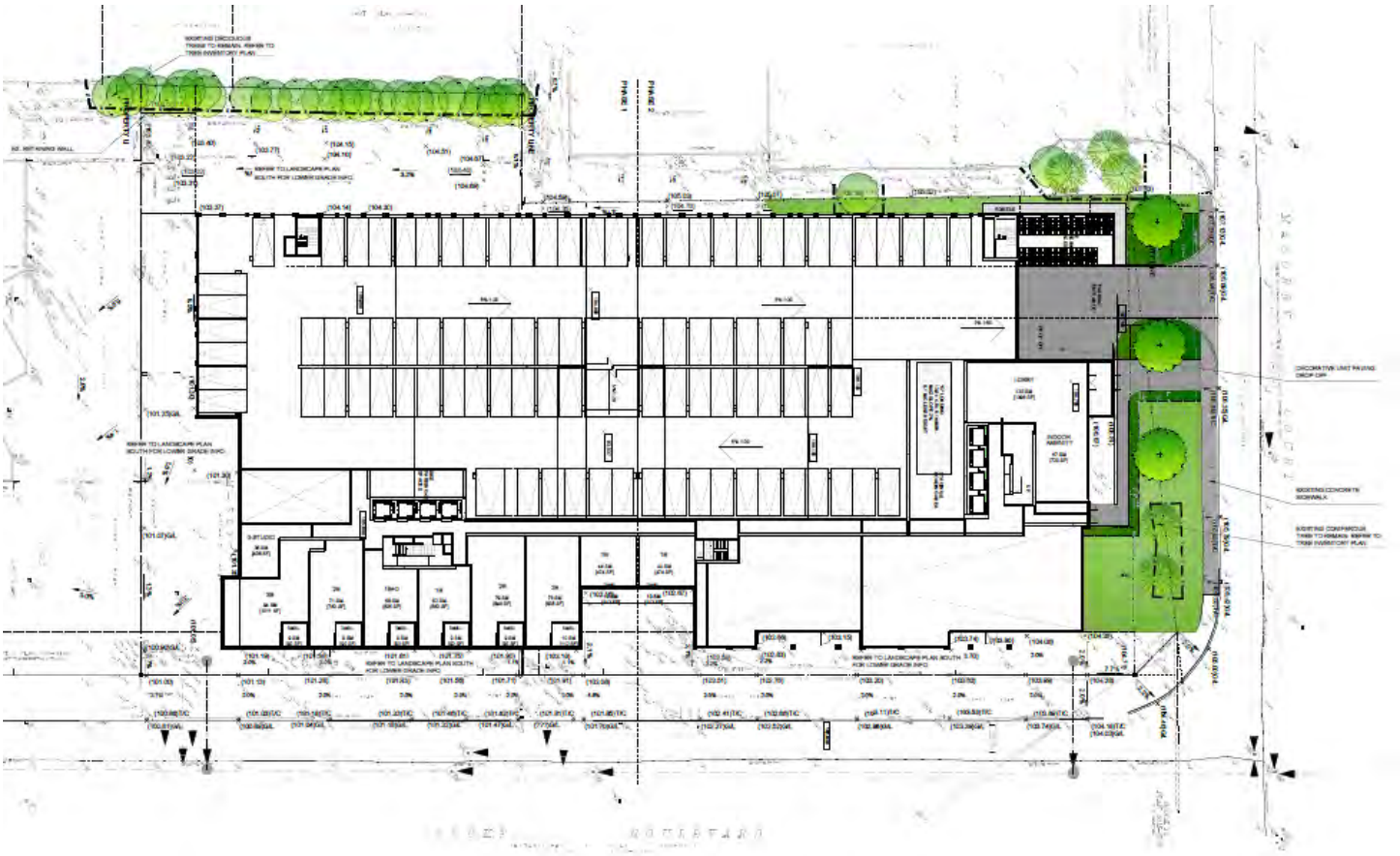


Figure 8. North Landscape Plan

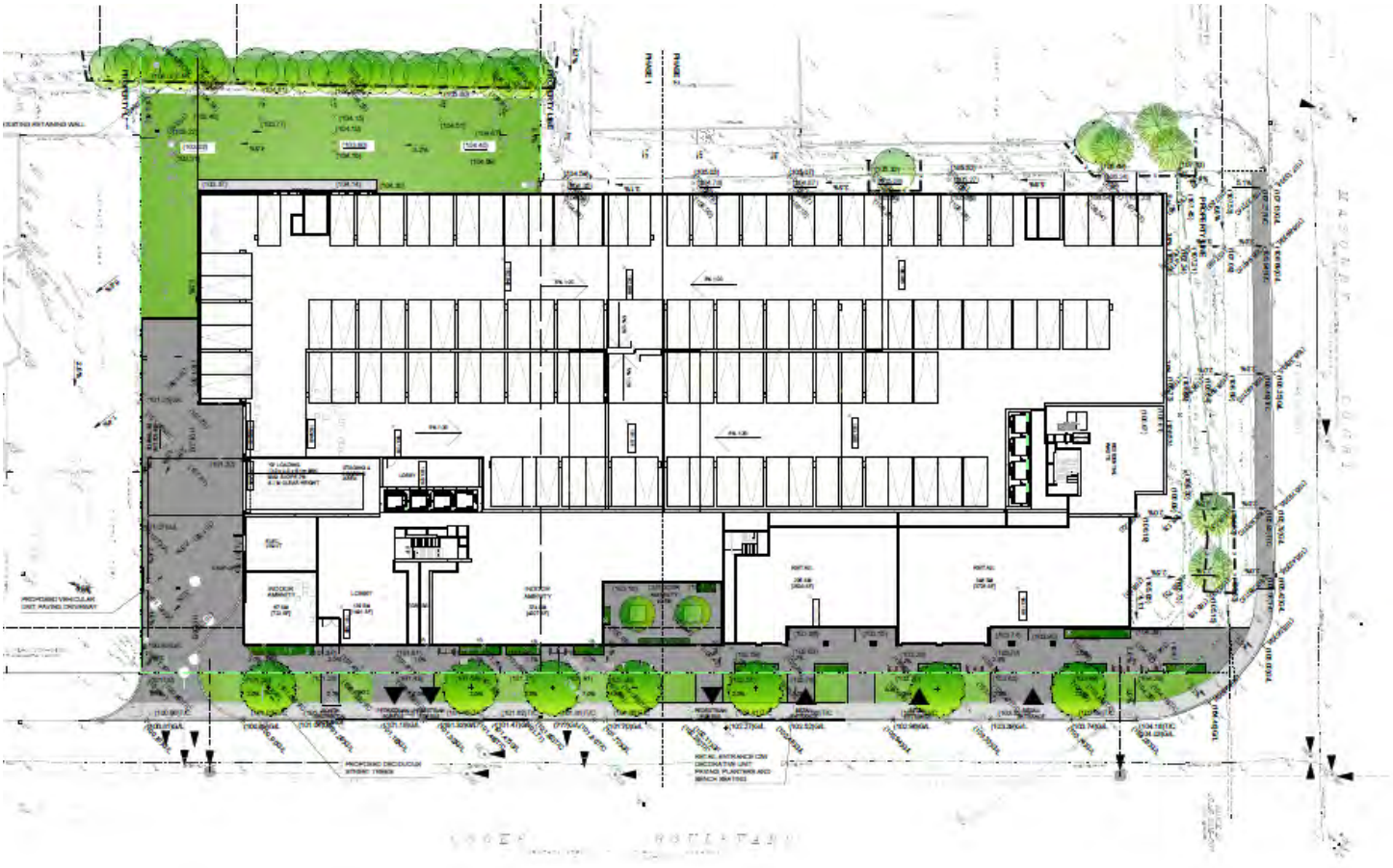


Figure 9. South Landscape Plan

Amenity

The proposed development incorporates both indoor and outdoor amenity areas. Outdoor amenity area is provided on the ground, fourth, fifth and seventh floors in outdoor terrace areas which will include barbeque areas, outdoor seating and landscaping. Private balconies are also proposed for the majority of units. Indoor amenity space is provided on the ground, fourth and fifth floors. A total of 13,957 sq. m. of amenity space is provided for future residents with 1,469 sq. m. of indoor amenity space and 12,488 sq. m. of outdoor amenity space. Amenity space is provided at a total rate of 17.2 sq. m. per unit.



Figure 10. Level 2 Outdoor Amenity Plan



Figure 11. Level 7 Outdoor Amenity Plan

Vehicular Parking and Circulation

Vehicle access is proposed via two private driveways to the adjacent street; one driveway is proposed to Masonry Court at the northwest corner of the site and one driveway is proposed from Cooke Boulevard at the southeast corner of the site.
The Cooke Boulevard entrance provides access to the underground ramp, loading area to the south, drop-off area as well as the garbage room for phase 1. The Masonry Court entrances provides access to the underground ramp, loading area to the north, drop-off area as well as the garbage room for phase 2.

With regards to site parking, a total of 118 visitor spaces will be provided with 523 residential parking spaces, for a site total of 641 parking spaces. Parking is provided at a rate of 0.65 spaces per unit for residents and 0.15 spaces per unit for visitors and retail uses for an overall rate of 0.79 spaces per unit. Parking will be provided in two levels of underground parking and on the ground floor, with access provided to the garage on the east side of the site.

A total of 454 bicycle parking spots will be provided on-site, including 414 spaces in long-term secure storage for residents and 40 spaces at-grade for short term storage for visitors.

A summary of the parking statistics for the proposal is provided in Table 4 above.

Garbage storage is provided on the ground floor with two separate garbage rooms for each phase of the development.

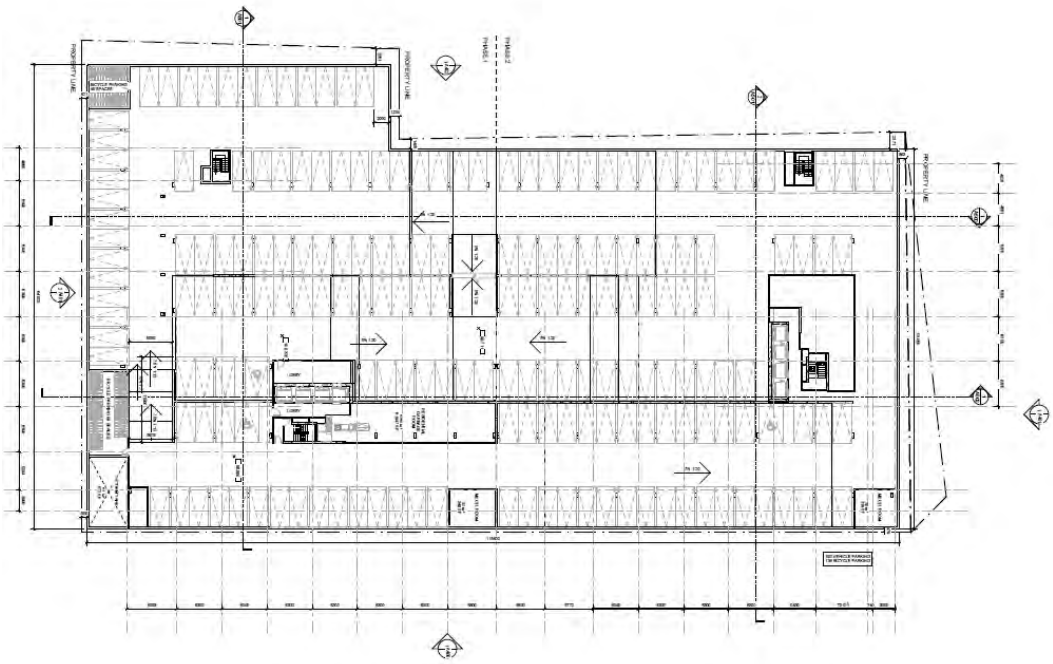


Figure 12. P1 Parking Level

Servicing

In terms of water servicing, it is proposed to service the Phase 1 Tower with a proposed 250mm fire service connection to the 300mm Cooke Boulevard watermain with a branch 200mm domestic water service. It is proposed to service the Phase 2 Tower with a proposed 250mm fire service connection to the 300mm Cooke Boulevard watermain with a branch 200mm domestic water service. Both towers will be greater than 84m in height, therefore OBC 2006 3.2.9.7 (4) requires each tower to have a secondary/redundant fire service connection.

It is proposed to service each of the proposed towers with separate respective 200mm sanitary sewer connections to the

300mm sanitary sewer within Cooke Boulevard. The existing 300mm sanitary sewer flows southerly within Cooke Boulevard and then westerly within Plains Road. Consideration is required for this sewer's capacity to receive the proposed flows. The adjacent proposed development located at 1120 Cooke Boulevard is proposing to improve the Cooke Boulevard and Plains Road local sanitary sewer. The downstream analysis completed as part of the Functional Servicing Report determined that the proposed sanitary sewer improvements within Cooke Boulevard and Plains Road East should be undertaken prior to the proposed development's completion.

In terms of stormwater management, there is a proposed stormwater detention tank located at the southeast corner of Phase 1 which will provide stormwater quantity control for both Phase 1 and Phase 2.

4.2 PUBLIC CONSULTATION & BUD REVIEW

Prior to the finalization and submission of the Applications, a public open house meeting was held virtually on October 20, 2021. Notice of the meeting was circulated to all property owners within 120 metres of the Subject Lands by the City of Burlington.

Representatives from MHBC Planning, RAW Design, Camarro Group, and the City of Burlington were present at the open house to answer questions. The event was organized by the project team to provide an overview of the proposal to the public in an open house format.

A total of 15 people signed in to the open house meeting and 25 comment sheets were submitted. The following themes were expressed at the open house:

- The development should align with the "Cooke Commons" precinct as presented at the Burlington GO MTSA public meeting;
- Concern with the number of parking spaces in relation to number of units proposed;
- Potential compatibility issue with surrounding neighbourhood and need to follow the Tall Building Design Guidelines;
- Potential for ground floor commercial activity should be fully explored;
- Widening of Masonry Court to accommodate traffic; and,
- Concern with landscape buffer.

The above noted public input was considered, in addition to input from the pre-consultation process and feedback from the Burlington Urban Design review panel (BUD) meeting held on September 16, 2021. Several changes to the design were made to address the pre-submission comments. Further discussion on the revisions related to the BUD panel comments is included in the Urban Design Brief. A copy of the minutes of the BUD meeting can be found at **Appendix C**.

Once the application has been submitted, further public consultation will be undertaken pursuant to the requirements of the Planning Act. The submission materials will also be posted to the City's website and available to the public for review and comment.

4.3 SUMMARY OF SUPPORTING DOCUMENTS / TECHNICAL STUDIES

Functional Servicing & Stormwater Management Report

The Functional Servicing & Stormwater Management Report was prepared by the Odan/Detech Group Inc., to establish availability and feasibility of site servicing. The proposed site servicing is described in Section 4.1 of this Report. The Report concludes that the site is serviceable utilizing existing sanitary/wastewater sewers and watermain infrastructure adjacent to the site. Storm water management can be accommodated with on-site storage as described in detail in the report.

Traffic Impact Study

The Transportation Impact Study report was prepared by C.F. Crozier & Associates Inc. The Report completed an analysis of the surrounding intersections. Under 2022 existing conditions, the study intersections operate with a Level of Service "B" or better, with the exception of the intersection of Plains Road East at Waterdown operating with a Level of Service "D" during both peak periods. Under 2026 and 2031 future background traffic, the intersection of Plains Road and Waterdown Road is anticipated to fail during the A.M. peak and operate with a LOS "E" during the P.M. peak for both horizons. The stop-controlled intersection of Masonry Court and Cooke Boulevard is anticipated to operate with LOS "F" for all horizon years and peak periods under future background traffic due to the overcapacity movement on the northbound approach. Under future background traffic, the intersection of Masonry and Waterdown Road is projected to operate with LOS "F" during the morning peak hour due to the over-capacity southbound left-turn movement at the intersection. The intersection of Plains Road East and Cooke Boulevard is anticipated to operate with LOS "C" or better under future background conditions for all peak periods and horizon years. The failure of intersections as noted is heavily due to the construction of the Aldershot GO Station.

The proposed development is expected to generate 197 two-way (67 inbound and 130 outbound) trips during the weekday A.M. peak hour, and 234 (131 inbound and 103 outbound) trips during the weekday
P.M. peak hour. The future total operations at the study intersections are anticipated to be very similar to that of the future background operations forecasted for both horizon years and peak periods due to heavy volumes generated from background developments. The Cooke Boulevard site access is anticipated to operate well under capacity, however the left-turns at the Masonry Court access may face high delays due to the high volumes of through traffic generated by the Aldershot GO Station parking lot.

To mitigate the poor operations forecasted for the intersections of Cooke Boulevard at Masonry Court, Waterdown Road at Masonry Court, and the intersection of Waterdown Road at Plains Road East, measures including signal optimization and geometric improvements may be necessary, should the conservative background development volumes forecasted for the Aldershot GO Station Parking lot materialize. With the exception of the existing overcapacity eastbound left-turn movement at Waterdown Road at Plains Road East (which is recommended to be mitigated through an extension of the eastbound left-turn lane into the existing two-way left-turn lane along the eastbound approach), all other intersections are recommended to be monitored for improvements as necessary. The Report states that all operational issues identified by the future total horizon are resultant of either existing poor capacity, or the conservative trip generation estimates for the Aldershot GO Station parking lot; the proposed development itself is not expected to materially impact the surrounding road network.

The sightlines at the proposed Cooke Boulevard and Masonry Court accesses were verified and sufficient visibility of oncoming vehicles are provided at either access.

Vehicle maneuvering analysis was undertaken for the site using expected design vehicles (fire, waste, medium-single unit truck and passenger vehicles). It is noted that the larger vehicles would not expect to have any encroachments, however passenger vehicles in certain spaces of the mezzanine level may face some difficulties maneuvering. As such, it is recommended that certain spaces are restricted/ reserved for small vehicles.

The proposed parking supply at the site is below the City's By-Law requirements but can be supported based on the prepared Parking Justification, which included a review of the surrounding policy context, as well as recent development precedent within the Aldershot MTSA.

The Traffic Impact Study concludes that the development applications for the proposed site may be supported from a traffic operations and safety perspective, with the implementation of the recommendations provided.

Urban Design Brief

The Urban Design Brief was undertaken by MHBC to address the design requirements and illustrate the proposal. Based on the review, the proposal adheres to the vision and design direction for the area. The Report concludes that the proposal will create a well-defined pedestrian-friendly streetscape for Cooke Boulevard and Masonry Court. The development also assists with the quality, accessibility and connectivity of the surrounding streets to existing transit services and future trails and encourages the use of sustainable transportation modes. The proposal carefully considers building articulation, orientation, and massing to ensure that the development is well-integrated into the context character. The development uses enhanced landscaping and high-quality architectural design to create a visually appealing built form that is pedestrian-scaled and oriented to define the street edge. The building's articulation and use of high-quality materials with a defined colour palette help establish a wayfinding and landmark feature along at southwest corner of Cooke Boulevard and Masonry Court. The proposal enhances natural features on-site by providing landscaped setbacks that define the street edge and create space for pedestrian gathering, passive recreation, and reduced height island effect.

The Report finds that overall, the proposal represents a high-quality design that promotes intensification and revitalization and will provide planned transition to the surrounding neighbourhoods while contributing to placemaking in the community.

Hydrogeological Investigation

The Hydrogeological Investigation report was prepared by B.I.G Consulting Inc. to address the hydrogeological aspects of the proposed development and assess the ground water conditions and dewatering requirements for the proposed construction activities on the Subject Lands. The estimated peak consutrction dewatering flow for the proposed construction activity is 1,076,000 L/day for 3-4 levels of underground parking. The cumulative contribution to the foundation drains in 214,000 L/day for 3-4 levels of underground parking. A Permit to Take Water will be required for both short-term and long-term discharges. Consultation with the City of Burlington is required prior to discharge of any water to the sewer system.

Geotechnical Investigation

TThe Geotechnical Investigation report was prepared by B.I.G Consulting Inc. to obtain the information on the subsurface soil and groundwater conditions at the Subject Lands by means of advancing a limited number of boreholes, in-situ tests as well as laboratory tests of selected soil samples to provide geotechnical recommendations on the preliminary design and construction of the proposed development. The Report found that the soil profile generally consisted of asphalt pavement overlying existing fills, which in turn was underlain by native silty sand till, slayey silt till, cohesionless sand and Shale bedrock.

The Report provides detailed information with respect to the subsurface conditions and provides recommendations on grading and site preparation, foundation options, floor slab construction, permanent perimeter and under-floor drainage, lateral pressure, frost protection, earthquake consideration, excavation and temporary groundwater control, reuse of on-site soils, underground services, shoring considerations and pavement construction recommendations.

Land-Use Compatibility/Mitigation Study (Air Quality and Noise)

The Land-Use Compatibility/Mitigation Study (Air Quality and Noise) report was prepared by RWDI to analyze options for achieving suitable design, buffering, and/or separation distances between the proposed sensitive land uses and neighbouring facilities and employment areas, as well as to identify any existing and potential land use compatibility issues. The proposed development is appropriate in the context of both the transit corridors and the nearby employment purposes. Recommendations for compatibility from a standpoint of ambient noise and vibration are outlined in detail in the Noise and Vibration Impact Study. From the standpoint of air quality, mitigation strategies can be taken into account throughout the detailed design stage to reduce potential impacts from fugitive dust and transportation-related issues.

Noise and Vibration Impact Study

The Noise and Vibration Impact Study was undertaken by RWDI to identify and recommend noise control measures for the proposed development. The following measures were recommended:

1. Installation of central air-conditioning so that all suites' windows can remain closed.
2. The inclusion of noise warning clauses related to:
    a. Transportation sound levels in the outdoor amenity areas
    b. Proximity to railway line
    c. Proximity to commercial/industrial land-use
3. Construction of perimeter noise barriers along the outdoor amenity areas if feasible, with the applicable warning clause.
4. Minimum sound isolation performance:
    a. Suite bedroom window glazing with sound isolation performance up to STC-30 for the north and east façades. Upgraded windows are not

required for the south and west facades.

The noise levels are created by the development itself and its surroundings could not be statistically quantified at this point in the design process. However, it is anticipated that the impact on the building and its surroundings will be manageable in order to satisfy the relevant requirements. It is feasible for the proposed development to meet the applicable sound and vibration criteria.

Pedestrian Wind Study

The Pedestrian Wind Study report was prepared by RWDI based on the wind-tunnel testing conducted for the proposed development site.

The predicted wind conditions are summarized as follows:

- Wind conditions meet the safety criterion at all locations in the Existing configuration throughout the year.
- The proposed buildings are exposed to winds from the northeast and southwest directions, resulting in a number of exceedances of the wind safety criterion at and above grade level.
- In the summer, wind conditions are considered appropriate for the intended pedestrian use at all locations on and around the project site under the existing configuration. Under the proposed configuration, most locations have adequate wind conditions (including grade level and Level 4); however, the wind conditions at some above-grade areas are not suitable for passive activities.
- In the winter, wind conditions are also considered appropriate for the intended pedestrian use at all locations on and around the project site under the existing configuration. Under the proposed configuration, several uncomfortable areas are anticipated at and above grade level.
- Suitable wind conditions are predicted for main entrances to the proposed buildings throughout the year.
- Excluding locations immediately across Cooke Boulevard and Masonry Court, wind conditions further away from the site are generally unaffected by the proposed development.

Phase One Environmental Site Assessment

The Phase One Environmental Site Assessment report was prepared by B.I.G Consulting Inc. to support the filing of a Record of Site Condition. It was determined that a Phase Two ESA is required to assess the soil and groundwater conditions at the site given the presence of areas of potential environment concern identified.

Phase Two Environmental Site Assessment

The Phase Two Environmental Site Assessment report was prepared by B.I.G Consulting Inc. to assess the areas of potential environmental concerns identified in the Phase One ESA, and to obtain soil and groundwater data to characterize the site. As a result of the Phase 2 Assessment, it was determined that no significant environmental impairment with respect to soil or groundwater is expected and that no further investigation is required.

Arborist Report

The Arborist Report was prepared by MHBC and concludes that 32 trees will need to be removed to accommodate the proposed development or due to condition. No tree shall be harmed or removed prior to applying for and receiving the requisite permits from the City of Burlington.

Trees which are to remain shall be protected according to the tree protection details and the required protection hoarding shall be installed, inspected and approved prior to the commencement of any construction activities.

The Report concludes that the trees slated for retention can be successfully retained by following the recommendations set out in this report.

4.4 PROPOSED OFFICIAL PLAN AMENDMENT

With the new Official Plan under appeal, the Official Plan Amendment seeks to amend the in-effect Official Plan designation and associated policy framework as follows:

- The mapping of the Official Plan for the Burlington Planning Area is amended by changing the designation on the Subject Lands from Mixed Use Corridor - Employment to Mixed Use Corridor - General.
- The text of the Official Plan of the Burlington Planning Area is amended by adding the following clause to Part III, Section 5.3 Mixed Use Corridors, Subsection 5.3.2 which reads as follows:

"t) For lands located at 1062 and 1074 Cooke Boulevard:
   i. Notwithstanding Policy 5.3.2d)(i) a maximum floor area ratio of 7.69:1 shall be permitted.
   ii. Notwithstanding Policy 5.3.2d)(ii) the maximum building height shall be 32 storeys."

A copy of the proposed Official Plan Amendment is included in this report as **Appendix D**.

4.5 PROPOSED ZONING BY-LAW AMENDMENT

A Zoning By-law Amendment is required to rezone the Subject Lands from Mixed Use Corridor - Employment (MXE) to Mixed Use Corridor - General (MXG) with site-specific provisions in order to facilitate the proposal. Since the current zoning does not permit residential uses, a Zoning By-law Amendment to Mixed Use Corridor – General is required in order to permit residential uses. Site-specific provisions are required to address an increase in Floor Area Ratio, building heights, site-specific yards and setbacks, reduced parking, reduced amenity area and reduced parking space dimensions.

A copy of the proposed Zoning By-law Amendment is included in this report as **Appendix E**.



Source: WestonWilliamson + Partners

5.0

POLICY CONTEXT AND ANALYSIS

The following section of the Planning Justification Report provides a review and assessment of the land use policy and regulatory framework related to the Subject Lands and the proposed development. Each subsection describes the applicable policies and regulations and identifies how the proposed development as well as the proposed changes to the City's current Official Plan and Zoning By-law are consistent, conform to and implement Provincial and Regional policy. The following sections summarize the relevant policies and how they are addressed through the proposed development with a detailed analysis of each policy document provided in **Appendices F1 to F6**.

5.1 PLANNING ACT, R.S.O. 1990, c.P13

The Ontario Planning Act, R.S.O. 1990 (the Planning Act) is the primary legislation governing land use planning in the Province of Ontario. The Planning Act provides the basis for consideration of provincial interests in managing land and natural resources, preparing official plans and planning policies, establishing planning processes, regulating land uses through zoning by-laws and other measures, ensuring public notice and appeal rights, and other matters of provincial interest. Several other provincial policies are created from the authority of the Planning Act, including the Provincial Policy Statement.

Section 2 of the Planning Act sets out the matters of provincial interest which the Minister, the council of a municipality, a local board, a planning board, and the Tribunal shall have regard to when carrying out their responsibilities under the Act. Matters of provincial interest relevant to the proposal include:

- the adequate provision and efficient use of transportation and municipal services;
- the protection of the financial well-being of the Province and its municipalities;
- the orderly development of communities; the adequate provision of a full range of housing and employment opportunities;
- the promotion of well-designed built form that encourages a sense of place and provides high quality public space;
- the promotion of development that is designed to be sustainable and to support transit and be pedestrian-oriented;
- the mitigation of greenhouse gas emissions; and,
- the appropriate location of growth and development.

Summary/Conformity Statement

A detailed analysis of the relevant matters of Provincial Interest in relation to the proposed development and amendments can be found in Appendix F1. In summary:

1. The proposed Official Plan Amendment and Zoning By-law Amendment allow for intensification within the built boundary on existing municipal services and will make efficient use of the existing services and public transit infrastructure in the area. This will contribute to the financial and economic well-being of the municipality.
2. The proposal represents orderly development through intensification located near the Aldershot GO Station and at the periphery of an existing low density neighbourhood to the east and south. The proposed development will provide much needed housing through a range of unit sizes and diversify the housing options available in the area. The proposal embodies a high quality design with careful consideration given to the site's locational context. Elements of the design provide a compatible use and built form that are well integrated into the community through appropriate massing to frame the street and siting of the residential towers. The design has also been refined using feedback received from the public and the Burlington Urban Design Review Panel.
3. The Subject Lands are located in close proximity to the Aldershot GO Station, a frequent transit route, and a number of other commercial and employment uses. As such, future residents will have convenient options to utilize public transit or active transportation as an alternative to the car, thereby helping achieve reductions in greenhouse gas emissions.
4. The proposal is located within the built boundary and within the Aldershot MTSA. The highest level of intensification is to occur in MTSAs and the Subject Lands therefore represent an appropriate location for transit oriented growth and development.

The proposal has regard for all applicable matters of provincial interest as outlined in Section 2 of the Planning Act.

5.2 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (2020) (the "PPS") was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. The PPS establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure.

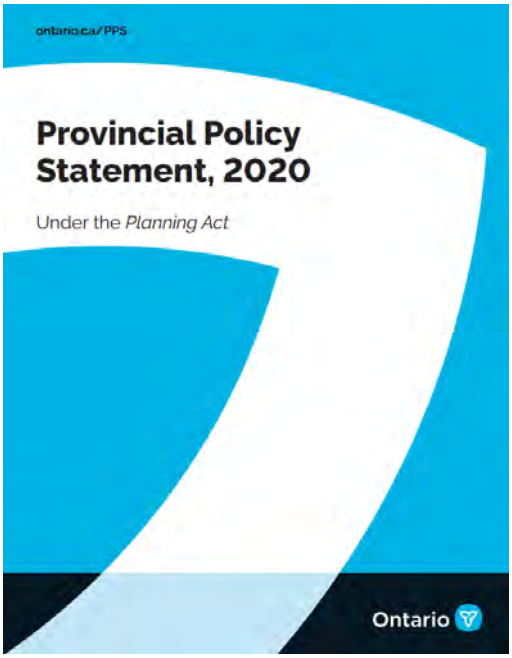
The PPS strongly encourages development that will provide long term prosperity, environmental health and social well-being. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and facilitate economic growth. Land use planning decisions, including those made on applications for Official Plan Amendments and Zoning By-law Amendments, must be consistent with the PPS. In assessing the redevelopment proposal and the proposed amendments for the Subject Lands, this report further identifies how the proposal advances and implements the policies of the PPS beyond the current City of Burlington Official Plan policies.

An analysis of the policies contained in the 2020 PPS, and how the proposed amendments are consistent with these policies is provided below and provided in detail in Appendix F2.

Section 1.0 of the PPS, Building Strong Healthy Communities provides direction for the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities.

Section 1.1, Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns, includes policies that support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

Section 1.4, Housing, supports providing for an appropriate range and mix of housing types and densities that are compatible and required to meet projected requirements of current and future residents.



Section 1.5, Public Spaces, Recreation, Parks, Trails and Open Space, promotes healthy, active communities by providing a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities parkland, public spaces, open space areas, trails and linkages. Furthermore, by providing safe public streets, spaces and facilities that meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

Section 1.6, Infrastructure and Public Service Facilities, provides policy direction that addresses the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

Section 1.7, Long-Term Economic Prosperity, focuses on how to achieve and support long-term economic prosperity. The policies recognize that promoting redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and that the viability and vitality of main streets is to be maintained and where possible enhanced.

Section 1.8, Energy Conservation, Air Quality and Climate Change, provides policy directions to support energy conservation through appropriate land use and development patterns.

Summary/Conformity Statement

A full analysis of the relevant Provincial Policy Statements in relation to the proposed amendments can be found in Appendix F2. In summary:

1. The proposed Official Plan Amendment and Zoning By-law Amendment will allow for the efficient development of underutilized lands within the existing urban area, on full municipal services, in the City of Burlington.
2. The requested amendments will provide an opportunity for redevelopment and intensification within the built up area and will allow for the addition of 809 units to the City's housing stock and will assist the City in providing a mixture of housing types and unit sizes. It will also diversify the range of housing forms specifically in the Aldershot neighbourhood by adding apartment units of varying sizes to the local housing stock.
3. The proposed Official Plan Amendment and Zoning By-law Amendment will allow for compact built-form within the Aldershot GO MTSA identified by Halton Region and will efficiently use land through increased density to optimize the use of existing infrastructure.
4. The Subject Lands are located in an appropriate location for intensification being in close proximity to the Aldershot GO Station, a designated frequent transit route, and within walking distance of a number of commercial and employment uses in addition to a number of parks and community facilities. As such, future residents will have a range of opportunities to complete daily tasks using active transportation or public transportation.
5. The proposed development permitted by the Official Plan Amendment and Zoning By-law Amendment does not cause undue environmental or public health and safety concerns, and further contributes to a healthy walkable community that is compatible with the existing and proposed uses.
6. The proposed development can be adequately serviced by municipal infrastructure and will ensure the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure.
7. The proposal consists of a compact built form and has been designed to not create adverse impacts and achieve compatibility using a number of design measures which recognizes its critical location within the Aldershot GO MTSA.
8. The ability to optimize development opportunities and provide transit oriented development that better achieve provincial policy objectives should be considered through changes to the City's existing Official Plan. The proposal represents intensification within a neighbourhood that is within walking distance of a GO Station. The proposed planning instruments better-implement the policies of the PPS which seek to optimize underutilized lands close to public transit.

The proposed development and related Official Plan and Zoning By-law Amendments are consistent with the policies of the PPS. The changes to the current Official Plan are required to achieve consistency.

5.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)



A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the 'Growth Plan') was prepared and approved under the Places to Grow Act, 2005 and updated on August 28, 2020. The Growth Plan establishes a long-term framework for growth and development in the Greater Golden Horseshoe ('GGH') region which encourages the efficient use of land through the development of complete communities that are compact, transit supportive, and provide a range of housing and employment opportunities. The Growth Plan utilizes a land use planning horizon to 2051.

The Growth Plan builds upon the policy foundations of the PPS, and previous plans as well as responds to key challenges in the GGH region by providing enhanced policy directions designed to achieve complete communities that are compact, transit-supportive and make efficient use of investments in infrastructure and public service facilities while ensuring the protection of agricultural and natural areas and supporting climate change mitigation and adaptation. Guiding principles of the Growth Plan are established to support the achievement of complete communities; prioritize intensification and higher densities to make efficient use of land and infrastructure; provide flexibility to capitalize on economic and employment opportunities; support a mix of housing options; improve the integration of land use planning with planning and investment in infrastructure; protect and enhance the natural environment; conserve and promote cultural heritage; and, integrate climate change considerations into planning and growth management.

The Growth Plan provides policies for where and how to grow, stating that population and employment growth is to be directed to urban areas and rural settlement areas. Within these areas, the Growth Plan distinguishes between two different areas of growth: the Built-Up Area, where growth is to be directed and accommodated through intensification; and, Designated Greenfield Areas, which are generally undeveloped, vacant land, where growth and development should achieve a compact urban form. The Growth Plan also promotes intensification in strategic growth areas (including MTSAs), transit-supportive densities, a diverse mix of land uses, a range and mix of employment and housing types, affordable housing, high quality public open space and easy access to local stores and services. Changes to local Official Plans which better conform to these objectives and policies by providing large sites which contribute to complete communities also meet the Growth Plan's goal of optimizing the use of the existing urban land supply.

Section 2.2.1, Managing Growth, provides policy direction that addresses the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities through the better use of land and infrastructure. Policies within the Growth Plan direct the vast majority of growth within settlement areas, specifically to delineated built boundaries including strategic growth areas with existing or planned priority or higher order transit and with existing or planned public service facilities. Policies within the Growth Plan also require development to support and achieve complete communities with compact built form, vibrant public realm, and a diverse mix of land uses and housing options with convenient access to active transportation options.

Section 2.2.2, Delineated Built-up Areas, provides that 50% of all residential development within Halton Region will be directed to the delineated built-up area. Municipalities will develop a strategy to achieve this minimum intensification target through:

- identifying Strategic Growth Areas;
- identifying the appropriate type and scale of development in Strategic Growth Areas and transition of built form to adjacent areas;
- ensuring lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- prioritizing planning and investment in infrastructure and public service facilities to support intensification; and,
- implementing official plan policies and designations, including updated zoning to implement these directions.

The Growth Plan identifies the Aldershot GO Station as located on an Existing Higher Order Transit Corridor (the GO rail network) and within a Major Transit Station Area. Higher order transit is defined as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit (i.e. heavy rail, light rail and buses in dedicated lanes). A Major Transit Station Area is defined as an area within an approximate 500 metre to 800 metre radius of a transit station, representing about a 10 minute walk.

Policies within **Section 2.2.4**, Transit Corridors and Station Areas, require Priority Transit Corridors and Major Transit Station Areas to be planned for a minimum density target and a diverse mix of uses that are transit-supportive. Major Transit Station Areas on priority transit corridors will be planned for a minimum density target of 150 residents and jobs per hectare for those that are served by the GO Transit rail network.

Policies on Housing in **Section 2.2.6** require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Section 3.2.6 includes policies on Water and Wastewater Systems stating that municipal water and wastewater systems will serve growth in a manner that supports achievement of the minimum intensification and density targets.

Summary/Conformity Statement

A full analysis of the relevant Growth Plan policies in relation to the proposed amendments can be found in Appendix F3, in summary:

1. The proposal constitutes an intensification project within the built boundary of a settlement area on existing municipal services. The site is also within a Strategic Growth Area associated with the Aldershot GO Station, defined as a Major Transit Station Area located on a higher order transit corridor. There are a number of shopping and employment uses existing on Plains Road East which future residents will be able to utilize, contributing to a mixed use environment and the achievement of a complete community.
2. The proposal diversifies the housing options available in the immediate vicinity by providing apartment units of various sizes ranging from studios to larger three bedroom units to accommodate the needs of a variety of household types and sizes including families. The added density is intended to contribute to transit ridership and support existing public transit as well as future service improvements. Retail/commercial space is provided at-grade, which will contribute to a vibrant public realm and provide a mix of uses on the site for future residents and the broader community. Overall, the proposed development will contribute to the provision of a high quality built form by making efficient use of space through the provision of new residential units and retail/commercial space in a compact high-density urban form.
3. The proposed development contributes to the minimum targets and is consistent with the desired urban structure of the Halton Region Official Plan and the Council-adopted Official Plan which identify the Aldershot GO Station MTSA as an intensification area. The proposed Official Plan Amendment and Zoning By-law Amendment update the land use designation and zoning applicable to the Subject Lands and implement the policies of the Growth Plan. The proposal reflects a level of intensification appropriate within the City's policy and physical site context, and is consistent with the goals of the Growth Plan to encourage and support intensification within the built up area.
4. Aldershot GO Station is a higher order transit station. The Subject Lands are located in close proximity to the Aldershot GO Station and are thus within a Major Transit Station Area. The Subject Lands are also near a designated frequent transit route along Plains Road. The proposal constitutes a mixed-use development with a compact built form which is transit supportive.
5. The proposal includes a mix of residential unit sizes ranging from studios to 3-bedroom units which can accommodate different household sizes and incomes.
6. The proposal contributes to the efficient utilization of the existing municipal services available within the built up area. The accompanying FSR proposes a servicing scheme for the Subject Lands that conforms that there is existing water and sewer capacity to accommodate the proposed development.

The development proposal and corresponding Official Plan Amendment and Zoning By-law Amendment are required to provide conformity with and implement the applicable policies of the Growth Plan.

5.4 METROLINX 2041 REGIONAL TRANSPORTATION PLAN

In March 2018, Metrolinx adopted an update to the 2008 Regional Transportation Plan (RTP) entitled "2041 Regional Transportation Plan". The RTP builds an integrated transportation system for the GTHA that is comprehensive, connected, accessible, sustainable, and focused on people. The 2041 RTP is an update to The Big Move, and intends to build upon the framework established in the previous RTP, while also supporting the 2017 Growth Plan for the Greater Golden Horseshoe. The RTP intends to provide detailed strategies and actions for addressing transportation challenges in the GTHA.

The 2041 RTP identifies a comprehensive transportation development plan for the Region, consisting of 1,800 kilometers of rapid transit, 1,000 kilometers of cycling infrastructure, and 1,000 lane kilometers of high occupancy vehicle and transit lanes. Strategy 4 identifies the creation of a system of connected Mobility Hubs and Major Transit Station Areas at key points in the regional transportation network that provide travelers with access to the system, support high density developments, and integrate various modes of transportation with an intensive concentration of places to live, work, shop, and play.

A Mobility Hub is defined as:

"Major Transit Station Areas at the intersection of two or more Frequent Rapid Transit Network routes, designed to support a high number of boardings and alightings, and facilitate seamless, efficient transfers between modes. They have and/or are planned to have a high density mix of jobs, residences, public services, and other land uses that encourage and support transit use and active transportation, or the potential to develop into areas with a high-density mix of land uses."



The definition of Major Transit Station Area is the same as the Growth Plan noted above. Frequent Rapid Transit Network is defined as:

"A seamless and reliable network of transit services running at least every 10-15 minutes all-day, every day. The Frequent Rapid Transit Network will consist of transit routes and corridors that ensure fast and reliable service through the use of dedicated infrastructure, design elements, and other supporting investments as required (e.g., full grade separation, exclusive right-of- way, HOV lanes, queue jump lanes, wider stop spacing than conventional transit routes, signal priority, or other transportation systems management measures). The Frequent Rapid Transit Network proposed will allow transit users to make efficient transfers between routes on the network, which includes subways, bus rapid transit, light rail transit, frequent (15-minute) two-way all-day GO rail, Priority Bus corridors, and Frequent Regional Express Bus."

Aldershot GO Station is a Major Transit Station Area as noted in the Growth Plan section above. Map 6: Complete Frequent Rapid Transit Network in the RTP shows the following three Frequent Rapid Transit routes in the vicinity of the Aldershot GO Station:

- GO Rail – 15 minute, Two-Way, All-Day
- Frequent Regional Express Bus
- Harvester / Speers / Cornwall Priority Bus (Waterdown Rd. – Port Credit GO)

As such, the Subject Lands are located within a Mobility Hub. The RTP states that "Mobility Hubs present a vital opportunity to maximize the benefits of transit investments, establish a well-connected regional transit network, and foster transit-oriented development through collaboration by public and private sectors."

Supporting actions and supporting policies developed to achieve Strategy 4 are of relevance to the proposed development. Key policies to be considered include:

- Policy 4.3, which states that development is to be focused at Mobility Hubs and Major Transit Station Areas along Priority Corridors identified in the Growth Plan; and,
- Policy 4.5, which intends to plan and design communities, including development and redevelopment sites and public rights-of-way, to support and promote the greatest possible shift in travel behavior consistent with Ontario's passenger transportation hierarchy.

Summary/Conformity Statement

Based on the above, the proposed development is positioned to assist in the implementation of the policy objectives of the 2041 Regional Transportation Plan, including redevelopment that promotes a shift in travel behaviours through the provision of higher density development and implementation of TDM measures such as reduced parking and unbundled parking which will support alternate modes of transportation. The proposal represents transit oriented intensification within the Aldershot GO Mobility Hub, which will assist in implementing and achieving the vision of the 2041 RTP.

5.5 HALTON REGION OFFICIAL PLAN (NOVEMBER 10, 2021 OFFICE CONSOLIDATION)

The Region of Halton Regional Official Plan (ROP) serves as Halton's guiding document for land use planning and is intended to manage growth across the Region's four municipalities. It contains the goals, objectives, and policies that manage growth and direct physical change and its effects on the social, economic, and natural environment of Halton Region. The Halton Region Official Plan (Regional Official Plan) was recently amended through the first of several amendments to implement its Municipal Comprehensive Review and Official Plan Review, referred to as the Integrated Growth Management Strategy to plan for growth to 2051. ROPA 48 was approved by the Minister of Municipal Affairs and Housing on November 10, 2021.
The current ROP as amended by ROPA 48 lays out a broad set of land use designations as part of the Regional Urban Structure, which are intended to guide growth and development while allowing individual municipalities flexibility to further define specific land uses within the broader designation. The ROP also provides general guidance for redevelopment, creation of complete communities and intensification. The Planning Act requires that the OPs and Zoning By-laws of local municipalities conform to the ROP.

The Regional Structure is accompanied by a growth strategy for Halton based on population and employment forecasts for the planning horizon year of 2031. Overall, the Region is expected to grow by 324,000 and reach a population of 780,000 by 2031. Of the regional total, it is intended that the City of Burlington will grow by 22,000 and reach a population of 193,000 by 2031 (Halton ROP, Table 1). The Region has assigned growth to the local municipalities in order to achieve this target. Based on this approach, Burlington is required to accommodate at least 8,300 new housing units within its Built-Up Area between 2015 and 2031 to achieve the Regional target (Halton ROP, Table 2).

The proposed redevelopment contributes to the Region's growth targets, and specifically provides new housing units in a multiple dwelling form while also providing for at-grade retail/commercial space. With regard to the population and employment targets that the Region has set for the City of Burlington, the city has not made sufficient progress in reaching these targets. As such, it is imperative for the City to provide for intensified housing. The intensification of the Subject Lands within the Aldershot GO MTSA, will help the city achieve these targets. It shall be noted that the Subject Lands are not within the Regional Employment Areas. As identified on Map 1H, the lands are designated Urban Area, and do not fall within the Employment Area designation. This form of development conforms to the policy direction of the Regional Official Plan related to housing supply.

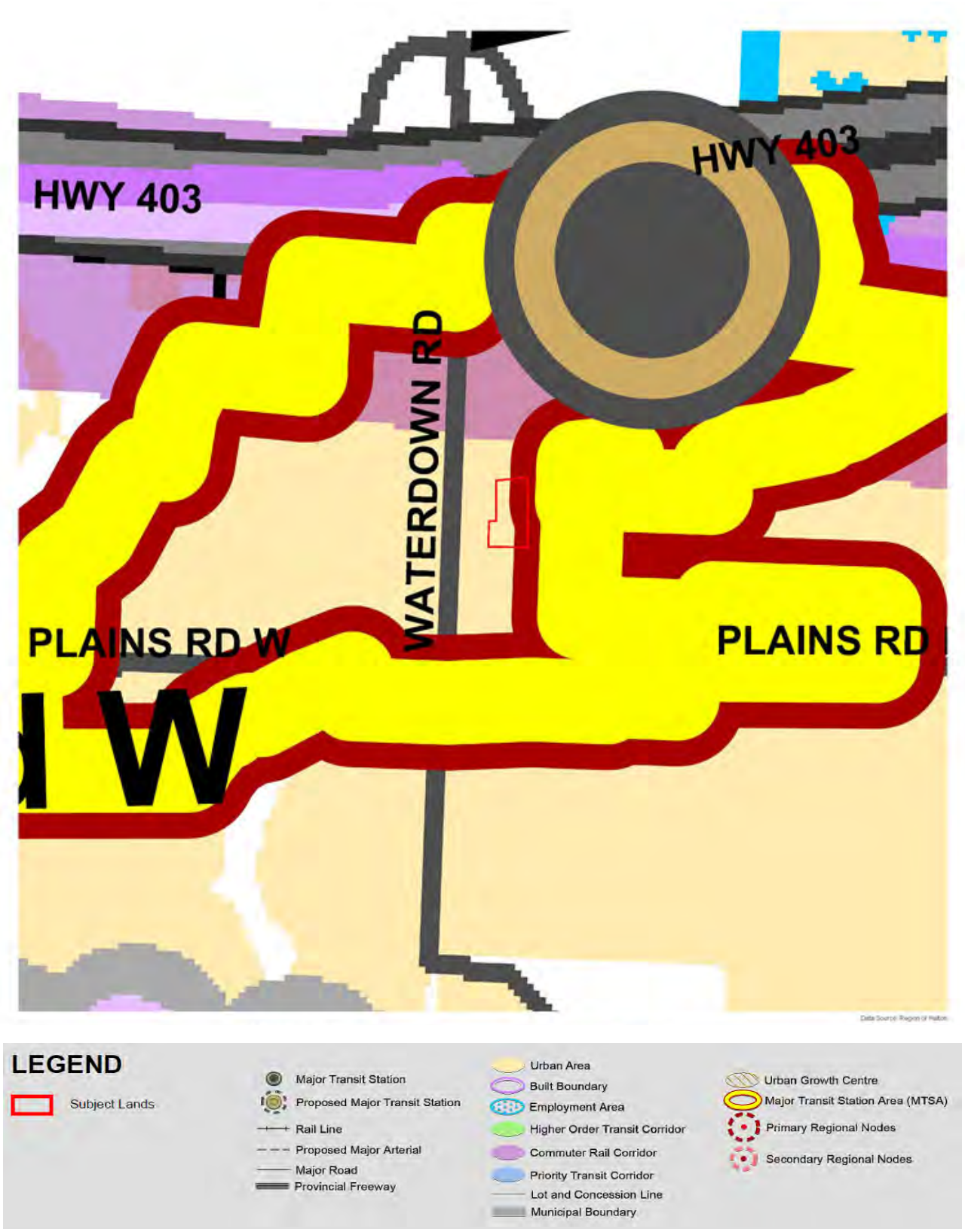


Figure 14. Region of Halton Official Plan - Map 1H: Regional Urban Structure

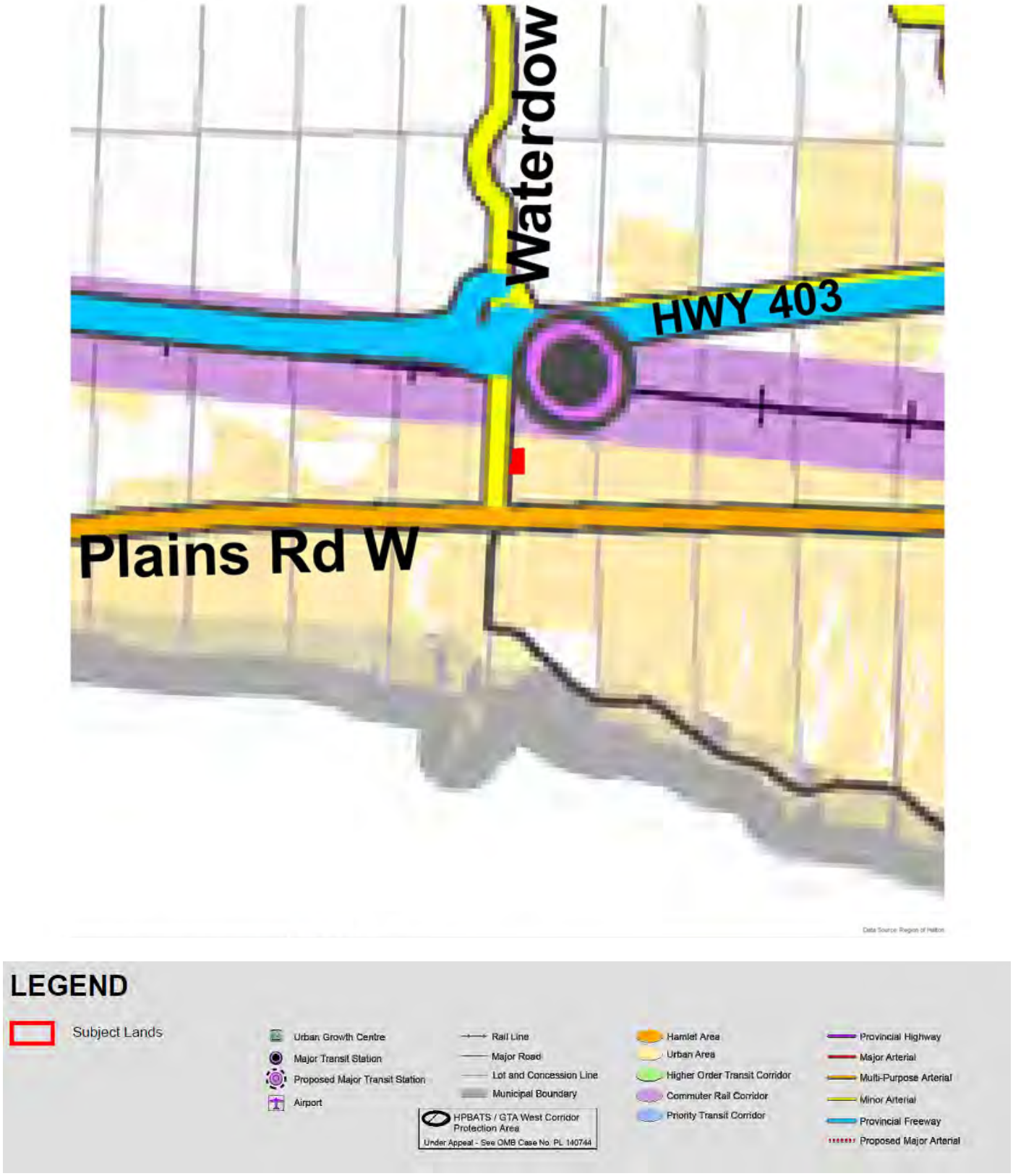


Figure 15. Region of Halton Official Plan - Map 3: Functional Plan of Major Transportation Facilities



Figure 16. Region of Halton Official Plan - Map 6D: Aldershot GO MTSA

The Subject Lands are located within the Region's built boundary and are designated an "Urban Area" in accordance with Map 1H: Regional Urban Structure of the ROP. The Subject Lands are also designated as within the Aldershot GO MTSA in Map 6D – Aldershot GO MTSA.

Section 72, Urban Area, provides that urban areas will support a form of growth that is compact and supportive of transit usage, directing growth to Strategic Growth Areas through promoting intensification and increased densities.

Section 79, Strategic Growth Areas, which include Major Transit Station Areas identified on Map 1H and Map 6, states that these areas will provide an urban form that economically uses space, promotes live-work relationships, fosters social interaction, promotes active transportation and is environmentally more sustainable in order to promote the development of complete communities. Development within Strategic Growth Areas will provide opportunities for more cost-efficient and innovation urban design, a diverse mix of land uses, a vibrant pedestrian-oriented environment, and higher densities than the surrounding areas. An appropriate transition of built form to adjacent areas will also be provided. Local Municipalities are required to include Official Plan policies and Zoning By-laws to meet intensification and mixed-use objectives with prescribed minimum development densities for Strategic Growth Areas to support existing and planned transit services.

Section 81, Major Transit Station Areas, states that the objectives of MTSAs are to leverage infrastructure investments to support a significant share of growth and to achieve transit supportive densities. MTSAs will provide a range and mix of transit-supportive uses in a pedestrian-oriented environment. MTSAs will achieve multimodal access to stations and support complete communities. A diverse mix of uses, including additional residential units will be provided to maximize the number of potential transit users within walking distance of a station. Intensification opportunities will be contextually appropriate in order to ensure the protection of neighbourhood character within stable residential neighbourhoods, to be determined the Area Specific Plans.

Section 84, Housing, contains policies that state the goal for housing is to supply an adequate mix and variety of housing to satisfy differing physical, social and economic needs. Policies also address the need to make more efficient use of existing developed lands to increase the supply of housing while maintaining the physical character of neighbourhoods, directing that at least 50 percent of new housing will be townhouses or multi-storey buildings.

Part IV, Healthy Communities, provides policies on healthy communities with a goal to achieve a high-quality environment for future generations that will sustain life, maintain health and improve the quality of living (Policy 140). All development proponents will have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security (Policy 156(1)).

Section 171, Transportation, provides policies to ensure development is designed to support active transportation and public transit while promoting land use patterns and densities that foster strong live-work relationships and can be easily served by public transit and active transportation.

Summary/Conformity Statement

A full analysis of the relevant Halton Region Official Plan policies in relation to the proposed development can be found in **Appendix F4.** In summary:

1. The proposal conforms with the objectives of the ROP. The Subject Lands are located within the Aldershot GO MTSA which allows for the proposal to support local and regional transit and thereby decrease dependence on the car. The varying unit sizes will help diversify the housing choices in the immediate area, contributing the creation of a more complete community. Intensification within the MTSA, a Strategic Growth Area, is a provincial and regional objective and direction and the proposal reflects an appropriate level of intensification given its locational context.
2. The Subject Lands are located in close proximity to the Aldershot GO Station terminal which is identified as part of a Strategic Growth Area, specifically a Major Transit Station, in the ROP. The proposal will provide an urban form that will use space more economically through a tower design. The proposal will assist in the creation of a complete community in the Aldershot GO MTSA area through providing a range of unit sizes to diversify the housing options for residents.
3. The proposal is consistent with the policies requiring higher densities to be located within Strategic Growth Areas. The proposed site plan contains appropriate landscaping and buffer areas to provide screening which allows for a built form transition to the surrounding neighbourhood. The physical character of the neighbourhood will not be negatively impacted.
4. The proposal recognizes the critical location of the Subject Lands within the MTSA and Strategic Growth Area and seeks to optimize the use of the land. The associated planning instruments facilitate the proposal and implement the intensification policies of the ROP, allowing for increased density that will support transit and active transportation.
5. The proposal is located within a Major Transit Station Area as defined with the ROP and will provide a range and mix of transit-supportive uses including high density residential with at-grade retail to serve future residents. The proposal represents contextually appropriate intensification on the Subject Lands and will maximize the number of potential transit users within walking distance to the Aldershot GO Station.
6. The proposal for the two residential towers, 30 storeys and 32 storeys, is contextually appropriate within the Aldershot community given their proximity and walking distance to the Aldershot GO Station as well as the separation distance from the stable residential to the south and east. The proposal will increase the mix of housing by density, type and affordability in the immediate geographic area. It will make for more efficient use of developed lands through the intensification of an existing site. The character of the surrounding neighbourhood will be maintained through the appropriate siting of increased densities along Cooke Boulevard, appropriately distanced from the residential neighbourhood to minimize adverse impacts while fulfilling the objectives for intensification within the MTSA.
7. The proposed development will be located within a 12 minute walk of regional and local transit which will encourage residents to take advantage of those modes of transportation to accomplish their daily tasks. This will contribute to the Region's modal split target. The proposed development is in close proximity to a number of services and recreation uses, encouraging active transportation.

Through the provision of additional height and density to provide for an appropriate mix of residential dwelling units to meet the needs of the current and future population, the proposed development contributes to the achievement of the Regional objectives for Urban Areas, Strategic Growth Areas, MTSAs, growth management, intensification, and housing. The proposal optimizes the use of a site with close proximity to the Aldershot GO Station and MTSA. The proposed buildings increase residential density in the area which supports transit while maintaining appropriate built form. The proposed development and associated Zoning By-law Amendment and Official Plan Amendment confirm with the Halton Region Official Plan.

5.6 REGION OF HALTON ROPA 49

Halton Region Official Plan Amendment 49 (ROPA 49) is the second amendment to be considered as part of the Regional Official Plan Review and builds on the Regional Urban Structure defined by ROPA 48. ROPA 49 helps define how and where Halton Region will grow by implementing Integrated Growth Management Strategies. On June 15, 2022, Regional Council adopted Regional Official Plan Amendment No. 49 (ROPA 49) as part of the Municipal Comprehensive Review. ROPA 49 is now with the Minister of Municipal Affairs and Housing for a decision.

The Subject Lands are designated as 'Regional Intensification Corridor' in ROPA 49. The objectives of the Regional Corridor, which is considered a Strategic Growth Area, is to accommodate a significant amount of growth in alignment with the delivery of frequent transit and to support future transit projects. A number of policies have been amended and added with ROPA 49 with respect to intensification areas.

Section 79.1(4) of ROPA 49 79.1 Regional Intensification Corridors as shown on Map 1H and subject to policies in Sections 82.3 to 82.7, which consist of areas along Higher Order Transit Corridors and selected Arterial Roads within the Urban Area, which connect other elements of the Regional Urban Structure and support achieving residential and employment densities to ensure the viability of existing and planned transit infrastructure and service.

Section 79.2 contains a hierarchy of Strategic Growth Areas as delineated or identified by a symbol on Map 1H with Urban Growth Centres/MTSAs on a Priority Transit Corridor the highest priority and MTSAs on a Priority Transit Corridor as the third highest priority which is applicable to the Aldershot GO Station. The Regional Urban Structure is supported by the Local Urban Structures identified in Local Official Plans which reflect this hierarchy of Strategic Growth Areas and may include additional Local Nodes and Local Intensification Corridors.

Section 82.3 identifies the objectives of the Regional Intensification Corridors, including to recognize Strategic Growth Areas as servicing an existing or planned higher order transit function to connect the Region and accommodate higher-density mixed use development.

Section 82.7 identifies a number of Regional policies aimed at directing growth, including directing development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy identified in Section 79.2. It is also Policy of the Region to encourage Local Municipalities to identify the Regional Intensification Corridors in their official plans and to develop detailed policies/Area-Specific Plans that support accommodating growth at an appropriate scale.

Summary/Conformity Statement

A full analysis of the relevant Halton Region Official Plan ROPA 49 policies in relation to the proposed development can be found in Appendix F5. In summary:

1. The site is within walking distance to the Aldershot GO station and serviced by the local bus system. The increased density at this location contributes to optimizing the use of the existing transit services and generates ridership for future planned upgrades to the system and supports Council's mandate of promoting the development of cost-effective transit uses through transit supportive land uses and transportation plans in areas of development.
2. The increased density at this location contributes to optimizing the use of the existing transit services and generates ridership for future planned upgrades to the system and supports Council's mandate of promoting the development of cost-effective transit uses through transit-supportive land uses and transportation plans in areas of development. The proposed development addresses the demand for higher intensity residential development, while also providing non-residential uses on the ground floor.
3. The increased density at this location contributes to optimizing the use of the existing transit services and generates ridership for future planned upgrades to the system.

Based on an assessment of the ROPA 49 policies, while not determinative, they are informative; the proposed development conforms with the Regional Official Plan Amendment as it aligns with the policies related to Regional Intensification Areas. The proposed development represents an appropriate level of intensification that is an efficient use of land that is serviced by existing infrastructure. Overall, the proposed development and Official Plan and Zoning By-law Amendments will conform to the ROPA 49 land use planning policies and implements the planned vision for the Subject Lands that focus on achieving a more compact, pedestrian-oriented and transit-supportive community.

5.7 CITY OF BURLINGTON OFFICIAL PLAN (IN-FORCE)

The City of Burlington Official Plan (the "current" or "in-force" Official Plan) was approved by the Ontario Municipal Board on October 24, 2008. The Official Plan text and maps were updated in the October 2017 office consolidation. Official Plan Amendment (OPA) 55 was adopted in order to bring the current Official Plan into conformity to the 2006 Growth Plan and to provide for growth to 2021. The current Official Plan forms the majority of the policy review with respect to the local land use policy framework.

The Subject Lands are identified as "Mixed Use Activity Area" in Schedule A (Settlement Pattern) (Figure 8) and "Mixed Use Corridor – Employment" in Schedule B (Comprehensive Land Use Plan – Urban Planning Area) (Figure 9). The Subject Lands are not identified as "Employment Area".

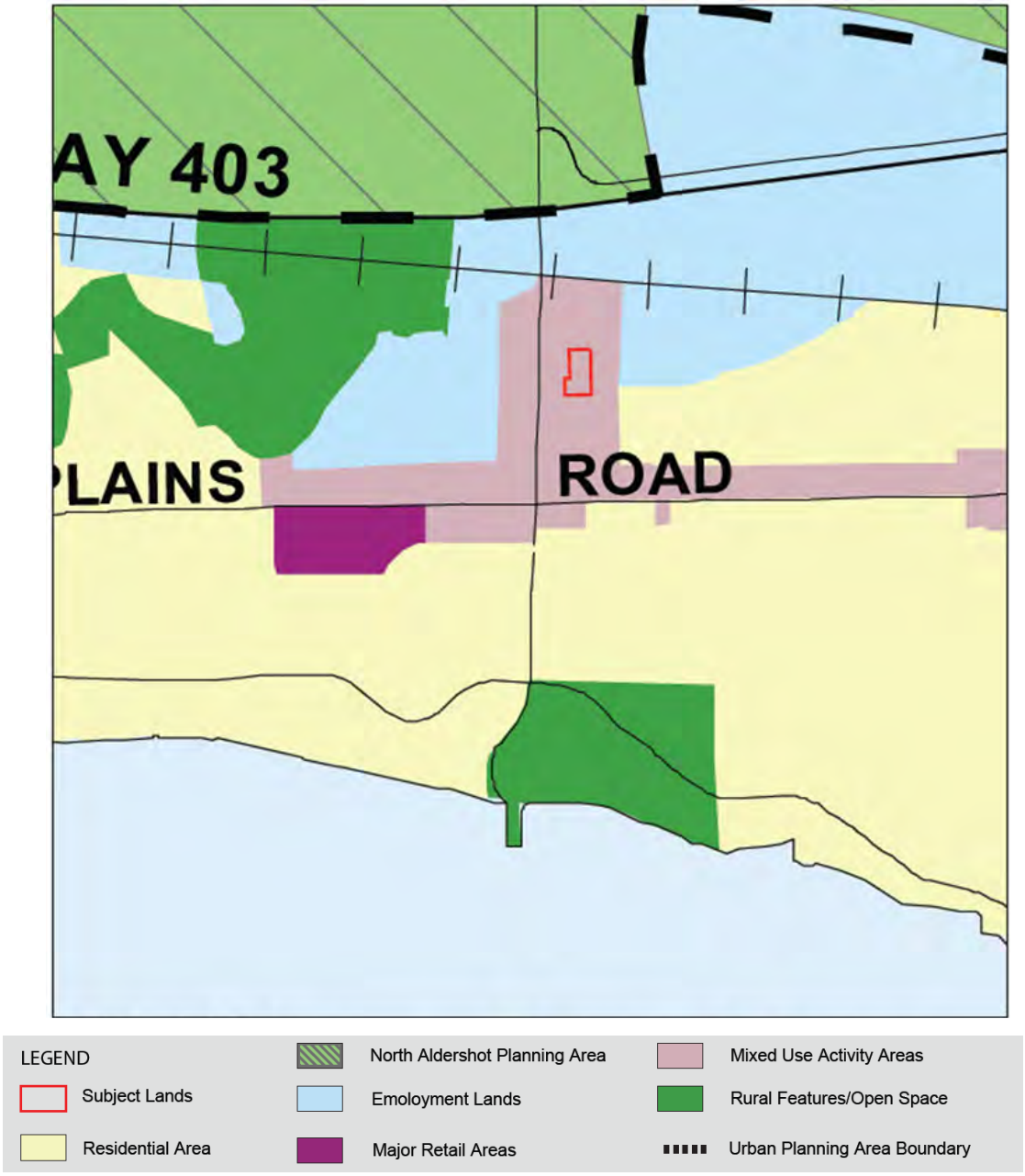


Figure 17. City of Burlington Official Plan - Schedule A: Settlement Pattern

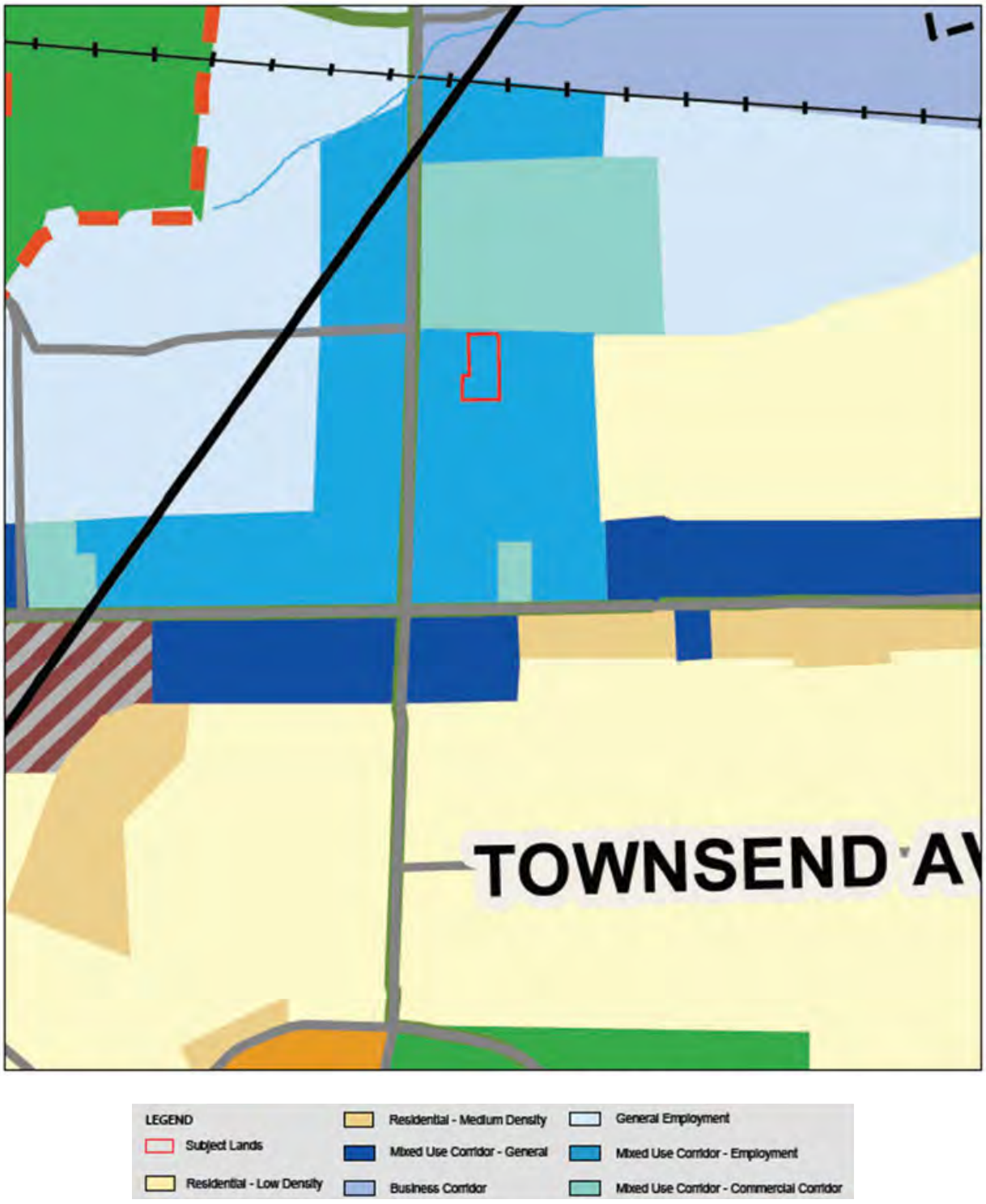


Figure 18. City of Burlington Official Plan - Schedule B: Land Use Plan

The following is a summary of the relevant OP policies and an analysis of how the proposed development conforms to the general direction and policies of the OP and how the proposed site specific OPA provides conformity to the Growth Plan and is consistent with the PPS.

Part 1: Policy Framework

The OP sets out Guiding Principles in Section 3.0 of Part I that are applicable to all development. While these policies are high level and apply to the City's Plan as a whole, they are an important consideration when evaluating intensification within MTSAs. Consistent with the Growth Plan and ROP, the OP identifies MTSAs as areas within 500 m of a higher order transit station, which includes the Aldershot GO Station. Guiding principles for the urban and rural environment include:

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

The proposal has carefully considered these guiding principles in its design. The development provides for intensification at an appropriate location in the City. It advances the Province's growth objectives while balancing other objectives of the current Plan. It will contribute to the achievement of an attractive and livable community providing access to housing within close proximity to parks, shopping, professional services, medical services, and community facilities.

The proposal represents an efficient use of serviced land that will add new housing opportunities in the Aldershot neighbourhood. The increased growth and density will support local businesses and public transit while future residents will be able to take advantage of a number of recreational and community facilities located in the area. The Aldershot MTSA is an appropriate location for intensification due the higher levels of existing and planned transit service. The proposed development helps achieve the City's intensification targets.

Land Use Vision

Part 1, Section 4.0 of the OP on the Land Use Vision provides general policies related to the land use vision for the entire City. **Sections 4.2 and 4.3** identify that the existing built form and environment in Burlington is going to change from the current suburban community to one which provides for future growth in the form of intensification and redevelopment in a new built forms.

Section 4.2, The Present Built Form and Natural Environment *D53, notes that the historical built form of the City reflected the belief that there were future limits to growth and reflected the abundant supply of developable land available at that time. This section acknowledges that a shift has occurred since this time and the vision has been modified to reflect this and, identifies that as the City approaches a mature state, a significant amount of its future growth will be in the form of intensification and redevelopment within the existing urban boundary. The Plan notes that, with fixed urban boundaries, the challenge will be to accommodate the various demands for land while maintaining stability and compatibility.

Section 4.3, The Future Built Form and Natural Environment, identifies key changes encouraged by the Plan, which are: the development of a greater diversity of housing types to meet the changing needs of the population; the development of a more self-contained City by encouraging a greater live-work relationship; focusing more intense land uses into specified mixed use centres; a move toward a more balanced transportation system; and, a greater emphasis on

the long-term preservation and conservation of significant natural features with greater public access. With respect to population growth, the Plan directs growth towards underutilized or vacant parcels in existing communities where new residential growth will be mainly in the form of more compact housing that is served by various modes of transportation and in closer proximity to jobs, shopping and leisure areas. While infill development is encouraged, the Plan provides that preservation and enhancement of the quality of life features of neighbourhoods must be considered in the review of any new and/or intensified development proposals. With respect to the Downtown, **Section 4.3** identifies that this area is to maintain its role as the City centre, encouraging residential development, redevelopment, and intensification in areas where appropriate.

The proposal is consistent with the City's land use vision. It will provide for intensification on a site that is in close proximity of a GO Station while respecting the existing low density neighbourhood to the south and east through a compatible design. The proposed compact built form will diversify housing opportunities and reflects the changing needs of smaller households and an aging population who are seeking smaller and more affordable housing options close to transit. The height, form, and density of the development is consistent and compatible with other approved developments in the area as noted in Table 2 of this report

Part 2: Functional Policies

Part II of the OP contains a number of policies related to functional elements of growth and development including policies on servicing, sustainability and transportation. **Section 2.7** of Part II of the OP provides applicable policies on Sustainable Design and Compatibility that address how development will be reviewed to ensure efficiency of land use in terms of energy, travel time, intensity and density. Development that provides choices in housing, shopping, employment and transportation will be encouraged. Transportation Demand Management strategies will be used to encourage increased transit ridership, walking and bicycling.

The proposed development conforms to the sustainable development direction and policies. The proposal is within walking distance to local and regional public transit as well as a number of community and recreational facilities, as shown in Table 1 of the report. The proposal represents and efficient use of serviced land located within the built boundary and in proximately to existing housing, commercial areas, employment opportunities and transportation networks, making the area accessible to future residents by providing opportunities for active transportation, including walking, cycling and public transit.

Section 3 of Part II contains Transportation policies that state that Council shall promote the development of cost-effective transit services through transit-supportive land uses and transportation plans in areas of development including mixed use corridors and centres. Development applications shall be reviewed to ensure that, where feasible, proposed land developments encourage the efficient and effective use of transit services.

The proposal is located within walking distance to the Aldershot GO Station. As shown in Appendix A, Schedule 1 – Long Term Transit Service Network of the OP, the Subject Lands are also in proximity to two Primary Bus Service routes. As such, the proposal is intended to increase transit use and will contribute to enhancing and encourage the efficient and effective use of transit services, including the GO Station and local transit routes. The proposed development will contribute to establishing a more urban environment in the area as envisioned for Mobility Hubs.

General Urban Design policies are set out in **Section 6** of Part II of the OP. These policies provide that density, form, bulk, height, setbacks, spacing and materials are to be compatible with the surrounding area with appropriate site design and buffering measures encouraged to ensure compatibility. Tall building design must recognize pedestrian scale, safety and the perception of safety and access and the preservation of public vistas and views. The creation of a continuous streetscape environment shall be encouraged with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings. The location and amount of parking areas shall be reviewed to minimize impacts on the public streetscape.

The proposal provides for efficient, attractive and compact design that is integrated with an ehanced public realm. The proposal balances the need for higher density and more compact built forms while maintaining compatibility with the surrounding neighbourhood character and evolving context for increased densities within the MTSA. The proposed built form achieves this balance by efficiently utilizing the site through the incorporation of underground parking, landscaping and minimizing the front yard setback.

As mentioned above, the proposal achieves compatibility through its siting and design. This increased density is contained within the compact, pedestrian-scaled built form. Facade articulation measures such as a combination of vertical and horizontal emphasis, projections, balconies, fenestration details, and material changes are proposed to reduce the visual impacts related to the scale of the proposal. This also helps to create visual interest and avoid the creation of blank façades. Furthermore, the height of the podium in relation to the adjacent right-of-way width maintain a human scale development, creating a pleasant and comfortable pedestrian experience on the ground floor, and ensure a positive transition to the neighbouring properties.

The urban design features of the proposal are discussed in greater detail in the accompanying UDB which provides a detailed assessment of the proposal's design merits in relation to the physical context.

Part 3: Land Use Policies

Part III of the OP provides Land Use Policies for the City's urban areas. The Subject Lands are designated Mixed Use Corridor – Employment and require a redesignation to Mixed Use Corridor to facilitate the proposal. **Section 5.0** contains policies for Mixed Use Activity Areas. Mixed Use Activity areas provide locations for employment, shopping and residential uses. These uses are to be integrated in a compact urban form, at higher development intensities and be pedestrian-oriented and highly accessible by public transit. Mixed Use Activity areas will foster community interaction by providing focus on community facilities. These areas are to occur in linear and nodal forms based on specific land use designations.

The objectives for Mixed Use Activity Areas **(Policy 5.2.1)** include encouraging comprehensively planned mixed use employment, shopping and residential areas that provide for the integration of uses in a compact urban form, while retaining compatibility with nearby land uses. Mixed Use Activity Areas are to be pedestrian-oriented and highly accessible by public transit, and foster community interaction.

Mixed Use Activity Areas policies **(Policy 5.2.2)** provide that the design and development of these areas shall promote them as focal points for community activities characterized by a compact form, higher intensity development, pedestrian-orientation with greater accessibility to public transit. Mixed Use Activity Areas are identified as priority locations for land assembly at strategic locations and higher levels of transit service. Mixed Use Activity Areas shall be subject to a high quality of urban design.

The Subject Lands are identified as Mixed Use Corridor-Employment. These areas are intended for higher intensity, transit and pedestrian oriented employment development. Transit-supportive and pedestrian-oriented urban design is required in the development of Mixed Use Corridor – Employment.

The Mixed Use Corridors - Employment designation permits the following uses (**Policy 5.3.4.b**):

- industrial uses;
- a broad range of office uses;
- a limited range of retail, service commercial and personal service uses which serve the day to day needs of employees;
- financial institutions and services; and,
- entertainment, recreation and other community facilities such as libraries and day care centres and motor vehicle dealerships.

Mixed Use Corridors - Employment are also intended to provide for the retail and service commercial needs of the employment uses and their employees within and immediately adjacent to the Corridor. Retail uses related to home improvement are also permitted. Individual retail and service commercial uses shall be limited to a maximum size as set out in Zoning By-law (**Policy 5.3.4.c**). Residential uses are prohibited in Mixed Use Corridor - Employment locations (**Policy 5.3.4.d**).

Zoning By-law regulations affecting Mixed Use Corridor (Employment) locations shall be based on the following factors (**Policy 5.3.4.e**):

- maximum floor area ratio of development at any site shall be 1.0:1, except industrial uses, where the maximum floor area ratio shall be 0.5:1;
- the maximum building height shall be six storeys, except for industrial uses, where the maximum building height shall be two storeys;
- buildings should be located so as to front and face the street, to provide a sense of human comfort and pedestrian scale and interest, and in close proximity to the street and to transit services; and,
- off-street parking needs may be reduced for sites

with transit supportive designs or shared parking arrangements.

The zoning of individual sites may not allow for the full range of permitted uses or the full extent of development intensity at every location based on site specific factors that may include, but not be limited to, traffic, land use compatibility, market impact, natural hazards and features, and environmental factors such as soil contamination (**Policy 5.3.4.f**). Transit-supportive and pedestrian-oriented urban design shall be required in the development of Mixed Use Corridor-Employment sites (**Policy 5.3.4.g**).

Proposals to re-designate lands designated Mixed Use Corridor (Employment) to allow for non-employment uses, or to add a range of uses to the Mixed Use Corridor (Employment) designation that are primarily permitted in a non-employment designation, shall be evaluated on the following criteria (**Policy 5.3.4.k**):

- the proposal shall only be considered in conjunction with the Comprehensive Review provisions identified in the Provincial Policy Statement and the policies of Provincial Plans;
- the proposal shall not detrimentally affect the short and long-term employment land needs of the City;
- the intensity and characteristics of the proposed non-employment uses shall not detrimentally impact the viability, desirability, or the proper servicing of existing and future surrounding land uses;
- the site's physical and natural characteristics, development constraints and location shall justify the consideration of non-employment uses at the subject location;
- re-designation of lands abutting major transportation corridors including railways, highways and major arterial roads shall be discouraged;
- support studies as identified in Part VI, Section 5.3, Other Studies Policies of the Plan are prepared; and,
- the re-designation must also meet at least two of the following conditions:
    - the amount of land affected is minor in area based on the projected land requirements within the planning horizon of the Plan;
    - the development of the site is not feasible for employment uses within the planning horizon of the Plan;
    - there are no alternative sites, designated and approved for the proposed use elsewhere in the City;
    - the proposal will have a beneficial impact on the surrounding uses and the broader community; and,
    - the development of the land for non-employment uses will meet a public need identified by City Council resolution.

Since residential uses are not permitted in Mixed Use Corridor – Employment lands, a redesignation to Mixed Use Corridor - General is required to permit the proposed development and implements Provincial and Regional policies for conformity. The Official Plan states that proposals for redesignation of Mixed Use Corridor – Employment lands to allow for non-employment uses are to be evaluated based on the comprehensive review provisions of Provincial Plans. However,the Subject Lands are not in the Employment Area and are designated for residential intensification in the Aldeshot GO MTSA per the Provincial policy and ROP.

Mixed Use Corridors provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use developments with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses (Policy 5.3.1 a)). Higher intensity, transit supportive and pedestrian-oriented mixed use development is encouraged along Mixed Use Corridors, including land in the vicinity of a MTSA, while retaining compatibility with nearby land uses.

The following uses **may** be permitted within the Mixed Use Corridor General, Mixed Use Corridor-Employment and Mixed Use Corridor Commercial Corridor designations (Policy 5.3.2.a):

- a wide range of retail, service commercial and personal service uses; financial institutions and services; a broad range of office uses; entertainment, recreation and other community facilities such as day care centres; and small scale motor vehicle dealerships;
- high density residential uses and a full range of office uses. Townhouses may only be permitted as a component of an overall development of mixed residential or residential/commercial building forms, where the townhouse portion of the mixed development does not abut the multi-purpose arterial or major arterial road and where the development of the townhouse component does not compromise the long-term objectives for the Mixed Use Corridor

designation with respect to such matters as mix of uses, building form and intensity; and

- development and re-development of lands within a major transit station area, such as a GO transit commuter rail station, shall achieve a higher intensity of re-development and consist of transit supportive uses, as called for and defined in the Growth Plan for the Greater Golden Horseshoe. Notwithstanding Part III, Subsection 5.3.3 b) and e), those lands designated Mixed Use Corridor subject to the Commercial Corridor Policies of Subsection 5.3.3 and located within a major transit station area, shall permit only transit supportive uses, as defined in the Growth Plan for the Greater Golden Horseshoe, have a minimum floor space index of 0.5 and a minimum building height of two storeys.

In general, Mixed Use Corridors are intended to provide for the day-to-day and weekly shopping needs of residents within and in close proximity to the Corridor (**Policy 5.3.2.b**). Retail and service commercial uses are to be located at street level in office or residential buildings (**Policy 5.3.2.c**). Higher density land uses and taller buildings shall be permitted at locations where Mixed Use Corridor areas intersect with multi-purpose arterial roads, major arterial roads or provincial freeways; or existing areas of development concentration (**Policy 5.3.2.f**). Transit-supportive and pedestrian-oriented urban design shall be required in the development of Mixed Use Corridor sites (**Policy 5.3.2.h**).

The proposal seeks to redesignate the Subject Lands from Mixed Use Corridor - Employment to Mixed Use Corridor - General to allow for residential intensification on the Subject Lands in accordance with the planned vision for the lands per Provincial and Regional policy as they are within a Major Transit Station Area on Higher Order Transit. The proposal will provide a mix of residential and commercial uses, with two retail units proposed at street level to animate the street and to satisfy the day-to-day needs of future residents for retail and service commercial uses. The proposal seeks to implement higher density in the form of tall buildings in an area subject to future development concentration within the MTSA. The proposal provides increased density to provide residential development that is transit-supportive and pedestrian-oriented in design.

The design and development of Mixed Use Corridors shall encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and shall maximize personal safety by encouraging site plan features such as (Policy 5.3.2.i):

- buildings should be oriented to the street and transit services, and buildings should be located so as to be in proximity to, and face the street, to provide a sense of comfort and pedestrian scale/interest;
- safe and convenient access shall be provided for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities; and
- roads shall be designed for automobile use, efficient transit service as well as pedestrian and bicycle travel.

The proposed development provides for increased density within walking distance to higher order transit in order to encourage active transportation. The proposed building is oriented to frame Masonry Court and Cooke Boulevard with an appropriately scaled podium to provide a sense of comfort and pedestrian interest. The proposed development provides convenient access and connections from the site to the adjacent sidewalk to ensure safe and convenient access for pedestrians to transit stops and other buildings and facilities in the area.

Proposals for the re-designation of lands to Mixed Use Corridor from another designation shall require an amendment to the Plan and shall be evaluated based on the following criteria (**Policy 5.3.2.j**):

- the impact of the proposal on adjacent land uses, particularly residential;
- adequate municipal services are available;
- sufficient on-site parking is provided;
- the site is served by efficient peak period public transit;
- vehicular access to and from the site does not adversely affect local streets; and
- the site is located on a multi-purpose arterial or major arterial road that can accommodate the anticipated traffic.

The proposed development has been designed to ensure there are no adverse impacts on adjacent land uses, particularly the residential neighbourhood to the south and east. Transition between the proposed development and existing and interim development in the surrounding context will be achieved through the strategic placement of the tower, adequate setbacks

between the podium and lot lines, fencing and landscaping along the site boundaries to mitigate potential overlook issues. The Shadow Impact Study prepared by RAW design provides further analysis on anticipated impacts of the proposed development and shows that minimal shadow impacts are expected on adjacent properties. This is the result of the towers exceeding the 25 metre separation distance and providing floor plates sized at 750 sq. m. in accordance with the Tall Building Design Guidelines. Furthermore, the height of the podium in relation to the adjacent right-of-way width maintain a human scale development, creating a pleasant and comfortable pedestrian experience on the ground floor, and ensure a positive transition to the neighbouring properties.

As per the Functional Servicing Report, adequate municipal services are available to support the proposal.

As per the supporting Traffic Impact and Parking Justification Report, sufficient on-site parking is provided and the site is well served by efficient peak period public transit from the Aldershot Go Station and City bus routes. Vehicular access to and from the site has also been appropriate sited and design to ensure no adverse impacts to the local streets. While not directly located on a multi-purpose arterial or major arterial road, the Subject Lands are in close proximity to Plains Road to the south, a Multi-Purpose Arterial, where vehicular traffic will be directed as discussed in the Traffic Impact and Parking Justification Report.

Retail, service commercial and other pedestrian-oriented use shall be encouraged at the street level (**Policy 5.3.2.k**).

Retail uses are proposed in the ground floor of the proposal fronting both Cooke Boulevard and Masonry Court.

Summary/Conformity Statement

A detailed analysis of the proposal's conformity with the Burlington In-Force Official Plan is provided in **Appendix F5.** In summary:

- The proposed development represents an appropriate and high quality development that seeks to amend the In-Force Official Plan through an Official Plan Amendment to implement a high density development within a MTSA, achieving all of the policy objectives of the Provincial Policy Statement and Growth Plan which the current designation does not achieve.
- The proposed development conforms to the general objectives of the Burlington Official Plan through providing for intensification at an appropriate location in the City and will contribute to the achievement of an attractive and livable community providing access to housing within close proximity to parks, shopping, professional services, medical services, and community facilities.
- The Aldershot MTSA is an appropriate location for intensification due the higher levels of existing and planned transit service and therefore will increase transit use and encourage active transportation.
- The proposal is consistent with the City's land use vision. It will provide for intensification on a site that is in close proximity of a GO Station near the existing low density neighbourhood to the south and east. The proposed compact built form will diversify housing opportunities while maintaining the existing character of the area and ensuring no adverse impacts on adjacent land uses. It reflects the changing needs of smaller households and an aging population who are seeking smaller and more affordable housing options close to transit. The height, form, and density of the development is consistent and compatible with other approved developments in the area.
- The proposal will provide a mix of residential and commercial uses, with two retail units proposed at street level to animate the street and to satisfy the day-to-day needs of future residents for retail and service commercial uses.
- The proposed development can be adequately serviced by municipal services and the transportation network as discussed in the supporting technical studies.

The development proposal and corresponding Official Plan Amendment and Zoning By-law Amendment conform with the general policies of the Burlington Official Plan and the amendments are required to provide conformity with and implement the applicable policies of the Provincial Policy Statement, Growth Plan and Halton Region Official Plan to ensure a transit supportive, high density mixed-use development.

5.8 NEW CITY OF BURLINGTON OFFICIAL PLAN (UNDER APPEAL)

Over the past several years, the City has been working towards a new Official Plan. The City of Burlington's new Official Plan was originally adopted by City Council on April 26, 2018. The Region of Halton identified a number of areas of non-conformity through its review and the City undertook a re-examination of the Official Plan with a focus on Downtown Burlington. The updated new Official plan was approved, with modifications, by Halton Region on November 30, 2020. Significant portions of the Official Plan were appealed and remain under appeal including the policies that would apply to the Subject Lands. While these policies remain under appeal, they are assessed for the purposes of being informative of Council's direction but are not determinative.

The following is a summary of the OP policies relevant to the proposed development and an analysis of how the redevelopment meets the City's planning objectives of the OP and serves to achieve conformity/ consistency with these higher order planning instruments.

In the City's new Official Plan, the Subject Lands are designated as:

- **Urban Area** – Schedule A – City System
- **Mixed Use Nodes and Intensification Corridors** and within the **Aldershot Go MTSA Special Planning Area** – Schedule - B Urban Structure;
- **Primary Growth Area** – Schedule B-1 – Growth Framework;
- **Frequent Transit Corridor** – Schedule B2 – Growth Framework; and
- **Urban Corridor – Employment** – Schedule C – Land Use - Urban Area.

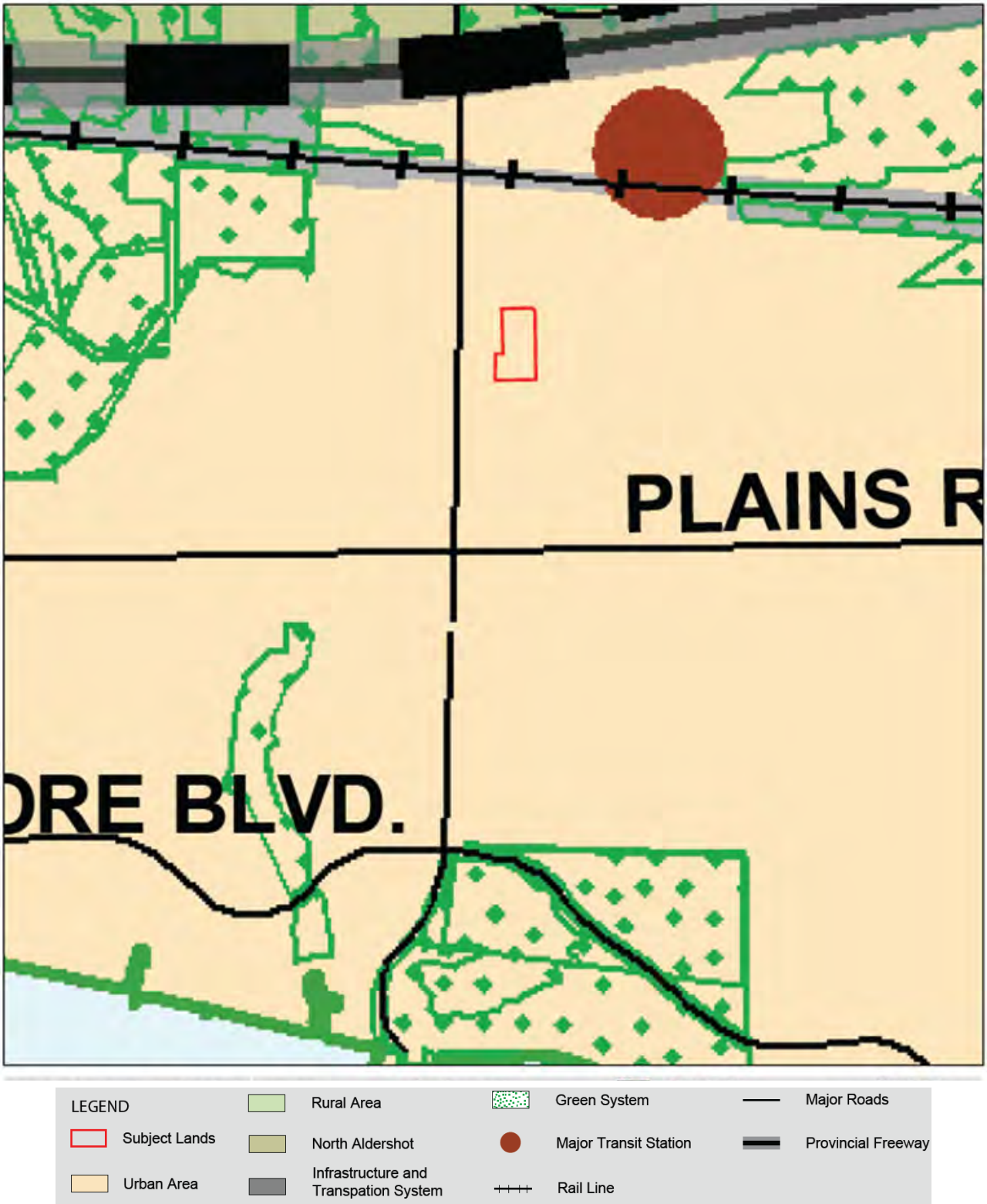


Figure 19. Schedule A - City System

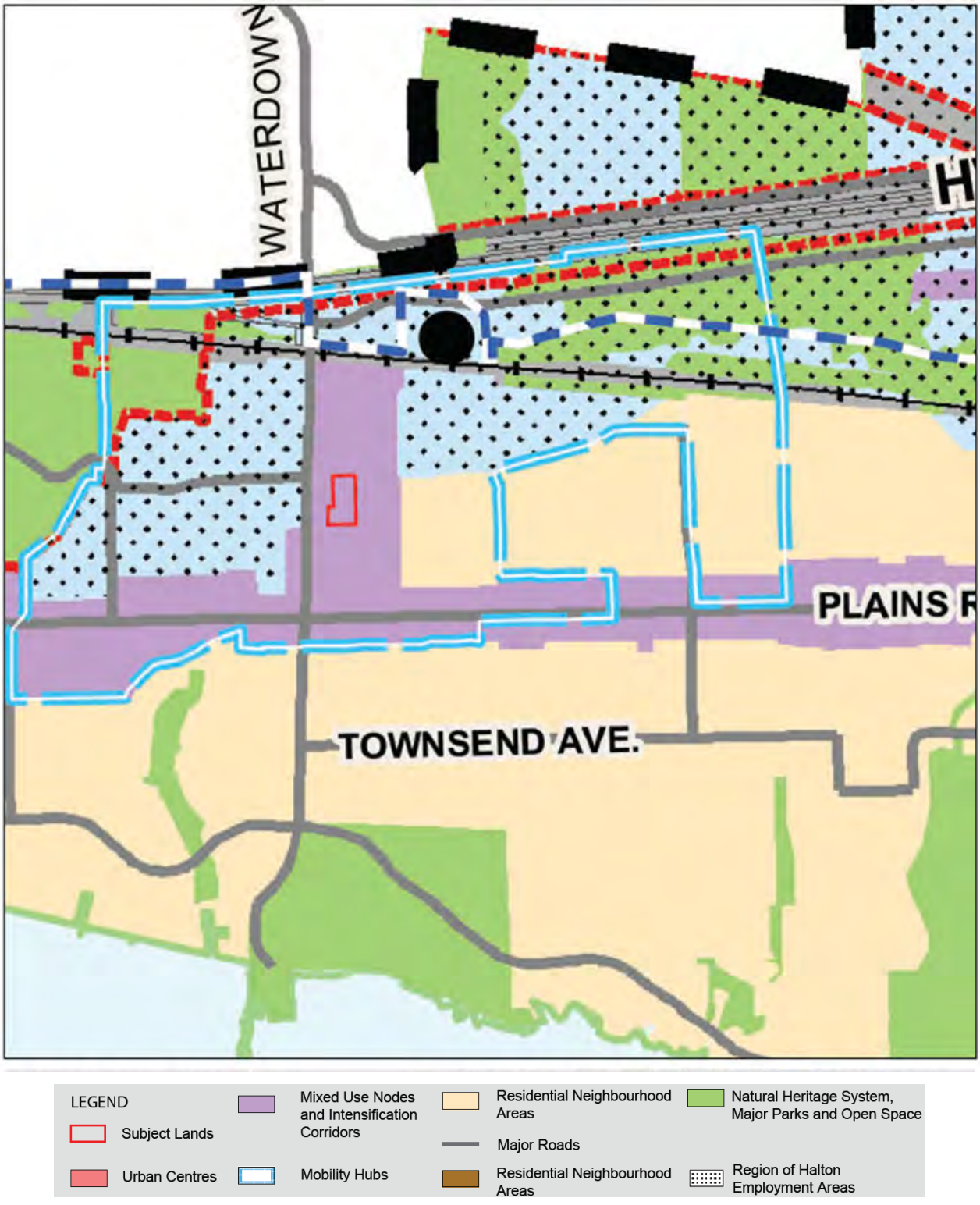


Figure 20. Schedule B - Urban Structure

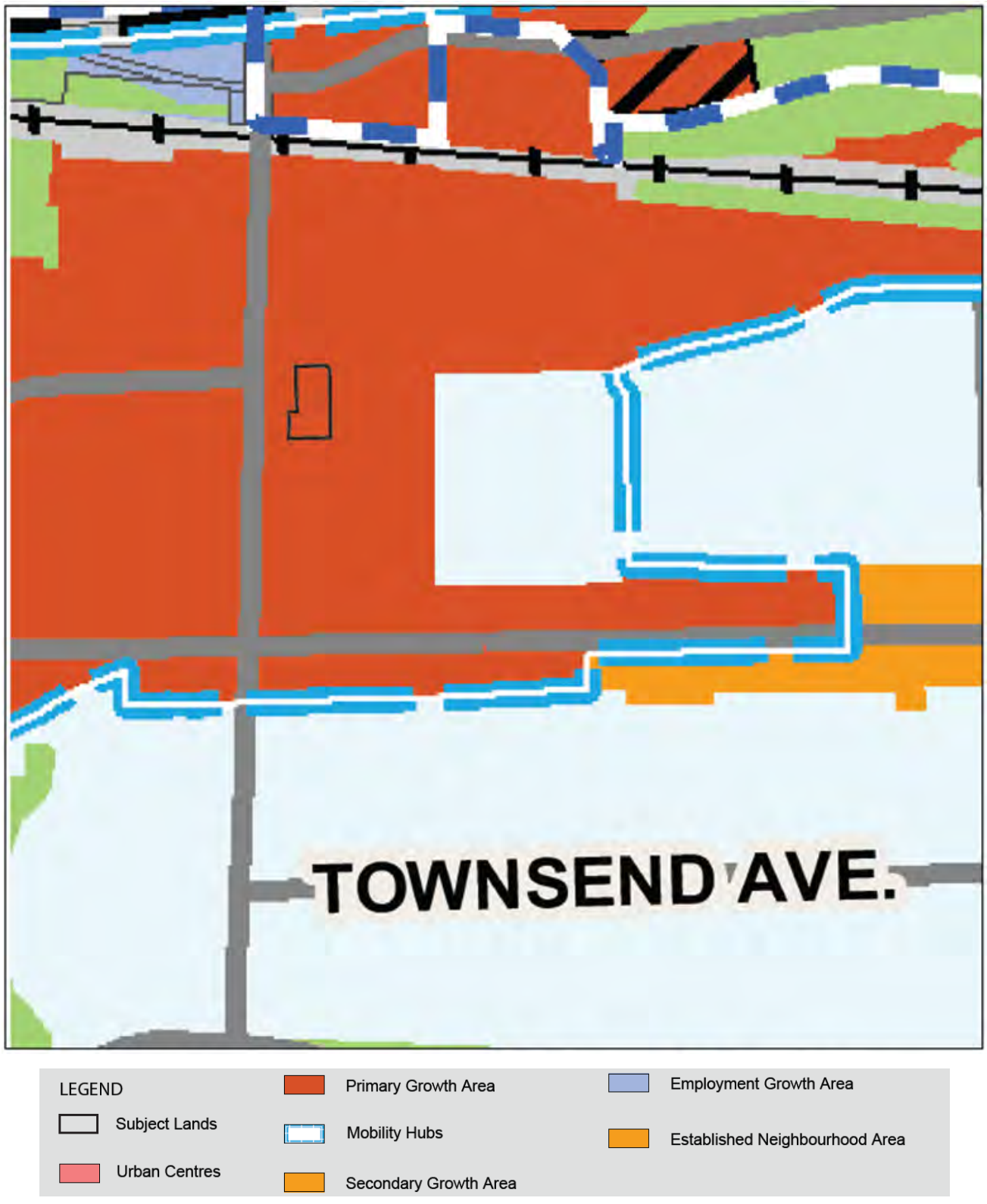


Figure 21. Schedule B-1 - Growth Framework

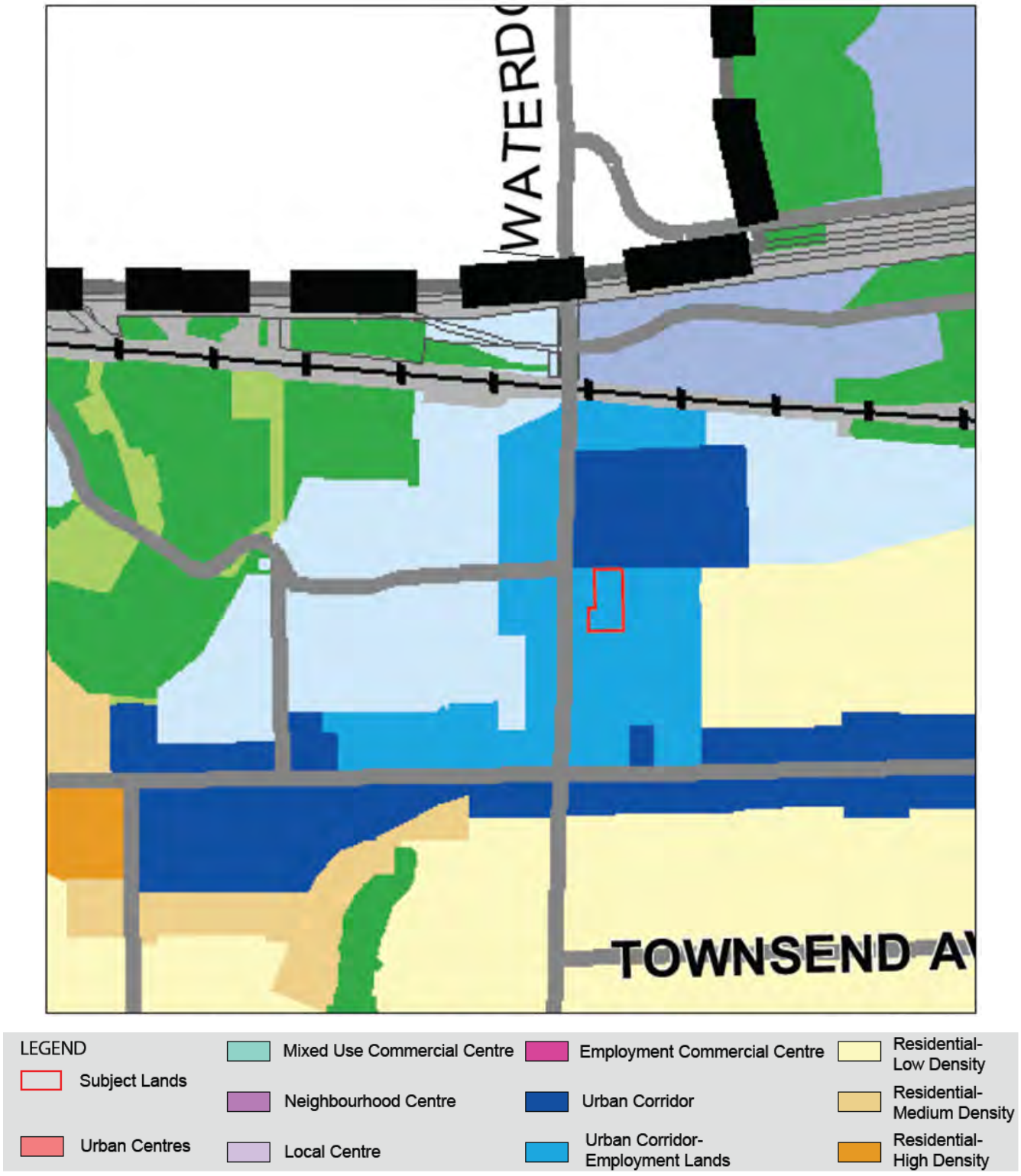


Figure 22. Schedule B2 - Growth Framework

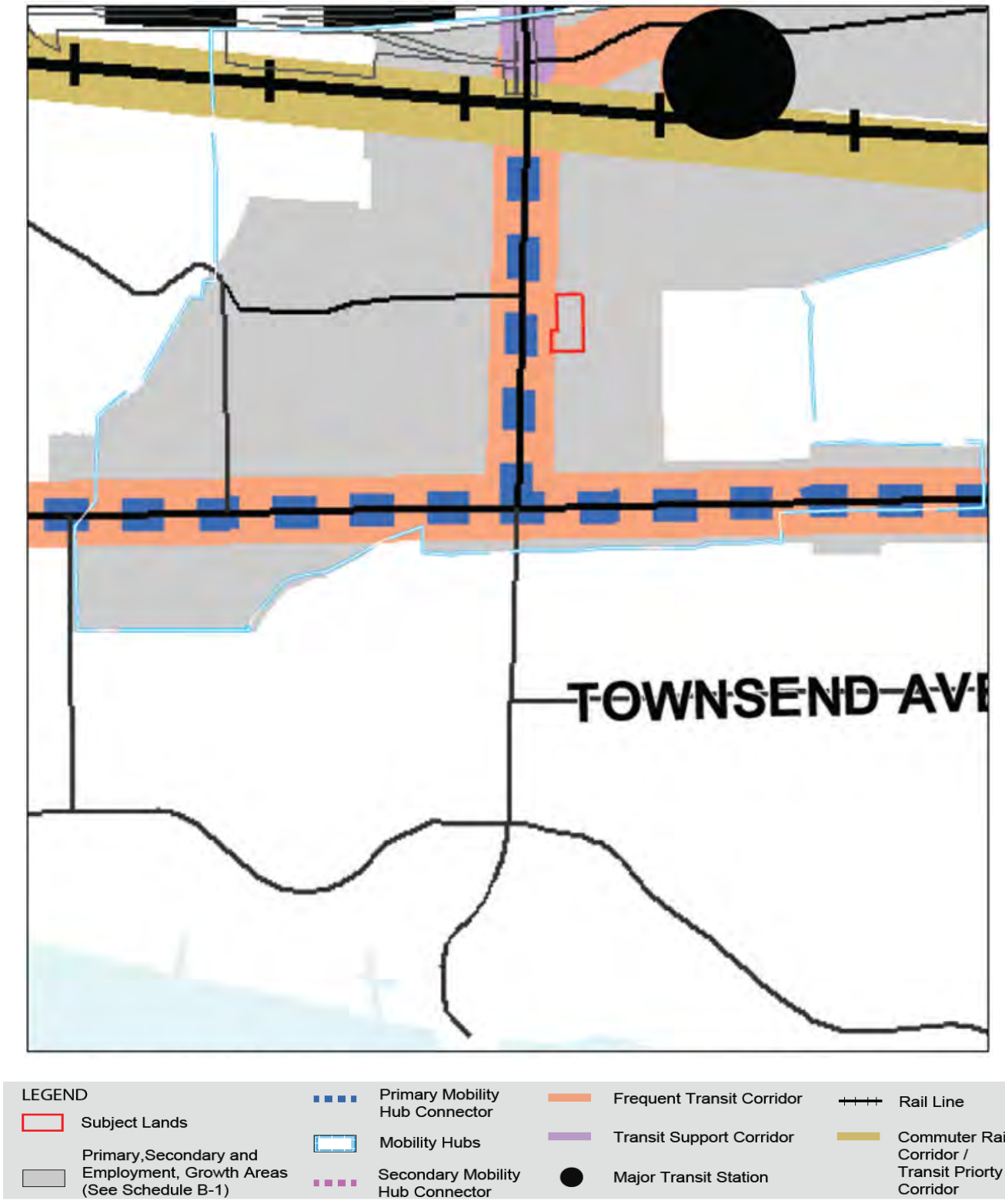


Figure 23. Schedule C - Land Use Urban Area

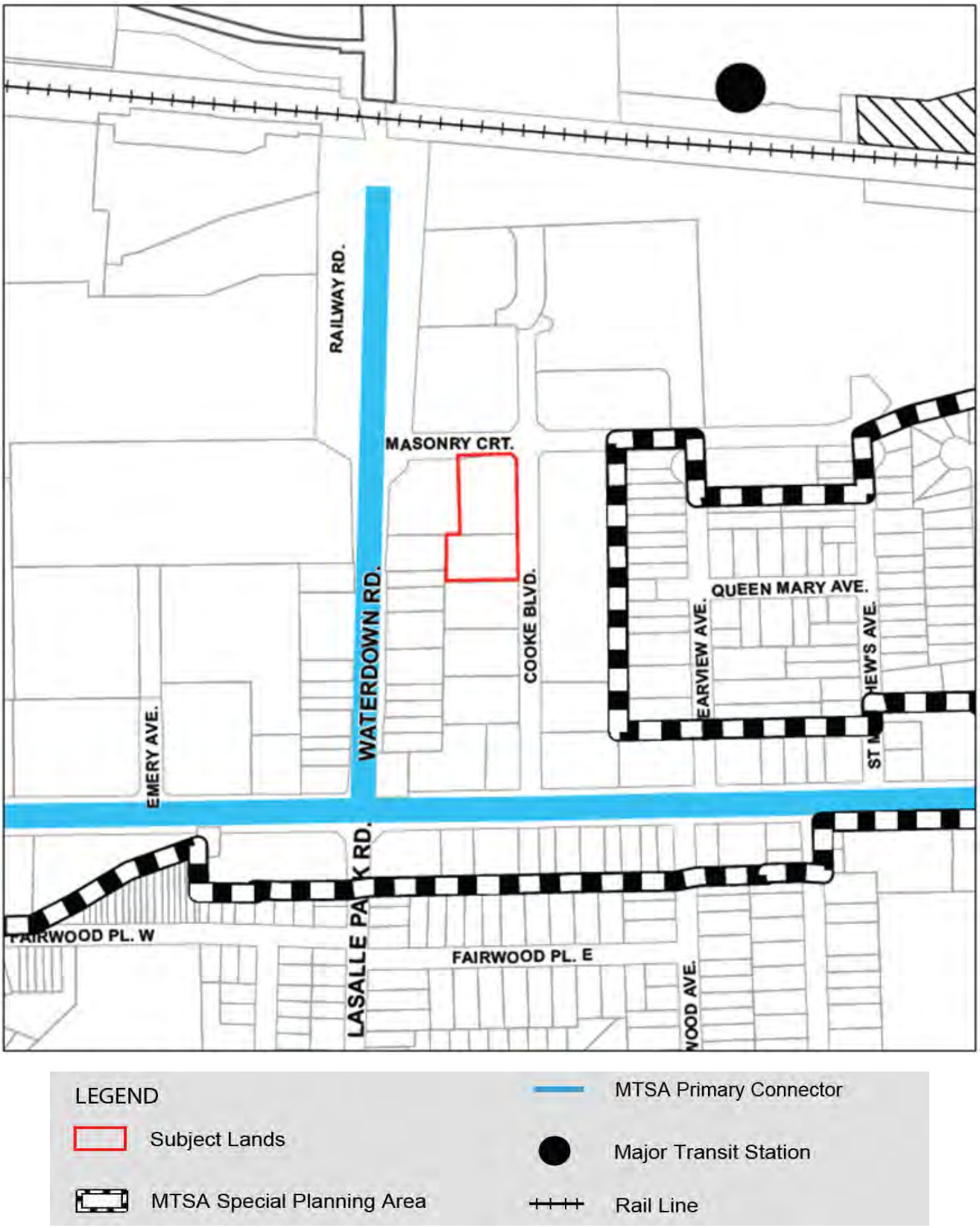


Figure 24. Schedule G - Aldershot GO MTSA Special Planning Area

The new Official Plan has been appealed by Camarro Developments as it relates to the Subject Lands, specifically with regards to the policies for Urban Corridor lands and Urban Corridor – Employment lands.

Major Transit Station Areas

The Subject Lands are within the Aldershot Go Major Transit Station Areas (MTSA) Special Planning Area as identified in Schedule B and is subject to the Major Transit Station Area policies of Section 8.1.2.

MTSAs will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. MTSAs are focal points for higher intensity and mixed use development that will accommodate a significant share of the City's future population and employment growth to 2031 and beyond.

The Aldershot GO MTSA is also located along a higher order transit route with planned frequent transit service by way of Regional Express Rail (RER), however it is not identified on a Priority Transit Corridor in the Growth Plan. It is anticipated that the majority of growth within the City's four MTSAs will occur in the three MTSAs located along higher order transit routes and with planned frequent transit service by way of RER. The Region's Municipal Comprehensive Review will confirm specific growth targets and MTSA boundaries.

Section 8.1.2(2) outlines policies for the MTSA areas, providing that the City shall complete area-specific plans to ensure MTSAs are planned to implement mixed use transit-supportive development including employment uses, while ensuring compatibility with the surrounding area. In advance of the completion of area-specific plans and the approval of the implementing Official Plan amendments for the Major Transit Station Areas, the policies contained in Subsection 8.1.2, shall apply to development applications in the MTSA Special Planning Areas and Urban Growth Centre, as shown on Schedule B. These considerations include the following:

- Development applications preceding the completion of an area-specific plan and the approval of the implementing Official Plan amendments shall have regard for the Province's Mobility Hubs and Transit Supportive Guidelines, shall implement Regional and Provincial major transit station area policies and shall be consistent with the goals and objectives of the existing land use designation as contained in the Official Plan.
- Development in MTSAs should be planned to achieve transit-supportive densities in accordance with the Province's Transit Supportive Guidelines and the existing and planned level and type of transit service. The full extent of maximum development permissions on lands located in each MTSA may not be achievable on every site, due to site-specific constraints such as compatibility, transportation issues, cultural heritage resources and/or infrastructure capacity.
- Development within MTSAs shall contain a mix of land uses and transit supportive development that supports the achievement of complete communities through a more compact built form, while ensuring compatibility with surrounding areas is achieved.
- Multi-unit residential developments should incorporate a mix of unit sizes and types to accommodate a diverse range of household sizes and incomes.
- Transportation demand management (TDM) measures shall be addressed, and form part of the City's evaluation of opportunities for reduced parking standards in proposed development, subject to the policies of Subsection 6.2.10, Transportation Demand Management.
- Development applications shall incorporate minimal parking at grade or above grade through the provision of underground parking, except in areas immediately adjacent to a rail line or other areas where a buffer is required, where applicable.
- New green spaces such as trees and landscape areas, parks and open spaces shall be provided as part of development applications, which may include, but are not limited to, dedication of parkland, Privately-Owned Publicly Accessible Spaces (POPS) and/or trees and landscape areas located between a public right-of-way and a building, to be provided to the satisfaction of the City.
- Privately-Owned Publicly Accessible Spaces (POPS) may be used to augment public space but shall not be used as a replacement to public parkland dedication.
- Development patterns shall have regard for optimization of land, resources and public investment in infrastructure and public services. For clarity, the concept of optimization shall be applied to development patterns over the entirety of the MTSAs.
- In addition to the development criteria in Subsection 12.1.2 (2.2) c), the following development criterion shall be satisfied when evaluating all development applications within each MTSA: the development shall be consistent with the vision and intent of the MTSA typology and policies contained in Subsection 8.1.2, Major Transit Station Areas, and maintain the land use vision established in the land use designations of the OP.

Additionally, **Section 8.1.2(3)** on Development Applications Preceding an Area-Specific Plan provides that these applications are subject to the following policies:

- Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within MTSA Special Planning Areas preceding the completion of an area-specific plan shall have regard for Provincial guidelines for mobility hubs and transit, and shall implement Regional and Provincial major transit station area policies. In addition, applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within the Burlington GO, Aldershot GO and Appleby GO MTSA Special Planning Areas, shall have regard for the Mobility Hub Opportunities and Constraints Study (2014).
- Multi-unit residential developments in MTSAs should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.
- All development proposals requiring a Transportation Impact Study shall address all modes of transportation, giving priority to active transportation and transit considerations, including frequent transit corridors
- Transportation demand management (TDM) measures shall be addressed, and form part of the City's evaluation of opportunities for reduced parking standards in proposed development within MTSAs, subject to the policies of Subsection 6.2.10, Transportation Demand Management, of this Plan.
- Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within MTSAs shall submit and implement, to the satisfaction of the City, an urban design brief prepared by a qualified person. The brief shall demonstrate how the proposed development contributes towards achieving MTSA objectives for design and how the development is consistent with the policies contained in Chapter 7: Design Excellence, of this Plan, and any applicable design guidelines.
- All development within MTSAs shall consider opportunities to provide improved walking and cycling connections.
- Established Neighbourhood Areas within MTSAs are subject to the policies contained in Subsection 2.4.2(3) of this Plan.
- Development within MTSAs preceding the completion of an area-specific plan shall be subject to the applicable policies of Subsection 7.3.2 of this Plan.

The proposal and associated Official Plan Amendment and Zoning By-law Amendment are seeking approvals prior to the adoption of the Area-Specific Plan for the Aldershot GO MTSA. The proposal is consistent with Provincial and Regional policies for MTSAs as discussed above. A mix of unit sizes is provided in the proposal to accommodate a diverse range of household sizes and incomes, ranging from studios to three bedroom units. The supporting Transportation Study addresses all modes of transportation and demonstrates how the proposal will support active transportation. It also includes TDM measures and proposes and justifies reduced parking rates to further facilitate independence from the automobile. An Urban Design Brief has been prepared in support of the proposal to demonstrate how the proposal development contributes to achieving MTSA objectives for design excellence.

Mixed Use Nodes and Intensification Corridors

Mixed Use Nodes and Intensification Corridors are described in Section 8.1.3 as locations where mixed commercial, residential and employment uses will be developed and integrated in a compact built form and at greater development intensities, encouraging the efficient use of physical resources and municipal infrastructure. Mixed Use Nodes are organized into four land use designations: Mixed Use Commercial Centre, Neighbourhood Centre, Local Centre, and Employment Commercial Centre. Intensification Corridors are organized into two land use designations: Urban Corridor and Urban Corridor-Employment Lands. Mixed Use Nodes and Intensification Corridors will be pedestrian-oriented and highly accessible by public transit and will foster community interaction by providing opportunities for public service facilities and open spaces.

Policy 8.1.3(2) provides that the design and development of Mixed Use Nodes and Intensification Corridors are characterized by a compact form of development with multi-unit residential development having a mix of unit sizes to accommodate a diverse range of household sizes and incomes. Transportation demand management (TDM) measures shall be addressed, and form part of the City's evaluation of opportunities for reduced parking standards in proposed developments in Mixed Use Nodes and Intensification Corridors.

The Subject Lands are located within a Mixed-Use Nodes and Intensification Corridor, an area identified for intensification. The increased population at this area helps to maximize the usage of existing transit services while also generating demand for future system expansions and meeting growth targets. The proposal provides for ground floor retails uses, which will help contribute to accommodating employment uses, furthering the City's economic objectives.

Urban Corridor – Employment Designation

The Subject Lands are specifically designation as Urban Corridor – Employment in Schedule C – Land Use – Urban Area. **Section 8.1.3(8.1)** sets out the objectives for these areas to provide for higher intensity employment uses along Major Arterials or Multi-Purpose Arterial Streets. These areas will encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact built form and to ensure an employment function on these lands while retaining compatibility with the surrounding area. These areas will also provide a safe, accessible and attractive pedestrian environment.

The proposed development is compact, pedestrian-friendly, and well-connected to public transportation. The proposed mixed-use development will meet the demand for higher-density residential development while also including non-residential uses.

Policies for Urban Corridor - Employment lands are provided in **Section 8.1.3(8.2)** and state that these lands are intended to provide for the retail and service commercial needs of the employment uses and their employees within and immediately adjacent to the Corridor.

The following uses may be permitted on lands designated Urban Corridor Employment Lands:

- industrial uses;
- office uses;
- accessory retail and service commercial uses which serve the day to day needs of employees;
- home improvement and home décor sales;
- automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;
- entertainment uses; and
- recreation uses.

Accessory retail and service commercial uses may only be permitted provided that:

- the use is located at grade level; and
- the use is located within a building containing or proposed to contain employment uses above the first storey.

Policy 8.1.3(8.2) provides that Major retail and residential uses shall be prohibited in Urban Corridor Employment Lands. Additionally, the following design criteria apply:

- a maximum floor area ratio of development of 2.0:1. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor-Employment designation are maintained.
- the minimum building height shall be two (2) storeys, except for industrial uses where no minimum height is required; and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street.
- The addition of non-employment uses through a site-specific Official Plan Amendment shall only be permitted on lands outside the Region of Halton Employment Area where: the subject lands meet the overall policy intent of the Urban Corridor – Employment designation; and, the proposed development ensures the inclusion of sufficient space to retain a similar number of jobs currently located on the site, or where the site is currently underutilized or vacant, the number of jobs proposed on the site should achieve 50 jobs per net hectare; and, where the proposed development is located within an MTSA Special Planning Area and is proposed in advance of an area-specific plan the policies of section 8.1.2 Major Transit Station Areas of this Plan shall apply.

Since the Urban Corridor - Employment designation does not permit residential uses, an Official Plan Amendment to Urban Corridor - General is required to allow for residential uses on the Subject Lands to support intensification of the Subject Lands in accordance with Provincial and Regional policy. Given that the Subject Lands are designated for Employment uses, the Official Plan requires that a similar number of jobs be maintained as part of a development proposal if proposed in advance of Area-Specific Plan. However, since the new Official Plan is under appeal the Official Plan Amendment will seek to amend the in-effect Official Plan designation as it relates to the Subject Lands.

Urban Corridor Designation

Section 8.1.3(7.1) provides the following objectives for the Urban Corridor designation:

- To provide locations in the city along key Major Arterial or Multi-Purpose Arterial Streets that will serve as areas of concentration for mixed use development in a compact built form, with residential, retail, service commercial, office, entertainment, public service facilities and institutional uses, and open space uses.
- To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact built form, while retaining compatibility with the surrounding area.

The Urban Corridor designation permits the following uses **(8.1.3(7.2)c)**:

- retail and service commercial uses;
- automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;
- residential uses with the exception of single-detached and semidetached dwellings;
- office uses;
- entertainment uses; and,
- recreation uses.

The Urban Corridor designation also provides the policies **(8.1.3(7.2) f, g, j, k)**:

- A maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained.
- The minimum building height shall be two (2) storeys and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street.
- Retail and service commercial uses and other pedestrian-oriented uses shall be located on the ground floor of office or residential buildings and should be permitted above or below the first storey of buildings. A limited amount of office uses may also be permitted on the ground floor.
- Development located on sites designated Urban Corridor may contain a minimum of one permitted use as outlined in Subsection 8.1.3(7.2) c) of this Plan, except in the following locations where mixed use buildings containing retail and service commercial uses at grade shall be required on sites located within MTSA Special Planning Areas, as shown on Schedule B: Urban Structure, and Schedule B-1: Growth Framework, of this Plan.

The proposal seeks to amend the In-Force Official Plan as discussed above. However, in the context of the New Official Plan, a redesignation to Urban Corridor is required in order to permit residential uses on the Subject Lands. Similar development policies have been carried over from the In-Force Official Plan to the New Official Plan, restricting development to an FAR of 2.0:1 with heights at 6 storeys until an Area-Specific Plan has been prepared. As demonstrated above, the proposal conforms with Provincial and Regional policy that directs intensification to MTSAs and therefore proposes increased heights of 30 and 32 storeys on the Subject Lands to support the required transit-supportive densities needed to meet the Region's intensification targets. Site-specific exceptions are required to permit the proposed density and height. This level of intensification can be supported by municipal services and the transportation network as demonstrated in the supporting technical studies. The proposed development has also been designed to ensure compatibility with the residential neighbourhood to the south and east and also proposes an appropriate integration with the streetscape through thoughtful podium design and implementation of retail units at-grade to animate the streetscape and public realm and to provide for a safe and comfortable pedestrian environment.

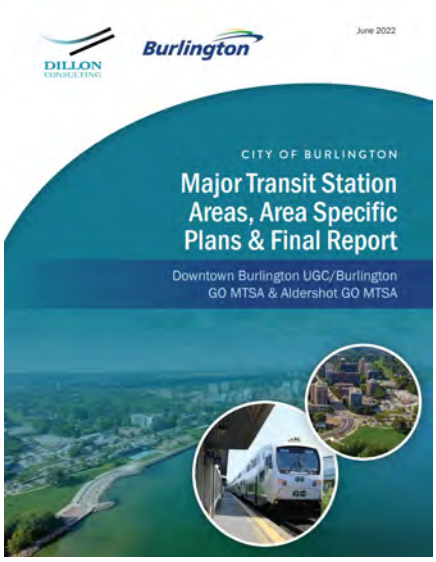
Summary/Conformity Statement

A detailed analysis of the proposal's conformity with the New Burlington Official Plan is provided in **Appendix F6**, in summary:

- As noted above, the proposed development represents an appropriate and high quality development that seeks to amend the out of date In-Force Official Plan through an Official Plan Amendment to implement a high density development within a MTSA, achieving all of the policy objectives of the Provincial Policy Statement and Growth Plan.
- The proposed development conforms to the general intent of the New Official Plan in that it directs intensification to an MTSA where the highest level of development is to occur.
- The proposal and associated Official Plan Amendment and Zoning By-law Amendment are seeking approvals prior to the adoption of the Area-Specific Plan for the Aldershot GO MTSA and satisfies the policy requirements for applications preceding an Area-Specific Plan.

The development proposal and corresponding Official Plan Amendment and Zoning By-law Amendment are required to provide conformity with and implement the applicable policies of the Provincial Policy Statement, Growth Plan and Halton Region Official Plan.

5.9 ALDERSHOT GO STATION MTSA AREA SPECIFIC PLAN



In 2014, through the Official Plan Review process, the City completed the Mobility Hubs Opportunities and Constraints Study, which provided a high-level analysis of each of the City's Mobility Hubs and informed the development of the study areas for future Area Specific Planning work to be done in each of the Mobility Hubs.

The creation for Area Specific Plans (ASPs) for each of Burlington's four Mobility Hubs was identified as a key priority for City Council through the development of Burlington's 2015-2040 Strategic Plan.

In July 2016, Burlington City Council approved Staff Report PB-48-16 which outlined a work plan to develop four ASPs, one for each of Burlington's Mobility Hubs. The project was approved to commence by City Council. It then commenced in April 2017.

On December 4, 2017, staff brought forward Report PB-76-17, which presented preferred concepts and supporting technical memos for the GO Station Hubs (Aldershot, Burlington, and Appleby GO) for community and Council feedback and discussion. The preferred concepts were based upon public and stakeholder feedback and were intended to prompt discussion regarding the emerging vision for each of the hubs.

At the July 12, 2018 Committee of the Whole Workshop Meeting, a Report was brought forward with Draft Precinct Plans presented for the Aldershot Go, Burlington GO and Appleby Go Mobility hubs.

Within the Aldershot GO Mobility Hub, the following were identified as unique objectives for the area:

- Recognizing the need to vary the maximum heights for new mid-rise development within the hub in order to achieve sensitive transitions to established residential neighbourhood areas outside of the hub;
- Concentrating higher intensity development on large brownfield/greyfield sites that contain existing employment uses in order to encourage mixed use development;
- Recognizing the existing employment function in the area and planning for future employment and commercial uses in the hub;
- Planning for flexible commercial and retail spaces that can respond to the changing commercial/retail landscape'
- Creating new streets and active transportation connections to enhance the existing transportation network, including the establishment of new east-west corridors which will improve permeability through the area for pedestrians and cyclists to mitigate traffic associated with future growth; and
- Focusing height away from Plains Road and towards the rail corridor to concentrate future residents in close proximity to the GO station and to maintain the mid-rise vision for Plains Road.

In fall 2021 the City released an updated draft Precinct Plan for the Aldershot MTSA that identified the Subject Lands as Cooke Commons, with the northern part of the site being identified as Aldershot GO Central. In June 2022, the 'Area-Specific Plan (ASP) Planning Study Final Report', written by Dillon Consulting, was published as a part of a community planning staff report. The study contains policy directions and policies for the Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area (MTSA) and Aldershot GO MTSA meant to inform the future Area-Specific Plans and Official Plan policies for the MTSAs. Figures 16 and 17 highlight the Aldershot GO Precinct boundary, designations, and permitted maximum heights. The Subject Lands are still identified within the Cooke Commons and Aldershot GO Central precincts.

There has been no formal public consultation on the current Area Specific Plan. The following is a general summary of the report's recommendations at the time of this PJR.

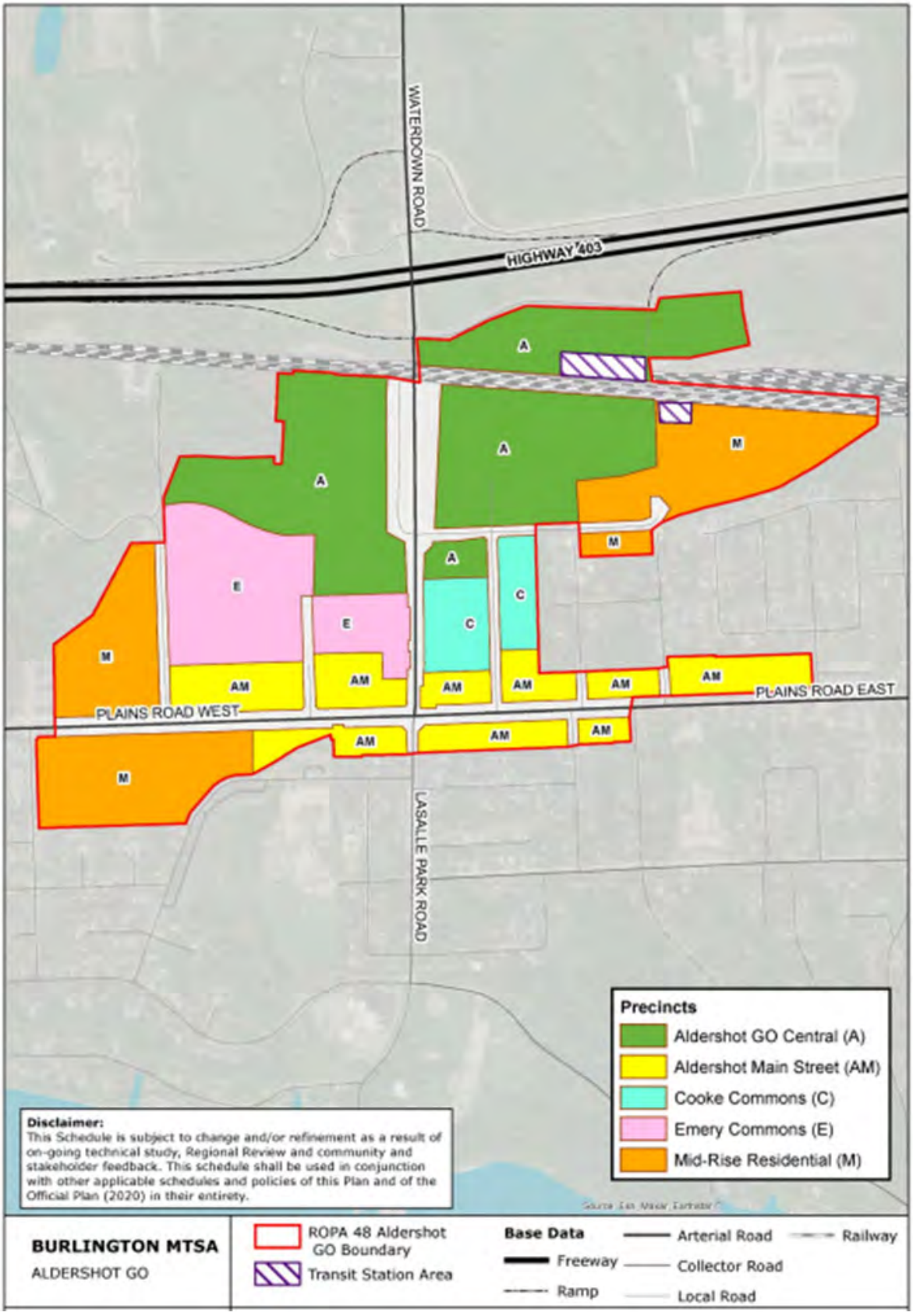


Figure 25. Aldershot GO Precinct Boundary and Designations

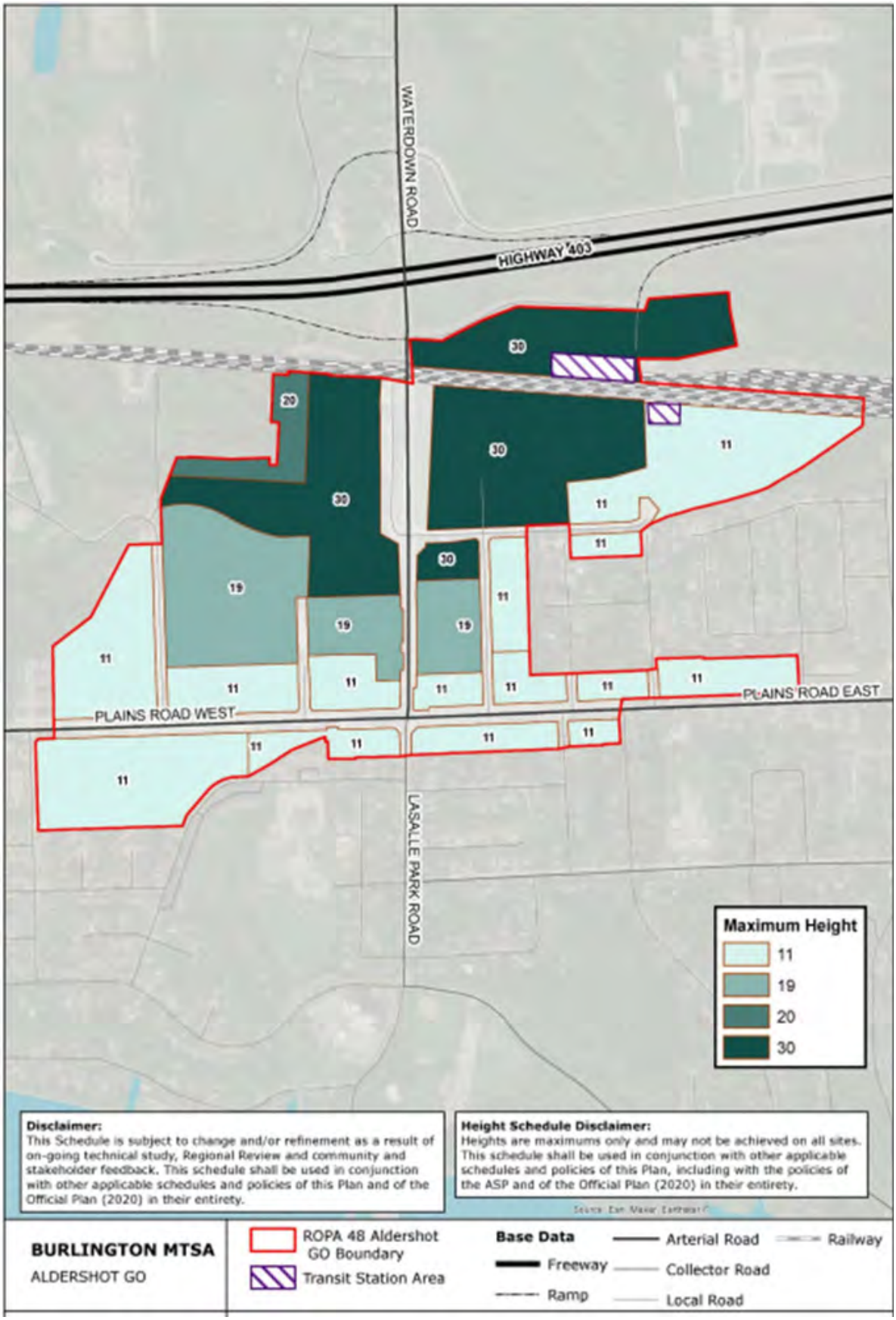


Figure 26. Aldershot GO Precinct Maximum Heights

The Report describes the Cooke Commons precinct as an area that serves as a unique retail and dining destination creating a comfortable and vibrant pedestrian environment with active uses at the street level and increased emphasis on pedestrian and multi-modal movement.

Mixed-use buildings throughout the Precinct contribute towards the creation of lively, vibrant and people-oriented places. Along the west side of the street, heights range up to 19 storeys maximum adjacent to the GO Central Precinct and up to 11 storeys maximum generally along Cooke Boulevard. On the east side, there will be up to 11 storeys maximum generally along Cooke Boulevard which gradually steps down to 6 storeys with appropriate transitions, which may include angular planes, setbacks and/or stepbacks, to the adjacent low-rise residential neighbourhood. Policies will introduce a requirement for buildings to include a "lower building" design to create a pedestrian scaled environment at the street level. Direction to support the function of these areas to accommodate loading and services and support a wide range of retail use will be investigated and imbedded in policy.

Draft policies relating to the Cooke Commons Precinct include the following:

- The following uses may be permitted:
    - residential uses with the exception of single detached dwellings, semi-detached dwellings, and other stand-alone ground-oriented dwellings;
    - office uses;
    - retail and service commercial uses;
    - hotel uses;
    - entertainment uses (on bottom two floors only).; and,
    - recreation uses (on bottom two floors only).
- The minimum building height is six (6) storeys and the maximum building height shall not exceed nineteen (19) storeys. Immediately adjacent to Aldershot GO Central precinct, on the west side of Cooke Boulevard, the maximum building height shall not exceed nineteen (19) storeys. The maximum heights along the east side of Cooke Boulevard shall not exceed eleven (11) storeys.
- New development shall generally be comprised of tall buildings along the west side of Cooke Boulevard and mid-rise buildings along the east side of Cooke Boulevard transitioning to the low-rise residential neighbourhoods to the east of the Aldershot MTSA.
- A continuous streetwall height of 3 storeys shall be provided along both sides of Cooke Boulevard. Above the third storey, buildings shall be stepped back at minimum 3 metres.

Aldershot GO Central allows for the greatest density and tallest buildings within the study area. This precinct is the preeminent destination for Major Office, affordable housing and urban format retail within Aldershot Corners and the focus of the tallest buildings (maximum 30 stories) close to the GO station.

Draft policies for the Aldershot GO Central precinct include the following:

- The following uses may be permitted within the Aldershot GO Central Precinct:
    - apartments with non-residential uses on the ground floor;
    - office and major office uses;
    - retail and service commercial uses (on bottom two floors only);
    - hotel uses;
    - entertainment uses (on bottom two floors only);
    - employment uses such as light assembly and manufacturing uses compatible with abutting mixed-use residential buildings; and,
    - recreation uses (on bottom two floors only).
- The minimum building height is six (6) storeys and the maximum building height shall not exceed thirty (30) storeys.
- Office and commercial uses should be prioritized near the Aldershot GO Transit Station to encourage areas of employment within walking distance of the station. These uses can be accommodated in building podiums, with residential uses above in building towers.

The proposed development for 30 and 32 storeys is generally in keeping with the planned vision for the area to date by permitting residential density and ground floor employment/retail use within an identified intensification area of the Aldershot GO MTSA. The proposal helps build a complete community by being in close proximity to higher order transit.

5.10 CITY OF BURLINGTON ZONING BY-LAW 2020

Pursuant to Zoning By-law 2020, the Subject Lands are zoned Mixed Use Corridor (MXE) which permits a range of uses including office, service commercial, restaurants and industrial uses. The Mixed Use Corridor (MXE) zone does not permit residential uses. A Zoning By-law Amendment is required to rezone the Subject Lands to allow for residential uses. The proposed Draft Zoning By-law Amendment to bring the zone category into conformity with the proposed Official Plan designation is provided in **Appendix E** and is summarized below.

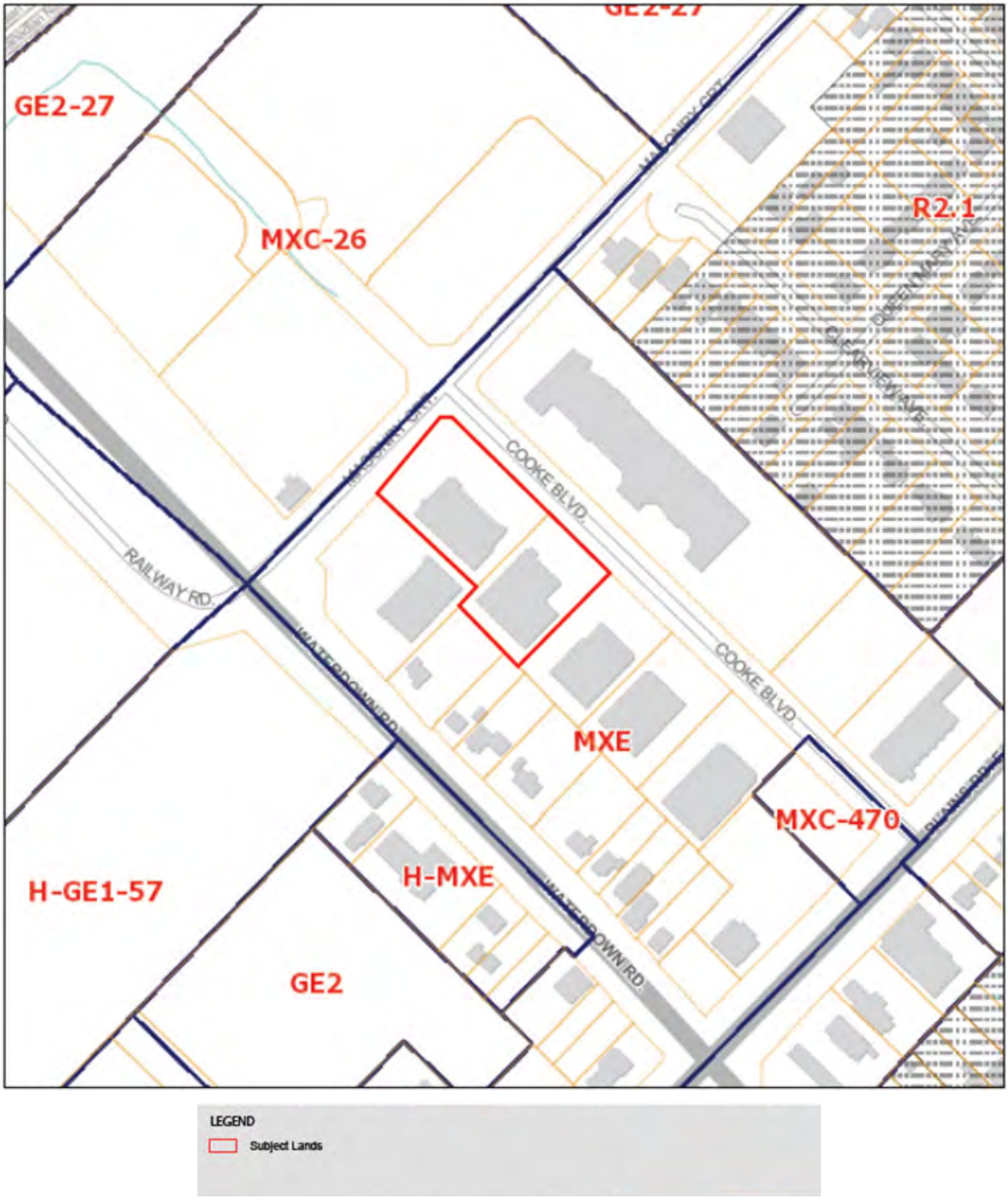


Figure 27. Zoning for 1062 & 1074 Cooke Boulevard

Mixed Use Corridor General (MXG)

The following uses are permitted in the MXG Zone and will be proposed to all be maintained for the proposed MXG Zone on the Subject Lands:

- Convenience/Specialty Food Store (a)
- Motor Vehicle Service Station per Part 1, Section 2.10 (c)
- Other Retail Stores (a)
- Motor Vehicle Sales, Leasing, Rental and Service (e)(f)
- Standard Restaurant
- Recreational Establishment
- Fast Food Restaurant
- Entertainment Establishment
- Convenience Restaurant
- Night Club (b)(c)(h)
- Dry Cleaning Depot, Laundromat, Laundry Service (a)
- Apartment Building
- Veterinary Services (d)
- Retirement Home
- Elevated Parking Facility (i)
- Dwelling Units in a commercial/office building
- Other Service Commercial Uses (a)
- Stacked Townhouse (n)
- Community Institution
- Back to Back Townhouse (o)
- All Office Uses
- Townhouse (p)
- Car Wash per Part 1, Section 2.9 (b)(c)

Special Provisions for Permitted Uses:

a. Retail or service commercial uses permitted on the ground floor only
b. Not permitted on a lot abutting a residential zone.
c. Not permitted on a lot containing residential dwelling units.
d. Facilities for the keeping of animals outside are not permitted.
e. Not permitted on a lot exceeding 0.2 hectares or on a lot containing residential dwelling units.
f. Service bay doors shall be restricted to a maximum of two and are not permitted in a building elevation facing a residential zone.
g. Maximum capacity shall not exceed 500 persons
h. Excluding a driveway entrance, the ground floor area of all parking structures within 15 metres of a public street shall be used for retail, service commercial, entertainment or recreation uses.

Additional Regulations for the MXT zone:

i. Buildings containing stacked townhouse units are not permitted within 25 metres of a public street having a deemed width of 26 m or greater.
j. Buildings containing back to back townhouse units are not permitted within 25 metres of a public street having a deemed width of 26 m or greater.
k. Buildings containing townhouse units are not permitted within 55 metres of a public street having a deemed width of 26 m or greater.

The following is a summary of the zone regulations for the MXG zone and the proposed site-specific provisions:

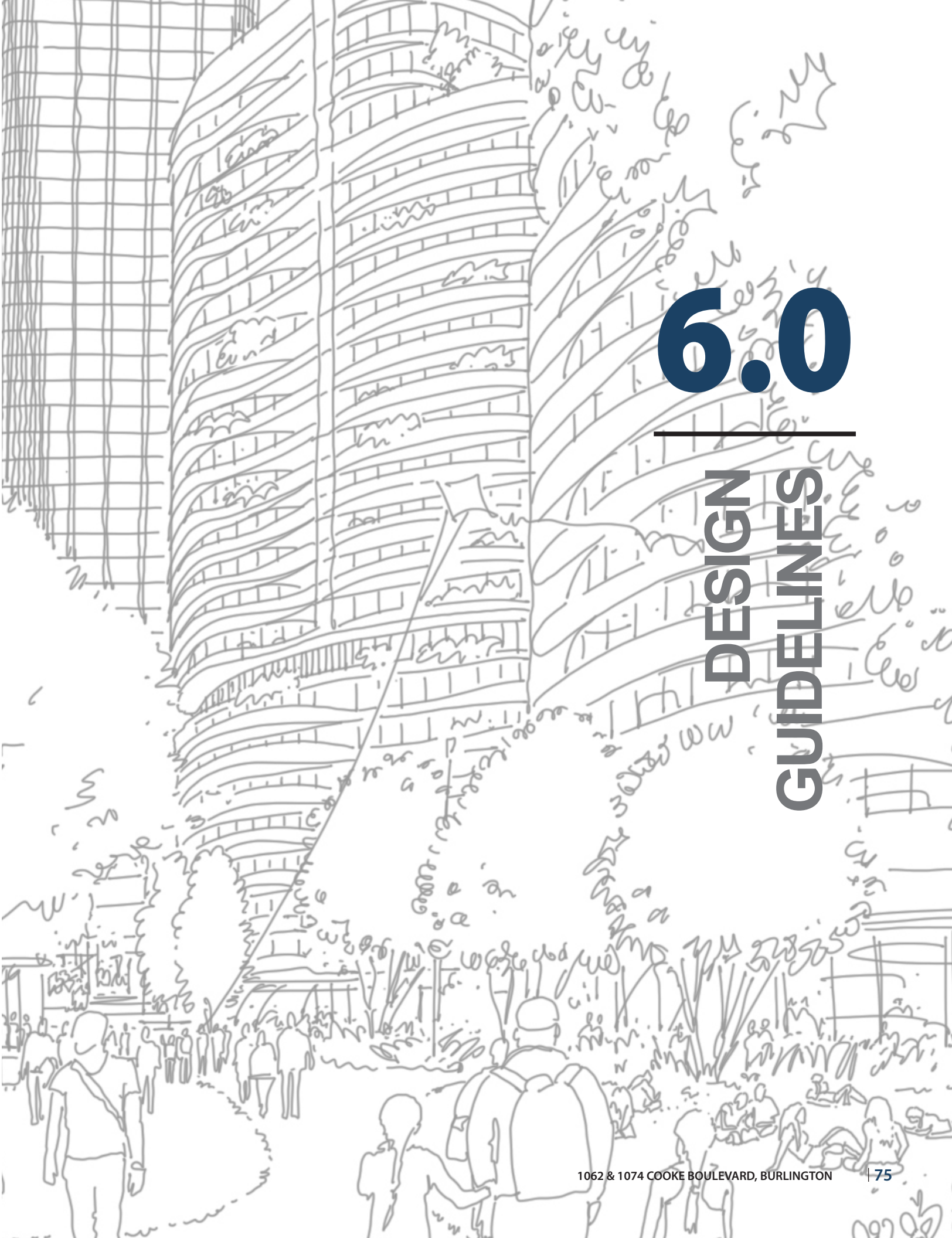
Regulation	Requirement	Proposed
MXG, MXC, MXE, MXT Zone Regulations		
Lot Width	25 m	116 m
Lot Area	1000 sq. m.	2,387.4 sq. m.
Yard abutting any street	3 m minimum; 4.5 m maximum (a) a) Maximum yard shall apply on to buildings located within 60 metres of a public street.	2 m abutting Masonry Court 3 m abutting Cooke Boulevard
Side Yard	No min.	6 m
Rear Yard	3 m	2 m
Yard abutting a Residential Zone	Floors 1 to 3: 12 m Floors 4 and 5: 15 m Floor 6: 18 m	N/A
Separation Distance	Standard Restaurant: 15 m between the use and a residential zone. Fast Food Restaurant: 30 m between the use and a residential zone. Night Club: 45 m between the use and a residential zone.	N/A
Landscape Area	Abutting a street: 3 m An outdoor patio may encroach into a required landscape area abutting a street. Landscape Buffer Abutting a residential zone: 6 m	2 m abutting Masonry Court 3 m abutting Cooke Boulevard
MXG Zone Regulations		
Maximum Floor Area Ratio For: Entertainment or Recreation Buildings: Other Buildings:	 0.5:1 1.5:1	9.51:1
Maximum Floor Area Per Retail Use or Service Commercial Use:	1800 sq. m.	625 sq. m.
Minimum Density in a Residential Building	30 units/ha	809 units/0.70 ha = 1,156 units/ha
Building Height	Automotive Uses: 2 storey maximum Other Uses: 2 storey minimum, 6 storey maximum	30 and 32 storeys
Parking Provisions		
In-Effect Parking Rate	Apartment Building 1 occupant space per one-bedroom unit 1.25 occupant spaces per two-bedroom unit 1.5 occupant spaces per three or more bedroom unit 0.25 visitor spaces per unit 1 additional space per 75 units for the use of maintenance vehicles servicing the site	0.65 for residents 0.14 for visitors and retail 0.79 total
Parking Size Requirements	Minimum width of 2.75 m and a minimum area of 16.5 sq m	Minimum width of 2.6 m and a minimum area of 14.5 sq m

Regulation	Requirement	Proposed
Parking Provisions		
Parking Structures	i) Any part of an enclosed parking structure that projects 1.6m or more above grade shall be subject to the yard requirements of the zone designation. Ii) Entrance and exit ramps to below-grade and above-grade parking structures or building shall be set back 7.5 m from a street line. iii) Below-grade parking structures shall not extend into a required landscape buffer and shall be set back 3 m from all other property lines and street lines.	Min. of 0.4 m
Accessible Parking Spaces	5 to 50 spaces: 1 designated accessible parking space 51 to 90 spaces: 2 designated accessible parking spaces Over 90 spaces: 3% of required parking	3% of required parking
Bicycle Parking	Bicycle parking spaces shall be provided in conjunction with office, retail, and service commercial, industrial and institutional developments, in accordance with Table 1.2.8 and (10)(a): Retail, Retail Centre, Service Commercial, Office, Institutional: 2 spaces plus 1 space/1000 sq m GFA Industrial: 2 spaces plus 0.25 spaces/1000 sq m GFA Elementary & Secondary School: 1 space/10 students & 1 space/35 employees Post-Secondary School: 1 space/20 students (a) Each bicycle parking space shall be 60cm x 1.8m in size" Part 1, Table 1.2.6 Off-Street Parking Standards	0.5 long term spaces per unit 0.05 short term spaces per unit 448 spaces provided
Amenity Area		
Amenity Area Requirement	15 sq m per efficiency dwelling unit 20 sq m per one-bedroom dwelling unit 35 sq m per two or more bedroom dwelling unit Back-to-back townhouse: 25 sq m per dwelling unit	17.2 sq. m. per unit

The various exceptions proposed in the zoning table above are appropriate for the Subject Lands. The amenity requirements of the City of Burlington are significant and not in keeping with other municipalities requirements for apartment buildings. The reduced amenity area is appropriate given the site's situational context in close proximity to nearby parks and amenities as identified in Table 1. The building has been designed in a way to balance the need to provide amenity space and efficient design. The reduction in parking has been determined to be appropriate as justified in detail in the accompanying TIS. The proposed site-specific exceptions to the height and FAR are appropriate, as the development is located within an MTSA where the highest level of intensification is directed. The proposal has also been thoughtfully designed to ensure appropriate integration into the surrounding neighbourhood in the context of planned development while also ensuring minimized impacts on surrounding properties. The proposal will provide a range and mix of transit-supportive uses including high density residential with at-grade retail to serve future residents that will help maximize the number of potential transit users within walking distance to the Burlington GO station.

Summary/Conformity Statement

The Zoning applicable to the Subject Lands does not allow for the appropriate level of intensification as required by Provincial and Regional policy as discussed above. A Zoning By-law Amendment to Mixed Use General with site-specific provisions is required to accommodate the proposal. Site-specific provisions are required to address an increase in Floor Area Ratio, building heights, site-specific yards and setbacks, reduced parking, reduced amenity area and reduced parking space dimensions as identified above.



6.0

DESIGN GUIDELINES

6.1 TALL BUILDING DESIGN GUIDELINES (2017)

The City of Burlington Tall Building Design Guidelines (2017) will be considered in preparation of development applications as they provide direction on buildings over 11 storeys. The Design Guidelines provide direction for podium design, site design, open space and streetscaping, tower design and rooftop design.

The analysis of these guidelines and how the proposal implements these guidelines has been explored in depth in the Urban Design Brief.





7.0

SUMMARY & CONCLUSIONS

7.1 PLANNING JUSTIFICATION SUMMARY

As discussed in detail throughout this Report, the current municipal policy framework for the Subject Lands is out of date in the context of Provincial and Regional policy requirements that plans for intensification within Major Transit Station Areas. The proposed Official Plan and Zoning By-law Amendments will facilitate development of the Subject Lands that allows for the appropriate and needed intensification of the Subject Lands to support growth and density targets, provide an appropriate mix of land uses within the MTSA, will implement an appropriate level of transit-oriented development to support transit usage, will provide a high quality urban design and built form and can be adequately serviced by municipal infrastructure.

Appropriate Intensification to Support Density Targets

The proposed Official Plan Amendment and Zoning By-law Amendment will facilitate development on the Subject Lands that allows for their appropriate intensification with a mix of uses and an enhanced public realm while providing for increased housing options to meet Provincial and Regional intensification and density targets.

The proposal will provide for 809 units in the City of Burlington to support the projected population growth in Burlington expected to be 193,000 people by 2031 and will also contribute towards the Regional housing target of 8,300 homes by 2031.

The proposal provides for appropriate intensification within a MTSA planned to achieve a density target of 150 people and jobs per hectare.

A Mix of Land Uses

The proposal will provide a mix of residential and commercial uses, with two retail units proposed at street level to animate the streetscape and public realm and to satisfy the day-to-day needs of future residents for retail and service commercial uses.

Appropriate Transit-Oriented and Transit-Supportive Development

The proposal is located within a Major Transit Station Area and will provide a range and mix of transit-supportive uses including high density residential with at-grade retail to serve future residents. The proposal represents contextually appropriate intensification on the Subject Lands and will maximize the number of potential transit users within walking distance to the Aldershot Go Station. As such, the proposal is intended to increase transit use and will contribute to enhancing and encourage the efficient and effective use of transit services, including the GO Station and local transit routes.

High Quality Urban Design and Built Form

The proposed development has been designed as a comprehensive redevelopment of the two parcels to integrate high quality public realm improvements across the site, specifically fronting the public boulevards along Masonry Court and Cooke Boulevard. The proposed development has been thoughtfully designed to ensure appropriate setbacks and stepbacks in the built form in order to provide an attractive pedestrian environment along Masonry Court and Cooke Boulevard.

The transition between the proposed development and existing and interim development in the surrounding context will be achieved through the strategic placement of the tower, adequate setbacks between the podium and lot lines, fencing and landscaping along the site boundaries to mitigate potential overlook issues. The development has been appropriately designed to ensure minimized shadow impacts on the surrounding residential neighbourhood.

The proposal has been designed to include at-grade residential entrances on the primary façades along Cooke Boulevard and Masonry Court that will be directly accessible from the public sidewalk and will help to activate the streetscape. The ground floor retail units will incorporate a high level of transparency to create "eyes on the street" and contribute to a more pedestrian-friendly streetscape.

Adequate Servicing to Support Intensification

As demonstrated in the supporting Transportation Impact Study and Functional Servicing Report, the proposed development can be adequately serviced by municipal infrastructure.

7.2 CONCLUSION

As outlined in this report, together with the supporting technical reports, the proposed development and associated Official Plan and Zoning By-law Amendments represent an appropriate intensification of the Subject Lands.

Based on the existing physical context and surrounding neighbourhood, the technical assessment of the proposal and our analysis of the proposal within the current and proposed policy and regulatory context:

1. The proposed development and associated Official Plan Amendment and Zoning By-law Amendment represent an appropriate development of the Subject Lands given the existing use of the site and surrounding context;
2. The proposed development and associated Zoning By-law Amendment has regard for the Planning Act, is consistent with the Provincial Policy Statement (2020), and conforms to the Growth Plan for the greater Golden Horseshoe (2020);
3. The proposed development conforms with the Halton Region Official Plan;
4. The proposed development conforms with the in-force City of Burlington Official Plan, except for those sections proposed to be amended which, once amended, provide consistency and conformity with provincial and regional policies and plans;
5. The proposal can be adequately serviced and does not create any impacts to municipal servicing;
6. The proposal is well-served by existing community infrastructure including public transit, bike lanes, parks, schools, places of worship and recreational amenities;
7. The proposal enhances the public realm and pedestrian environment within the site and along the exterior street frontages; and,
8. The proposal is compatible and does not create adverse impacts.

The proposed development is appropriate for the Subject Lands and represents good planning and is in the public interest. Based on these conclusions, it is recommended that the proposed Official Plan and Zoning By-law Amendments be approved.

Respectfully submitted,
MHBC



Dana Anderson, MA, FCIP, RPP
Partner



Melinda MacRory, M.Pl., MCIP, RPP
Associate

Appendix A

PRE-CONSULTATION MEETING MINUTES (JANUARY 27, 2021)

DEVELOPMENT APPLICATION PRE-CONSULTATION FORM

Meeting Date: January 27, 2021	**Site Address:** 1062 & 1074 Cooke Blvd
Property Owner: 1062 Cooke: 1062 Cooke Blvd Inc. 1074 Cooke: 1074 Cooke Blvd Inc.	**Applicant / Address / Phone / Email** **Melinda MacRory,** MHBC Planning 204-442 Brant Street, Burlington, ON, L7R 2G4 (905) 639-8686, mmacrory@mhbcplan.com for: Camarro Developments
Site Area: 1062 Cooke: 0.3 ha + 1074 Cooke: 0.4 ha **= total 0.7 ha**	

APPLICATION TYPE (check applicable applications):

Local Official Plan Amendment	**X**	Zoning By-law Amendment	**X**	Plan of Subdivision		Parkway Belt Amendment	
Other Application							

1. **Brief description of proposed development:**

Phased redevelopment of two adjacent properties at southwest corner of Cooke Blvd and Masonry Crt with existing one-storey employment buildings into two single-use residential towers of 30 storeys (south) and 32 storeys (north) connected via a shared podium of 6 storeys along Cooke and 3 storeys in the rear, totaling 755 units of 1-2 bedrooms, with an overall FSI/FAR of 7.04. Phase 1 comprises south tower (369 units) and Phase 2 comprises north tower (386 units). Each phase has a separate residential lobby, one accessed from Cooke and one from Masonry Crt. Shared vehicular access from Cooke. Total of 946 parking spaces in ground floor and 3-storey below-grade structure. 514 bicycle parking spaces. Outdoor amenity area on 4th floor (963 m2 phase 1, 512 m2 phase 2), Indoor amenity area on floors 4-6 (698 m2 phase 1, 523 m2 phase 2).

2. **Conformity with Regional Official Plan Designation?** YES x NO _____
Has an application been made to amend the Regional Official Plan: YES _____ NO x

3. **Official Plan (1997, as amended) Designation:** Mixed Use Corridor - Employment

Conformity with City Official Plan land use designation? YES _____ NO X

If 'NO' what is the nature of the OP amendment needed? Land use, Built form

Official Plan (2020) Designation: Urban Corridor – Employment; Primary Growth Area; MTSA Special Planning Area

Conformity with City Official Plan land use designation? YES _____ NO X

If 'NO' what is the nature of the OP amendment needed? Land use, Built form

4. Existing Zoning: MXE

Conformity with existing zoning? YES _____ NO ____X___

If 'NO' what is the nature of the zoning amendment needed? Land Use, Built Form

5. Design Guidelines in effect? YES X NO

Name of Design Guidelines Tall Building Guidelines, Shadow Study Guidelines and Terms of Reference, Pedestrian Level Wind Study Guidelines and Terms of Reference, Sustainable Building & Design Guidelines

6. Is the property listed in Municipal Heritage Register, designated under the Ontario Heritage Act or adjacent to a designated property?

YES NO X

7. Fees Required at Time of Application

APPLICATION	CITY	REGION	CONSERVATION HALTON
Official Plan Amendment:	22,300.00	8,718.57	0
Rezoning - Base Fee: (70% if combined) Rezoning - Variable Fee:	14,714.00 200,000.00	1,028.39	0
Subdivision - Base Fee: Subdivision - Variable Fee:	0 0	0 0	0
TOTAL	237,014.00	9,746.96	0

Separate cheques are payable to City, Region and Conservation Halton

8. Additional Agencies to be contacted: MTO, Metrolinx, CNR, Burlington Hydro, Union Gas

9. Pre-Application Public Consultation Meeting

Is a pre-application consultation meeting required?

YES x NO

The following steps must be completed if a Pre-Application Public Consultation Meeting is required:

- *The consultation meeting is to be organized by the applicant and must be held before the application is submitted.*
- *Circulation of the meeting invitation to residents and tenants within 120 metres of the development site will be completed by the City for a fee. Provide the required materials to the City at least one month prior to the meeting. Notice must be sent a minimum of 21 days in advance of the meeting.*
- *Please notify the Ward Councillor, Mayor, and the Coordinator of Development Review of the date, time & location of the meeting. Be sure your meeting location is accessible and close to the development site.*
- *During the meeting, provide a detailed overview of the development proposal and allow time for questions and comments from the public. Planning staff will provide an overview of the development application review process. Take notes of the discussion.*
- *As part of a complete application, you must provide consultation meeting minutes which include a written summary of public input received at the meeting. As part of the Planning Justification Report, you must explain how this public input was considered and used to modify the development proposal.*

10. Community Benefits

Is this an application for increased height and/or density? YES X NO

If "YES" Community Benefits **may be** required.

11. Required Information for Complete Application

Reports, Studies, Plans **All identified reports must be submitted in Accessible PDF format with contents as outlined in the Appendix and attached notes before an application is deemed complete.**		Number of Paper Copies (plus three in accessible electronic PDF form) If Study is Required	Required Study (Yes/No)
6.1	Planning Justification Report	7	Y
6.2	Conceptual Site Plan Layout & Site Survey	11	Y
6.3	Draft Plan of Subdivision	11	N
6.4	Stormwater Management Report	6	Y
6.5	Area Servicing Plan, and Functional Servicing Report (Including Water & Wastewater)	6	Y Y
6.6	Tree Inventory and Preservation Plan Arborist Report Landscape Concept Plan	7 7 1	Y Y Y
6.7	Traffic Impact Study	5	Y
6.8	Top-of-Bank Demarcation	5	N
6.9	Environmental Evaluation Report	6	N
6.10	Noise and/or Vibration Feasibility Study	4	Y
6.11	Shadow Study	3	Y
6.12	Environmental Site Screening Checklist	4	Y
6.13	Phase One or Two Environmental Site Assessment/ (Record of Site Condition Report during process)	4	Y Y
6.14	Land Assembly Documents	2	Y
6.15	Height Survey of adjacent buildings	2	Y
6.16	Heritage Impact Statement	3	N
6.17	Archaeological Report	3	N
6.18	Pedestrian Level Wind Study: Quantitative	3	Y
6.19	Land Use Compatibility Assessment/Sensitive Land Use (Risk Assessment) Report	4	Y
6.20	Urban Design Advisory Panel Meeting Minutes	4	Y
6.21	Hydrogeological Assessment	5	TBD
6.22	Other (specify) Urban Design Brief Grading & Servicing Plans Geotechnical Study (including groundwater) Draft Official Plan Amendment	 5 10 4 2	 Y Y Y Y

	Draft Zoning By-law	2	Y
	3D Model of Proposed Building(s)		Y
	Construction & Mobility Management Plan	1	Y
	Pre-Application Public Consultation Meeting Minutes	4	Y
	Reference Plan and PIN Report	4	Y
	Waste Management Report	3	Y
	Housing Impact Statement	2	Y
	Air Quality Assessment		

12. ADDITIONAL REQUIREMENTS: See attached meeting notes & application checklist

NOTES:

1. **The applicant may request a Technical Preconsultation prior to submission of the application. This optional process involves electronic submission of the draft materials and a preliminary municipal review to determine whether there are technical issues which could be resolved prior to formal submission of the application.**

2. **Notwithstanding the fees noted above, all fees are payable based on the rate in the fee schedule by-law in effect on the date the payment is made.**

3. **The purpose of this document is to identify the information required to commence processing a complete application as set out in the Planning Act. Pre-consultation does not imply or suggest any decision whatsoever on behalf of City staff or the Corporation of the City of Burlington to either support or refuse the application.**

4. **This document expires 180 days from the date of signing or at the discretion of the Director of Community Planning. Please note that development application fees may change during this period and it is the applicant's responsibility to ensure that the correct fees are paid at time of application.**

5. **The City may require the peer review of a technical report submitted by the applicant. If this is required, the applicant will be advised and will be charged a fee equal to the cost of the peer review.**

6. **In the event this Pre-consultation Document expires prior to the application being accepted by the City, another meeting will be required.**

7. **Application materials submitted without the information identified in this Pre-consultation Document, or without the supporting technical studies prepared in accordance with the direction provided in Appendix 1, the meeting notes, and the Pre-submission checklist attached to this Document, will be returned to the applicant based on insufficient information to properly evaluate the application.**

8. **The applicant acknowledges that the City considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. With the filing of an application, the applicant consents to the City copying and releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.**

9. **It may be determined during the review of the application that additional studies or information will be required as a result of issues arising during the processing of the application.**

10. **The applicant must grant permission for municipal and agency staff to visit and access the property while the application is being processed.**

11. **There may also be financial requirements arising from the application, including, but not limited to, park dedication, development charges, payment of outstanding property taxes, deferred local improvement charges, costs for lifting 0.3-metre reserves, and reimbursement for road widening acquisition or road improvements.**

12. **Personal information contained in this form is collected under the authority of the Planning Act, R.S.O. 1990, cP.13, as amended. The information will be used for the purpose of administering the City of Burlington's pre-consultation process on development applications.**

13. **The applicant requests that the information submitted on this pre-consultation form and associated documents be kept confidential. It is understood; however, that an access request may be filed under the Municipal Freedom**

of Information and Protection of Privacy Act, and information may be subject to release, notwithstanding the request to keep information confidential.

Staff and Agency Signatures:

Planning Staff	Planning Staff (Signature)	Date
Site Engineering Staff	Site Engineering Staff (Signature)	Date
Site Engineering Staff	Site Engineering Staff (Signature)	Date
Capital Works Staff	Capital Works Staff (Signature)	Date
Transportation Staff	Transportation Staff (Signature)	Date
Regional Staff	Regional Staff (Signature)	Date
Regional Staff	Regional Staff (Signature)	Date
Conservation Halton Staff	Conservation Halton Staff (Signature)	Date

Proponent Signatures:

In signing this agreement, I acknowledge that the drawings, reports and other requirements indicated above must be completed in accordance with the direction in this Preconsultation Form, the attached notes and the attached Pre-Submission Checklist, and submitted, along with a completed application form, any information or materials required by statute, the required application fees and a copy of this agreement in order for the planning application to be considered complete. In addition, I have read and agreed to the Notes listed above.

Property Owner	Property Owner (Signature)	Date
Agent	Agent (Signature)	Date

(I have authority to bind the owner)

APPENDIX ONE: REQUIREMENTS FOR REPORTS/STUDIES AND PLANS

6.1 Planning Justification Report

A qualified planner (Registered Professional Planner) must submit a signed report providing planning justification for the proposed amendment in light of the principles, objectives and policies of the City's Official Plan and the technical studies accompanying the application. The goal of the report is to document how the proposed departure from the local policies and regulations represents good planning and is in the public interest. The report must: describe the site context; address applicable provincial and regional policy; describe the proposal in detail including preliminary site plan details if applicable; address applicable local Official Plan policies (e.g. policies relating to compatibility, intensification, redesignation criteria and conversion policies); describe how the proposal meets Council approved Design Guidelines, discuss findings of the technical studies in the context of the Part II Functional Policies of the Official Plan; and other Council policy.

6.2 Conceptual Site Plan Layout & Site Survey

General plan required showing proposed building envelopes, driveways, parking and landscape areas. Survey of site showing PINs, easements, property boundaries etc.

6.3 Draft Plan of Subdivision

The plan of subdivision map is to contain information required under Section 51(17) of the Planning Act, as well as: legend, map scale, boundary of property to be subdivided, north marker, address, registered plan number, lot and concession, date plan prepared and date of any revisions, name of person or firm who prepared the plan, all landowners names, signatures and date, and the Ontario land surveyor's name, signature and date.

6.4 Stormwater Management Report

Required in accordance with Part II, Section 2.11.3 subsections a) & d) of the Official Plan.

6.5 Functional Servicing Report

Required in accordance with Part II, Section 2.11.3 subsection e) of the Burlington Official Plan. Required for all applications in urban areas in accordance with Part III, Sections 87-89 of the Regional Official Plan. Municipal (Urban) Servicing Guidelines are available from the Region of Halton.

6.6 Tree Inventory and Protection Plan

Required when a property under application contains woodlots, tree stands or hedgerows, in accordance with Part II, Section 6.0 of the City's Official Plan and Part IV, Sections 146-147 of the Regional Official Plan. A tree survey must be prepared by a qualified professional, identifying all existing trees, their type, size and condition, those trees proposed to be removed and retained, and the methods to be used to ensure preservation and protection of those trees to be retained.

Conceptual Landscape Plan:

Required in accordance with Part II, Section 6.0 of the City's Official Plan. The Conceptual Landscape Plan must be prepared by a qualified professional (certified member of the Ontario Association of Landscape Architects), identifying the location and general design intent of the proposed plantings. Minimum required soil volumes must be identified for proposed planting areas."

6.7 Traffic Impact Study

Required for applications as set out in Part II, Subsection 3.2.2 d) of the City's Official Plan and Part IV, Sections 171-173 of the Regional Official Plan. Contact City Transportation Planning staff (City roads) or Regional Public Works staff (Regional roads) for background information and to discuss TIS assumptions. For Regional roads, applicants are referred to the "Guidelines for the Preparation of Traffic Impact Studies". MTO must be contacted for lands near provincial highways

6.8 Top-of-Bank Demarcation

Required for applications on any property containing, or abutting a creek or valley feature, Lake Ontario or Burlington Bay shoreline, in accordance with Part II, Section 9.2.2 subsection b) and Part III, Section 6.4.2, subsections d) and e) of the City's Official Plan. Applicant's surveyor must meet on-site with representatives of the City Capital Works Department and Conservation Halton to survey the top of bank and/or floodline, and this surveyed line shall be incorporated into the applicant's subdivision or site plan. A geotechnical report may be required to identify stable top-of-bank.

6.9 Environmental Evaluation Report

Required for applications as set out in Part II, Section 2.5 of the City's Official Plan, the Regional Official Plan and the Region's Environmental Impact Assessment guidelines. These assessments will be reviewed by the Halton Ecological and Environmental Advisory Committee (EEAC).

6.10 Noise and/or Vibration Feasibility Study

Required for applications as set out in Part II, Section 3.3.2, subsections r), s) and t), and Part II, Section 3.7.2, subsections d), e) and f) of the City's Official Plan, Part IV, Sections 142-143 of the Regional Official Plan, and for all properties abutting arterial roads. In the case of Regional roads, applicants shall refer to the Region's "Noise Attenuation Policy for Regional Roads," dated October 2000.

6.11 Shadow Study
May be required to demonstrate the potential shadow impacts of a proposed development on its surrounding context, in compliance with the City's Shadow Study Guidelines and Terms of Reference.

6.12 Environmental Site Screening Checklist
Required for all applications as set out in the "Protocol for Reviewing Development Applications with respect to Contaminated Sites," dated March 2003. Applicants should contact the Region of Halton for historical data and any environmental records.

6.13 Phase One or Two Environmental Site Assessment/Record of Site Condition Report
Required to assess site contamination in accordance with Part II, Section 2.4, subsections i) and j) of the City's Official Plan. All requirements of O. Reg. 153/04 must be met for Phase One and Two studies and required Records of Site Condition (RSCs). A letter of reliance from the Environmental Consultant/Qualified Person, confirming the City of Burlington and the Region of Halton can rely on the information contained in the report(s) is required. All reports must be signed by a Qualified Person as defined under O.Reg. 153/04.

6.14 Land Assembly Documents
Required for applications where, in the opinion of the Community Planning Department, the assembly of additional lands is required to facilitate orderly development of the area. Applicants are required to submit documentation demonstrating that a reasonable, bona fide offer has been made to acquire such lands.

6.15 Height Survey of adjacent buildings
Required for all residential infill and intensification rezoning applications, in accordance with City Council policy. A surveyor's report must identify the highest points of the existing adjoining roofs measured from the existing average grade of the shared property line.

6.16 Heritage Impact Statement
Required as determined by Planning staff for any property designated pursuant to the Ontario Heritage Act, identified on the City's Inventory of Heritage Resources, or for any property located adjacent to a designated or otherwise inventoried property.

6.17 Archaeological Report
Required for all applications in or near areas of archaeological potential, as determined by the Region of Halton. Reports must be completed in accordance with Provincial requirements and the Regional Archaeological Master Plan.

6.18 Pedestrian Level Wind Study
May be required to predict and assess the wind impacts of proposed buildings and site designs on surrounding public and private spaces in addition to on-site wind conditions, in compliance with the City's Pedestrian Level Wind Guidelines and Terms of Reference.

6.19 Sensitive Land Use (Risk Assessment) Report
Required for applications proposing sensitive land uses in proximity to existing industrial uses, or proposing industrial uses in proximity to existing sensitive uses, in accordance with Part II, Section 2.7.3 subsections n) & o) and Part II, Section 4.3 subsection d) of the City's Official Plan, Part IV, Sections 146-147 of the Regional Official Plan, and the Ministry of the Environment D-6 series guidelines.

6.20 Agricultural Impact Assessment Report
Required for applications as set out in Part II, Subsection 13.3 e) of the City's Official Plan and for certain proposals in certain designations in the Regional Official Plan. Guidelines for these assessments are available from the Region of Halton, and these assessments will be reviewed by the Halton Agricultural Advisory Committee (HAAC).

6.20 Burlington Urban Design Advisory Panel Meeting Minutes
The Burlington Urban Design Advisory Panel (BUD) is an independent advisory body comprised of design professionals that provides urban design advice to the Community Planning Department. Advice from BUD will be integrated early in the review process to reinforce the City's expectation for a high standard of design excellence resulting in a more efficient and effective municipal development review. A copy of BUD meeting minutes must be submitted with the application along with a Design Brief explaining how their advice has been incorporated into the development proposal.

6.21 Hydrogeological Assessment
Required for all applications in areas subject to private water and septic services, as set out in Part IV, Subsection 2.1.3 b) and Part IV, Subsection 3.3 d) of the City's Official Plan, the Regional Official Plan and the Region's "Guidelines for Hydrogeological Studies and Standards for Private Services, revised June 2000. Applicants should contact the Halton Health Department for more details regarding site-specific studies, which must be approved by the Region following a peer review.

6.22 Other Any other studies as determined to be necessary to facilitate proper consideration of the application.

Preconsultation Meeting Notes

1062-1074 Cooke Blvd - January 27, 2021

Attendees:
Proponents: Melinda MacRory (MHBC), Kyle Cammaro, Roland Colthoff (RAW)
City: Kyle Plas, Alison Enns, Samantha Romlewski, Andrew Elliston, Annette Simpson, Steve Lucas, Rob Peachey. Regrets – Thomas Douglas, Tania Dowhaniuk
Region: Alex Pasquini, John Kisneris

Description of Development Concept:

- Phased redevelopment of two adjacent properties at southwest corner of Cooke Blvd and Masonry Crt with existing one-storey employment buildings into two single-use residential towers of 30 storeys (south) and 32 storeys (north) connected via a shared podium of 6 storeys along Cooke and 3 storeys in the rear, with an overall FSI/FAR of 7.04;
- 755 units of 1-2 bedrooms;
- Phase 1 comprises south tower (369 units) and Phase 2 comprises north tower (386 units). Each phase has a separate residential lobby, one accessed from Cooke and one from Masonry Crt. Shared vehicular access from Cooke.
- Total of 946 parking spaces in ground floor and 3-storey below-grade structure. 514 bicycle parking spaces.
- Outdoor amenity area on 4th floor (963 m2 phase 1, 512 m2 phase 2), Indoor amenity area on floors 4-6 (698 m2 phase 1, 523 m2 phase 2).

Planning Comments:

- The subject properties are not regulated by Conservation Halton.

Official Plan (1997, as amended)

- The subject lands are designated Mixed Use Corridor – Employment, as shown on Schedule C of the Official Plan. Refer to polices in Part III, section 5.0, 5.1, 5.2, 5.3, including 5.3.4
    - Mixed Use Activity Areas shall be subject to a high quality of urban design
    - Objective of Mixed Use Corridors is to encourage development that is higher intensity, transit-supportive, pedestrian-oriented, and mixed use, while retaining compatibility with nearby land uses.
    - Retail and service commercial uses and other pedestrian-oriented uses shall be encouraged at street level
    - Cooke Boulevard and Waterdown Road, as lands designated Mixed Use Corridor - Employment, are primarily intended for higher-intensity, transit- and pedestrian-oriented employment development.
    - Permitted uses include industrial; office; a limited range of retail, service commercial and personal service uses which serve the day-to-day needs of employees; financial institutions and services; entertainment, recreation, and other community facilities; and motor vehicle dealerships.
    - Mixed Use Corridor -Employment lands are intended to provide for the retail and service commercial needs of the employment uses and their employees within and immediately adjacent to the Corridor. In addition, retail uses related to home improvement shall be permitted.
    - Residential uses are not permitted in Mixed Use Corridor – Employment designation.

- Maximum floor area ratio is 1.0:1, except industrial uses which are maximum 0.5:1.
- Maximum building height shall be 6 storeys, except for industrial uses which are maximum 2 storeys
- Buildings should be located so as to front the street, to provide a sense of human comfort and pedestrian scale, and in close proximity to transit services;
- off-street parking needs may be reduced for sites with transit-supportive designs or shared parking arrangements.
- The full extent of permitted uses may not be permitted on all sites based on site-specific factors.
- Transit-supportive and pedestrian-oriented urban design shall be required.
- Part III, 5.3.4(k) outlines criteria for proposals to redesignate Mixed Use Corridor – Employment Lands to permit non-employment uses. These include that the proposal shall only be considered in conjunction with a Comprehensive Review; the proposal shall not detrimentally affect the employment land needs of the City; the intensity and characteristics of the proposed non-employment use shall not detrimentally impact the viability, desirability, or servicing of existing and future surrounding land uses; the site's physical and natural characteristics, development constraints, and location shall justify the consideration of non-employment uses; support studies are prepared as identified in Part VI, section 5.3 of the Plan; and additionally, the redesignation shall meet at least two of the following conditions:
  - the amount of land affected is minor in area based on the projected land requirements within the planning horizon of the Plan;
  - the development of the site is not feasible for employment uses within the planning horizon of the Plan;
  - there are no alternative sites, designated and approved for the proposed use elsewhere in the City;
  - the proposal will have a beneficial impact on the surrounding uses and the broader community; and
  - the development of the land for non-employment uses will meet a public need identified by City Council resolution.

- The residential land use policies in Part III, section 2 of the Official Plan are also applicable to residential uses that are proposed in non-residential designations. This includes the Intensification Criteria in Part III, section 2.5

Status of New Official Plan (2020)

- On Nov. 30, 2020, the Region of Halton issued a Notice of Decision approving the new Burlington Official Plan. Section 17(27) of the Planning Act (R.S.O. 1990, as amended) sets out that all parts of an approved official plan that are not the subject of an appeal will come into effect on the day after the last date for filing a notice of appeal- that date being Dec. 22, 2020 for the new Burlington Official Plan. The appeal record submitted to the Local Planning Appeal Tribunal (LPAT) by the Region of Halton indicates that a total of 48 appeals to various parts of the new Burlington Official Plan were received during the appeal period.
  Although the City is preparing a working version of the new Official Plan, it is the LPAT that will issue Orders throughout the appeal process to establish and confirm which portions of the Plan remain subject to appeal, and which portions are in effect. The City anticipates that the first of these Orders will be issued by the LPAT following the initial case management conference in this matter, which has yet to be scheduled. At the appropriate time, City staff will also bring forward a repeal by-law(s) for the former Burlington Official Plan (1997, as amended).
  As the LPAT process advances, the working version of the Burlington Official Plan, 2020 is subject to change. Users of the document must satisfy themselves as to the legal status and

applicability of the polices. Interested parties are encouraged to monitor the City of Burlington's website for updates regarding the LPAT process, the Burlington Official Plan, 2020 and the Burlington Official Plan, 1997: https://www.burlington.ca/en/services-for-you/Official-Plan-Review.asp

New Official Plan (2020)

- As shown on Schedule B - Urban Structure of the new Official Plan (new OP), the subject property is located in an Intensification Corridor;
    - Refer to subsections 2.3.1 (j) to (l) which address Mixed Use Nodes and Intensification Corridors.
- As shown on Schedule B-1 – Growth Framework of the new OP, the subject property is located within a Primary Growth Area;
    - Refer to sections 2.4.1 and 2.4.2 regarding the Growth Framework in general and 2.4.2(1) regarding the Primary Growth Areas. Primary Growth Areas will accommodate the majority of the City's forecasted growth over the planning horizon of the new OP and beyond.
    - Refer to subsection 7.3.2(1) for urban design policies specific to Primary Growth Areas.
- As shown on Schedule C – Land Use-Urban Area of the new OP, the subject property is designated Urban Corridor – Employment
    - Land use objectives and policies are in sections 8.1.3, 8.1.3(1), 8.1.3(2), and 8.1.3(8)
    - The objectives of the Urban Corridor – Employment designation include providing locations that are primarily intended for higher-intensity employment uses, and encouraging higher-intensity, transit-supportive and pedestrian-oriented mixed-use development in a compact built form and to ensure an employment function on these lands.
    - Residential uses are not permitted.
    - Permitted uses are industrial, office, accessory retail and service commercial at grade level, home improvement and home décor sales, automotive commercial uses, entertainment uses, and recreation uses.
    - Transit-supportive and pedestrian-oriented urban design shall be required.
    - Maximum FAR is 2:1. An increase may be considered through a site-specific rezoning application.
    - Maximum building height is 6 storeys, and upper-level terracing may be required for compatibility.
    - Zoning regulations will establish maximum floor area and floor area at grade per individual retail and service commercial unit.
    - 8.1.3(8.2)(l) The addition of non-employment uses through a site-specific Official Plan Amendment shall only be permitted on lands outside the Region of Halton Employment Area where:
        - the subject lands meet the overall policy intent of the Urban Corridor – Employment designation;
        - the proposed development ensures the inclusion of sufficient space to retain a similar number of jobs currently located on the site, or where the site is currently underutilized vacant, the number of jobs proposed on the site should achieve 50 jobs per net hectare; and
        - where the proposed development is located within an MTSA Special Planning Area and is proposed in advance of an area-specific plan the policies of section 8.1.2 shall apply.
- Schedule G shows the property is located within the Aldershot MTSA Special Planning Area;

- Relevant policies for MTSA Special Planning Areas are in subsection 8.1.2 of the new OP. These policies are intended to guide new development applications that precede the completion of an area-specific plan for each MTSA. Upon completion of an area-specific plan, new objectives, policies, and land-use designations will be found in section 8.1.2 of the new OP.
- The Aldershot GO MTSA is located along a higher-order transit route with planned frequent transit service by way of Regional Express Rail, however it is not identified on a Priority Transit Corridor in the Growth Plan.
- Development applications preceding the completion of an area-specific plan or major planning study and the approval of the implementing Official Plan amendments shall implement Regional and Provincial major transit station area policies and shall be consistent with the goals and objectives of the existing land use designation as contained in the new OP.
- Development in MTSAs should be planned to achieve transit-supportive densities in accordance with the Province's Transit Supportive Guidelines and the existing and planned levels of transit service. The full extent of maximum development permissions on lands located within each MTSA may not be achievable on every site due to site-specific factors.
- Multi-unit residential developments should incorporate a mix of unit sizes and types to accommodate a diverse range of household sizes and incomes.
- Transportation Demand Management (TDM) measures shall be addressed and form part of the City's evaluation of opportunities for reduced parking standards in proposed developments, subject to the policies of subsection 6.2.10 of the new OP.
- Development applications shall minimize surface parking and above-grade parking; underground parking is preferred.
- New green spaces such as trees and landscape areas, parks and open spaces shall be provided as part of development applications, which may include but not be limited to parkland dedication, POPS (privately owned publicly accessible open spaces) and/or trees and landscape areas located between a public right-of-way and a building, to the satisfaction of the City.
- POPS may be used to augment public space but shall not be used as a replacement for public parkland dedication
- In addition to the development criteria in subsection 12.1.2(2.2)(c) of the new OP, development applications within each MTSA shall be consistent with the vision and intent of the MTSA typology and policies contained in section 8.1.2 and maintain the land use vision established in the land use designations of the new OP.
- Subsection 8.1.2(3) contains policies specifically for development applications preceding an area-specific plan in the MTSA Special Planning Areas, including but not limited to the following:
    - Development applications shall have regard for provincial guidelines for mobility hubs and transit, shall implement Regional and Provincial MTSA policies, and shall have regard for Burlington's Mobility Hub Opportunities and Constraints Study (2014).
    - Development applications shall submit and implement, to the satisfaction of the City, an Urban Design Brief prepared by a qualified person. The brief shall demonstrate how the proposed development contributes toward achieving MTSA objectives for design and how the development is consistent with the policies contained in Chapter 7 of the new OP, and any applicable design guidelines.
    - All development shall consider opportunities to provide improved walking and cycling connections.

- Subsection 12.1.1(3)(i) of the new OP contains policies detailing criteria for the assessment of proposed Official Plan Amendments. Subsection (xi) in particular outlines City-building objectives that are to be delivered as part of a proposed development in a Primary Growth Area where an area-specific plan has not yet been completed (such as Burlington GO):
    a) additional sustainable building design measures that contribute significantly towards the Environmental and Energy Leadership section goals of the City's Strategic Plan and/or the goals of the Community Energy Plan; and
    b) affordable, rental housing with rents equal to or less than the Local Municipal Average Rent (AMR) as per the CMHC annual rental report; or
    c) deliver a portion of units with 3 or more bedrooms; or
    d) the co-location of community space, or public service facilities which includes parks; or
    e) residential units provided in partnership with a municipal housing provider or a charitable not-for-profit organization, including but not limited to, affordable, assisted, or special needs housing.
- Subsection 12.1.2 of the new OP contains policies related to process requirements for development applications and criteria for the evaluation of development applications. These criteria include the achievement of land use compatibility, built form compatibility and a high quality of urban design; availability of infrastructure and public service facilities to support the development; preservation and protection of trees; adequacy of buffering and other measures to minimize impacts; design facilitates future pedestrian, cycling and/or private street connections, where such opportunities exist; the degree to which public service facilities and other neighbourhood conveniences are located within walking distance or accessible by transit; the development considers the relationship to existing or planned transit facilities; and the development complements and connects with the public realm, including walking and cycling facilities.

Zoning Bylaw
The subject lands are zoned MXE. Residential uses are not permitted in this zone. Permitted building height is maximum 6 storeys. The zone also provides maximum floor area ratio and floor areas for specific uses, and specific regulations for parking. Refer to Zoning By-law 2020, with particular attention to Part 5 of the By-law.

Design Guidelines
The following design guidelines are applicable:
- Tall Building Guidelines (May 2017)
- Shadow Study Guidelines and Terms of Reference (June 2020)
- Pedestrian Level Wind Study Guidelines and Terms of Reference (June 2020)
- Sustainable Building and Design Guidelines (April 2018)
- Stormwater Management Design Guidelines (June 2020)

Area-Specific Plan for Aldershot GO MTSA Special Planning Area
- The Aldershot GO MTSA Area-Specific Planning study (previously called the Aldershot GO Mobility Hub Study) was put on hold in 2018 and is expected to resume in 2021. The purpose of this study is to develop an area-specific plan for the Aldershot GO MTSA Special Planning Area.
- In July 2018, City staff shared a draft precinct plan for the Aldershot GO Mobility Hub. This draft precinct plan was released for discussion purposes and was not approved by Council, so it has no status. The subject property is located within an area that the draft precinct plan identified as a being within Aldershot GO Central Precinct (1074 Cooke)

and Emery/Cooke Commons Precinct (1062 Cooke), which envisioned mixed use development with a maximum height of 30 and 19 storeys, respectively.
- For more information, visit https://www.burlington.ca/en/services-for-you/aldershot-go-mobility-hub-study.asp

Preliminary Review of Development Concept

- **Section 22(2.1) of the *Planning Act* states that no person or public body shall request an amendment to a new official plan before the second anniversary of the first day any part of the plan comes into effect. Section 22(2.2) outlines an exception where a council has declared by resolution that such a request is permitted.** In accordance with section 22(2.1) of the Planning Act, submission of a development application may be premature prior to the 2nd anniversary of the coming into effect of sections of the City's new Official Plan.
- Submission of development applications for the subject site may be premature prior to the completion of an area-specific plan for the Aldershot GO MTSA Special Planning Area.
- The proposed development represents a substantial departure from the land use and built form envisioned and permitted by both the 1997 and 2020 Official Plans and the Zoning By-law. In order for a proposal to be supported it must be supported by a strong rationale that demonstrates that it represents an appropriate land use, maintains the intent and objectives of the applicable Official Plan and design guidelines and does not constitute 'overbuilding' of the subject site.
- There is an existing asphalt plant and other industrial uses to the west of this site across Waterdown Road. A Land Use Compatibility Assessment will be required to discuss how noise, vibration, dust and odour impacts from the nearby industrial facilities and railway can be mitigated.
- The City's Tall Building Guidelines (2017), Sustainable Building and Design Guidelines (2018), Shadow Study Guidelines and Terms of Reference (2020), and Pedestrian Level Wind Study Guidelines and Terms of Reference (2020) must be implemented through this development. The City's Tall Building Guidelines provide best practices for building and site design to achieve a vibrant, human-scaled, pedestrian-oriented streetscape; appropriate transitions between different built forms, and appropriate setbacks for ground-level residential units; slender towers forms; and an interesting skyline.
- Please consider proposing a mixed-use development with retail/service commercial or other appropriate pedestrian-oriented active uses at grade;
- Please consider providing a mix of unit sizes, and some ground-level outdoor amenity space.
- Minimize visual impact of driveways, loading, parking garage on streetscape;
- A high quality of urban design is required in the public realm, with particular attention to the streetscape along Masonry Court and Cooke Blvd, and the public realm at the corner of these two streets.
- A high quality of urban design is also required on site in the built form and design of the development.

Application Requirements:

- An Official Plan Amendment is required
- A Zoning By-law Amendment is required
- Prior to submitting the application, a Pre-Submission Neighbourhood Meeting is required. Please refer to the provided Applicant's Guide to Pre-Submission Neighbourhood Meetings.
    - The neighbourhood meeting is to be organized by the applicant and must be held before the application is submitted.

- Circulation of the meeting invitation to residents and tenants within 120 metres of the development site will be completed by the City for a fee. Provide a PDF of the meeting invitation on the applicant's letterhead for distribution. Notice must be sent a minimum of 20 days in advance of the meeting.
- Please notify the Ward Councillor, and the Coordinator of Development Review of the date, time and location of the meeting. Be sure your meeting location is accessible and close to the development site. Due to the current COVID-19 situation, the meeting may be held virtually. Please contact Kyle Plas, Coordinator of Development Review, for further instructions on hosting a virtual meeting. kyle.plas@burlington.ca.
- During the meeting, provide a detailed overview of the development proposal and allow time for questions and comments from the public. Take notes of the discussion.
- As part of a complete application, the applicant must provide neighbourhood meeting minutes which include a written summary of public input received at the meeting. As part of the Planning Justification Report, the applicant must explain how this public input was used to modify the development proposal.

- Prior to submitting the application, consultation with the Burlington Urban Design Panel (BUD) will be required.
  - An Urban Design Brief will be required to explain how the City's Urban Design Guidelines have been addressed and how the comments of BUD have been taken into account.
  - A copy of the BUD meeting minutes must be submitted with the application. BUD Terms of Reference are provided.
- As discussed above, A Land Use Compatibility Assessment will be required to discuss how noise, vibration, dust and odour impacts from the nearby industrial facilities and railway can be mitigated
- A Shadow Study will be required to show how the proposed buildings and site designs will impact the public realm, proposed outdoor amenity areas, and surrounding private outdoor amenity areas. Please refer to the City's Shadow Study Guidelines and Terms of Reference when preparing the Shadow Study. The study should show how height, setbacks, terracing, and massing have been considered to reduce impact on the existing low-rise and mid-rise surroundings, and the public realm. A height survey of adjacent buildings should also be provided.
- A quantitative wind impact study will be required to show how the proposed buildings and site designs will impact pedestrian comfort on the street and surrounding public and private open space areas. Please refer to the City's Pedestrian Level Wind Study Guidelines and Terms of Reference.
- Please consider sustainable building design in your proposed development. An introductory letter from the Burlington Sustainable Development Committee and a copy of the Burlington Sustainable Building and Development Guidelines are provided under separate cover.
- A Planning Justification Report is required:
  - to discuss the impact of Provincial, Regional, and local planning policy on the proposed development;
  - to explain why the requested change of land use and increase in height, density, and floor area ratio is desirable and represents good planning;
  - to discuss how the results of the required technical studies have been used to refine the redevelopment proposal;
  - to explain how input received at the pre-submission neighbourhood meeting has been used to refine the proposal;
  - to explain how input received from the Burlington Urban Design Review Panel has been used to refine the proposal;
  - to explain how the proposed development is compatible with surrounding land uses, including heights, setbacks, massing and design and community features, and maintains the Official Plan's intent for these lands.
- A Housing Impact Statement is required in accordance with section 3.1.1(2) of the new Official Plan

- An Urban Design Brief is required in accordance with section 7.1.2 and 8.1.2(3) of the new Official Plan. The brief shall demonstrate how the proposed development contributes toward achieving MTSA objectives for design and how the development is consistent with the policies contained in Chapter 7 of the new OP, and any applicable design guidelines.
- The required Transportation Impact Study (TIS) shall address all modes of transportation, giving priority to active transportation and transit considerations, including frequent transit corridors, in accordance with subsection 8.1.2(3)(e) of the new Official Plan
- A 3-D model of the proposed development is required as part of a complete application
- Section 37 Benefits may be required.
- Staff contact: Thomas Douglas, Senior Planner, Thomas.douglas@burlington.ca, (905) 335-7600 ext. 7811

Region of Halton Planning Comments:

REGIONAL OFFICIAL PLAN, 2009

Designation: Urban Area (Built Boundary)

Urban Area

- The Urban Area (Section 77) policies support a compact form of growth that is supportive of transit and non-motorized forms of transportation, that takes place commensurately both within and outside of the *Built Boundary*, and is focused on the *development* of *Intensification Areas*. Further, development within the Urban Area is subject to Local Official Plan policy and direction. The ROP also provides identifying that the proper integration of uses with the surrounding neighbourhoods through urban design.

- The subject lands are located in close proximity to Aldershot Go Station, which is identified as being a Mobility Hub. Mobility Hub's are part of Major Transit Station Areas (MTSA) that are regional identified *Intensification Area.* These areas are to achieve increased residential and employment densities (as prescribed by the Region's Official Plan) in order to ensure viability of the existing planning transit function.

- In accordance with Provincial Growth Plan (2019) policy, for *major transit station area* on *priority transit corridors*, *upper-tier municipalities* (Halton Region) in consultation with the *lower-tier municipality* (City of Burlington) will delineate the boundaries of these areas in accordance with provincial direction. Please note that the Region is currently engaged in the Municipal Comprehensive Review (MCR) process, and that a decision on the region's growth strategy, including a decision on the Major Transit Station Area (MTSA) boundaries has not been provided to date.

- Additionally, the Region's Official Plan (Section 48, 77 (5) and Section 81 (3) provides that *Area Specific Plans* are required for the development of new *Intensification Areas*. An approved *Area Specific Plan* would provide for the comprehensive development for the area. Any application received in advance of the approval of approval of an *Area Specific Plan* for this area may be considered premature. Careful consideration of the proposed intensification of use for the subject lands needs to be given in the context of the Region's growth management strategy.
    - Matters to be addressed should an application be submitted in advance of the completion of the Regional Comprehensive Review and City of Burlington Area Specific Plan for this area:
        - Consideration and evaluation of Section 77(5) of the ROP;
        - Comprehensive evaluation of the municipal services within the area consistent with the Region's Area Servicing Plan requirements;
        - Comprehensive evaluation of traffic impacts for the area and the proposed development (also subject to City of Burlington input).
        - Comprehensive analysis of flooding, floodplains and Regional Natural Heritage System impacts.

- Section 84 of the ROP speaks to the goal of housing is to supply the Region with an adequate mix of housing types. Additional housing polices in the ROP speak to making efficient use of serviced lands to increase the supply of housing, and encouraging Local Municipalities and the development industry to be innovative in housing designs.

- Section 89 of the Regional Official Plan require that approvals for all new development within the Urban Area be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.

Potential for Site Contamination

- In accordance with S.147(17) of the Region's Official Plan states that a property is to be free of contamination prior to any development/change of use taking place.
    - Submission of a Regional Environmental Site Screening Questionnaire is required in addition to A Phase 1 (at minimum) (to O. Reg 153/04 standards and with a Letter of Reliance). Additional Environmental Site Assessments may be required depending upon the recommendation(s) of the Phase 1 ESA. A mandatory Records of Site Condition filing may be required as it appears as though there may be a change in use to a more sensitive land use.

Archaeological Potential

- According to Regional mapping, the subject lands are not identified as having archaeological potential. As these lands have been previously developed and disturbed by related activities, an archaeological assessment is not required. The owner/developer is cautioned that should archaeological resources be uncovered onsite, that the appropriate authorities are contacted.

Land use Compatibility, D-Series Guidelines Assessment:

- Assessment of the proposed development as it relates to adjacent uses is required as the subject lands are located on close proximity to Employment Areas in addition to an active railyard to the north.
- Noise Assessment: are required to evaluate potential impacts from the railyard and employment uses, in accordance with the appropriate railway agency.
- Air Quality Assessment: is required to evaluate potential impacts from the railyard and employment uses.

Waste Management:

- A Waste Management Plan is required to address waste collection for the proposed development. Please reference the Region's Development Design Guidelines for Source Separation of Solid Waste for site design requirements/dimensions.

Municipal Servicing:

- Detailed technical comments provided under separate cover.

Submission Requirements:

- All submission materials on a USB
- Applicable Regional Fee(s)
- Complete Application forms
- Planning Justification Report
- Concept Plans
- Environmental Site Screening Questionnaire, Phase 1 & Phase 2 Environmental Site Assessment (ESA) in addition to any recommended ESA (O.Reg 153/04 standards and with a Letter of Reliance)
- Functional Servicing Study
- Noise Impact Study
- Air Quality Assessment
- Land Use Compatibility Assessment (D-series Guidelines)
- Waste Management Plan

Region of Halton Servicing Comments:

- A Halton Region local watermain exists within Cooke Boulevard adjacent to the proposed development. A Halton Region local watermain exists within a possible municipal easement on the north west part of the proposed development (to be confirmed, and put in place if necessary), directly adjacent to Masonry Court. This watermain must not be impacted in any way by development, unless a modification and alternative location is proposed.

- A Halton Region local wastewater main (sanitary sewer) exists within Cooke Boulevard adjacent to the proposed development. A Halton Region local wastewater main (sanitary sewer) exists within Masonry Court adjacent to the proposed development.
- Similar to the Region's water distribution system, the Region's adjacent and downstream wastewater system has a limited capacity within the various parts of it, that cannot be exceeded.
- The developer should undertake to locate the size and location of all watermains, water services, water meters, wastewater mains (sanitary sewers), wastewater (sanitary) services, stormwater mains and stormwater services that exist within the road right-of-ways, to the property and within the property and place them on an Existing Site Servicing Plan drawings within their reports. Public and private utility companies can be utilized for this purpose.
- An Area Servicing Plan is required for the Major Transit Station Area (MTSA) Special Planning Area, including the proposed development, the timing and scoping are to be discussed. A Functional Servicing Report is required to be prepared by the developer's civil engineering consultant (watermains, water services, fire hydrants, sanitary sewer mains, sanitary sewer services, stormwater mains and stormwater services) to show options for how the property is proposed to be serviced according to City of Burlington and Halton Region standards. Local watermain and wastewater main (sanitary sewer) hydraulic analysis should be completed by the developer's consultant as well for the local sewers and the drainage area down the to the nearest trunk sewer. The consultant should include details about other developments properties in the drainage area in their analysis of the local sewers (if any). The report should speak to the number/type of units proposed and the phasing of the development with respect to the impacts on the Region's water distribution system and wastewater collection system. Phasing, timing of the development, and required/available capacity shall be detailed in the report. The consultant will include details about potential external main upsizing or main extensions to accommodate the development. Also future forecast Regional capital works projects. The proposed development (FSR) will have to align with any Area Servicing Plan/Master Servicing Plan that is required for the area, City and Region.
- The FSR report should incorporate Fire Flow Rate Testing. The proponent should undertake fireflow rate testing of representative Regional fire hydrants in the area, with the proponent's fireflow contractor and Region forces present. Include within the Report a copy of the fireflow rate testing results, and the Fire Underwriters Survey (FUS) requirements for the development. This information will help to assist in informing the watermain design and watermain hydraulic modelling analysis that is being undertaken by the proponent's consultants.
- Further to the formal hydraulic analysis requirement, the developer's consultant can utilize the Region's current water and wastewater models (if required). The developer's civil consulting engineering firm will be required to enter into a Data License Agreement prior to obtaining any digital information from the Region.
- The FSR should include information related to all the other Utilities infrastructure in the area and potential conflicts.
- The FSR should show the existing site services and note how they are proposed to be decommissioned to make way for the development.
- The developer must physically locate the local watermain within the north west part of the property. The developer's Professional Engineer that is preparing the FSR must consult with the Region regarding the proximity of the proposed development to the local main, and the Region's approved set-back of the development from the local main. There shall be not impact from the development on the Region's local main. The Engineer shall prepare a number of cross-section engineering drawings along the north west portion of the property

and the City's Masonry Court road right-of-way, for discussion with the Region. Proposed footings, foundation walls, overhangs, excavation, shoring, tie-backs, municipal mains, utilities and boulevard features including plantings are required to be detailed for review by the Region and City.

- The developer shall provide the Region with any required permanent watermain easement that the Region may require for the area around the Region's infrastructure.
- Please note that this development may require additional municipal watermain isolation, and possibly a full size water chamber(s) (including three valves) for the proposed development's water service connections, to the Region's water distribution system. The developer's civil engineering consultant must undertake a design exercise within the FSR in order to demonstrate that a full size water chamber(s), if required, can fit within the boulevard, while giving adequate separation distances from the other utilities in the area. The Engineer shall prepare a number of detail drawings, for discussion with the Region early in the process.
- New development must be on the basis of full municipal services.
- The developer should be aware of the Region's Multi-Unit Servicing Policy with respect to the number and location of water meters.
- Regional policies state that water and sanitary services cannot cross lot lines, the owner will ensure this throughout the process. Each lot must be independently serviced if it is proposed to be a separate lot.
- Any major servicing works required for this project would fall under the Regional Servicing Agreement process, including securities, Agreement registration, developer's liability insurance and the payment of Agreement fees.
- Servicing of a standard nature is required to go through the Regional Services Permit process.
- The size and scope of, utility trench and road cut, road restoration shall be to the satisfaction of the City of Burlington for local roads.
- Watermain and wastewater main (sanitary) servicing capacity is not guaranteed at the LOPA and ReZoning stage. Servicing of development in the Burlington area of Halton Region is currently on a first-come-first-serve basis. The owner can pre-consult about servicing capacity with the Region at any time in the future going forward. This current development proposal capacity will be reviewed closely and commented upon at the time of Planning application receipt. Should a servicing capacity issue be identified at that time then it will have to be dealt with, working through it with the Region. Servicing capacity is deemed to be in hand at the issuance of a Regional Servicing Agreement, Special Financial Agreement, and Regional Services Permit, which is reviewed and obtained toward the end of the City's Site Plan approval process, or Regional Servicing Agreement.
- The property is located within a City of Burlington MTSA, Mixed Use Nodes and Intensification Areas, and Primary Growth Area, within the city. Halton has initiated a Regional Municipal Comprehensive review process, ie. the Halton Region Official Plan review for the Region. Halton Region has also initiated a Water and Wastewater Master Servicing Plan review exercise for the Region, together with, and in time, Background Studies and formal Programs. Please see the Planning comments for more context.
- As always, acquiring land for development purposes and hiring consultants, at this time, is at the risk of the developer.
- Any water services, sanitary services and stormwater services that currently exist to the property that will not be utilized for any reason will be required to be disconnected right at the respective main by the developer.
- The developer's site servicing consultant can preconsult with the Region at any time regarding their proposed draft site servicing water design, wastewater design and identified utility conflicts (including storm).

- The Region would like to receive confirmation in writing when any required formal land assembly has taken place at the LOPA and ReZoning stage in order for servicing to conform with Regional Policies, that water and wastewater services do not and will not cross lot lines for different property owners.
- The developer should prepare a Solid Waste Management Plan to the satisfaction of the Region. The Plan shall have regard for the Region's Solid Waste Management Guidelines. The Solid Waste Management Guidelines are available on-line at http://www.halton.ca , Regional Official Plan (ROP) Guidelines, Development Design Guidelines for Source Separation of Solid Waste.
- The developer will inform the City, and the Region, whether they will be submitting a Site Plan application at the same time as the LOPA and ReZoning applications for timing purposes and issues identification and resolution purposes.

Site Engineering Comments:
Right of Way:

1. Cooke Boulevard is a City of Burlington owned road, the deemed width is 20.0m, actual width meets deemed, no widening is required at this time, however we defer to Planning to confirm ultimate ROW widths.
2. Masonry Court is a City of Burlington owned road, the deemed width is 20m, actual width meets deemed, no widening required, however, we defer to Planning to confirm ultimate ROW widths.
3. There is an existing 5m x 5m daylight triangle at the intersection of Masonry Court and Cooke Boulevard,
4. There are no projects scheduled in the 2019 – 2028 Capital Budget and Forecast in this area, please note however that the Capital Works Budget & Forecast is subject to change. Please also note that there is a significant development under construction north of the site that may impact development of this site, i.e. coordinating haul routes, temporary lane closures, etc.

General Comments:

1. The site is within 400m of MTO lands, therefore we would ask that you preconsult with them, as they may have requirements for Noise, Stormwater, etc.
2. The site is less than 300m from Metrolinx/CNR lands, please preconsult with them, as they may have requirements for Noise, etc.
3. Please preconsult with Union Gas, regarding servicing the site.
4. Please preconsult Burlington Hydro, typically all hydro servicing for new development is to be underground, however, we defer to Burlington Hydro to confirm their requirements regarding the existing overhead lines fronting the site.
5. The City's GIS mapping indicates that there are existing easements on the property, the proposed underground parking limits look to be within the easement areas, typically easements are to remain free and clear above and below ground. We do not have copies of the easement agreements at this time, however we would ask that you check the easement agreement and with vested easement parties to confirm that the proposed development complies with the easements, if not, the limits of development may have to be revised to stay clear of the easements. Copies of all agreements on title must be included with the application.
6. Please consult with your Civil Consultant regarding location of the underground stormwater storage tank, typically they have emergency overflows, so it may be better

suited on the Cooke Boulevard side of the building, as the emergency overflow should have safe conveyance to the municipal overland flow route.

7. Please incorporate municipal sidewalks along the Cooke and Masonry frontages
8. Walkways along walls with doors must be a min. 1.8m wide as per the Site Plan guidelines, however, if possible, however, we would also ask that you consider widening the walkway at the entrance to allow for benches/planters/etc. as this area will likely be heavily used by residents. The limits of the walkway areas at the entrances was not clear on the concept plan. Please ensure there are sidewalk connections to the sidewalk on Cooke Boulevard from the entrances.
9. Please consider pedestrian movements in the underground (and all) parking areas, ensure there are safe delineated areas for pedestrians entering/existing elevator and stairwell areas clear of the traveled lane for vehicles.
10. Please confirm min. laneway widths in the underground parking with Transportation staff, there is an area that looks to be less than 6m wide on the north side of the underground parking areas.
11. Please consider the existing light standards, hydro poles (if to remain) as well as existing street trees when determining the entrance location. Please consult with the City's Forestry Department and/or the City's Landscape Technician with regard to minimum construction setbacks from City Trees. The concept plan looks to utilize the existing entrance, so conflicts shouldn't be an issue.
12. If there isn't a solid wall along the west property line, there will need to be an enhanced landscape buffer (with dense coniferous plantings) and double board fence along the any property line that has parking or the private laneway to mitigate headlight trespass to adjacent existing residential. Site Engineering defers to the City's Landscape Technician to advise on the minimum landscape buffer requirements.
13. For the third floor parking, is the wall along the west property line solid? If not please consider ways to mitigate headlight trespass over the adjacent residential properties.
14. Please reach out to the City's Accessibility Coordinator Judi Lytle to confirm the number and type of barrier free parking spaces required as well as appropriate location, and any other accessible features that should be considered for the development. Judi can be emailed at judi.lytle@burlington.ca
15. Please consider incorporating electric vehicle charging stations for the visitor parking, and/or duct work for future installation, and/or as required under OBC.
16. Precondition survey of area buildings prior to start of excavation and vibration monitoring for the duration of construction, will be required (at the site plan stage), limits of study area to be determined by the acoustical consultant/geotechnical engineer. However, we would like either the acoustical or geotechnical consultants to provide guidance at this development stage on limits of preconditions surveys and construction vibration monitoring.

Environmental Site Assessment

1. The proposed development would be considered a change of use under O. Reg. 153/04, from existing commercial use to proposed residential use, therefore a Record of Site Condition is mandatory. To deem the application complete we will require a Phase One Environmental Site Assessment (ESA), if the Phase One ESA indicates a Phase Two ESA is required then the Phase Two ESA must be submitted with the application for it to

be deemed complete. All reports must be completed in accordance with O. Reg. 153/04 including a Letter of Reliance confirming the City (and Region) may rely on the information provided in the reports. If the Phase Two ESA is required and indicates remedial works are required to the site, the remediation plan is required to be submitted with the application to make the application complete. Please be advised that if the reports are not in accordance with O. Reg. 153/04 the application will be deemed incomplete.

Geotechnical Report:

1. Geotechnical Investigation (Stamped and certified by a P. Eng.) is required to make the application complete.
2. The Geotechnical investigation shall also address any concerns with groundwater that may require special consideration, i.e. foundation drainage, etc.
3. We would recommend that (if necessary) groundwater monitoring wells be installed as soon as possible so that readings can be taken in all seasons and detailed in the geotechnical report.
4. Assess existing retaining walls/slopes, to confirm no adverse effect from proposed construction, and/or provide recommendations on how to deal with grade differences to adjacent properties.
5. Also, in support of any LID techniques that may be implemented, i.e. infiltration.
6. A Hydrogeologist may need to be consulted, we ask that the Geotechnical Engineer provide direction on further or more detailed study requirements.
7. The Conservation Halton may have additional requirements regarding groundwater/Hydrogeological Investigation if it is determined the site is regulated.
8. The Geotechnical Engineer may need to provide comment/recommendations on precondition survey and vibration monitoring during construction and/or the Acoustical Consultant may also provide recommendations.

***Construction Management and Mobility Plan*:**

1. Construction Management and Mobility Plan (CMMP) is required for the application to be complete. Both Transportation and Site Engineering Departments review the CMMP. A detailed CMMP is required to ensure that the development works can be completed in a manner that is to the satisfaction of the Director of Engineering Services and the Director of Transportation Services, as the use of the City's road allowance for construction staging has not been approved and in order to minimize the impact to residents, vehicles, pedestrians and local businesses the following is required (please refer to the attached check list and staff report):
    a. CMMP, plotted to scale on 24" x 36" sheet
    b. Proposed limits of construction
    c. Proposed construction staging areas, including any staging areas required on the City's road allowance for concrete pours, material deliveries, site servicing, etc.

and written justification for any construction staging areas on the city's road allowance

d. Proposed temporary/permanent encroachments on the City's road allowance and written justification of any required encroachment on the City's road allowance
e. Proposed truck haulage routes and location of truck stacking
f. Proposed location of mud mat and vehicle wash down area
g. Proposed location of crane assembly and swing radius
h. Proposed traffic control measures, specifically addressing signage and/or any lane closures/restrictions
i. Pedestrian control measures, specifically addressing signage and pedestrian routing
j. A phasing plan (if the project is to be phased) and separate plans for each phase of construction will be required.
k. Sections for foundation/basement, min. one for each side through each adjoining property including the municipal right of way, including shoring, tiebacks, foundation, foundation drainage, etc., and dimensions from property lines.
l. Staff will not support a request for lane closures and that our recommendation would be to setback the structure(s)/construction to a distance that permits construction without a ROW compromise

Noise & Vibration Feasibility Study (prepared by a P. Eng.)

1. Noise & Vibration Feasibility Study (stamped and certified by a P.Eng.) is required for the application to be complete. The Noise & Vibration Feasibility Study shall be completed in accordance with MECP's Environmental Noise guideline Publication NPC-300. The Noise & Vibration Feasibility Study shall also take into consideration and provide discussion in the report:
    a. Considered a Class 1 property
    b. Impact of environmental noise on the proposed development, i.e. identify adjacent existing (or future) mechanical equipment and stationary sources (i.e. King Paving)that may impact the proposed development, if mitigation is required, provide details, including written confirmation from adjacent property owners of their agreement to mitigating measures, to make the application complete. Confirmation of a formal agreement may be required.
    c. Impact of the proposed development on neighboring noise sensitive receptors and spaces
    d. Impact of the proposed development on proposed development's noise sensitive receptors and spaces
    e. Impact of construction related vibration on neighboring dwellings. Please note precondition surveys of surrounding buildings will be required (with owner consent) prior to construction as a condition of the Site Plan Application. Furthermore, vibration monitoring will be required for the duration of construction as a condition of the Site Plan Application. The detailed limits of the precondition surveys and vibration monitoring would be confirmed by a Professional Engineer specializing in

vibration as a condition of the future Site Plan Application. The Geotechnical Engineer may need to be consulted in this regard. We would ask that the consultant advise at this stage the (Estimated) study limits.

f. Copy of the concept site plan to be included in the report to ensure the Noise & Vibration Feasibility Study is based on an up to date Site Plan design
g. Please also advise the noise consultant that although NPC-300 tables indicate 60dBA in the OLA (both at ground and upper levels) with warning clauses, it is not acceptable to the City, we request that all possible measures be taken to control the noise in the OLA to 55dBA or less, if not feasible, then we request calculations to confirm what levels could be achieved, i.e. 60dBA would require a 3m noise barrier, 59 a 3.5m, 58dBA a 4.0m, etc. all the way to 55dBA. Please have the architect consult with the noise consultant as to the optimal placement of outdoor living areas (including upper level OLA's) for residents, shielded from sources of noise.
h. Report to address vibration from rail lines within 500m of the site on the development (or confirm if it's not a concern)
i. Applicant's consultant to use capacity volume or volumes provided by the City Traffic Department, of roads for STAMSON (or other model) calculations; contact the City Traffic Department for volumes, and include correspondence in the appendix
j. Please advise the noise consultant that reflective surface should be used in Stamson (or alternate model) calculations
k. All STAMSON (or other model) calculations to be included in the report
l. All mitigating measures calculations are required to be included in the report, i.e. window glazing, façade requirements, etc.
m. Actual noise measurements to be included in the report
n. Copies of correspondence from the City of Burlington, and any other vested agency, confirming traffic/train counts must be included in the report's appendix.
o. Key plan showing points of reception to be included & a chart referencing the key plan, detailing the estimated noise levels, allowable levels, and mitigated noise levels
p. Receptors for each floor of each side of each building is required, and for any outdoor living areas. Receptors for surrounding residential is also required.
q. A table clearly outlining the receptor ID, allowable Nosie level under NPC-300, estimated noise level, and mitigated noise level is required.
r. Area context plan to be included showing potential sources of noise
s. Provide warning clause recommendations
t. Provide a summary/drawing of mitigation measures to be implemented
u. Please note that although NPC-300 indicates private terraces/balconies less than 4.0m deep do not require mitigation, if private terraces/balconies are proposed, the City will require a warning clause, something along the lines of :
"*Purchasers/tenants are advised that the private terraces of each unit are less than 4.0m deep and therefore are not required to have mitigation measures installed for noise as per NPC-300. Sound levels due to road/train traffic,*

increasing road/train traffic and no mitigation measures may interfere with some activities of the dwelling occupants use of their private terrace"

Stormwater Management Report :

1. As noted above, the development property is within 400m of MTO lands, they may also have interest in reviewing the stormwater management for the site. In case of differing requirements, the most stringent criteria shall apply.
2. Please refer to and reference in the report, the City of Burlington Stormwater Management Design Guidelines, approved by City Council on June 22, 2020, please also be advised of new IDF curves for the City of Burlington: https://www.burlington.ca/en/services-for-you/Stormwater.asp
3. The City's Stormwater Engineer has provided the following SWM criteria, please note that depending on environmental requirements and spill/flood plain mapping for the site, the SWM criteria may change:
    a. Enhanced **Quality Control** achieving 80% Total Suspended Solids Removal. We ask that a treatment train approach be considered, to incorporate Low Impact Development techniques. OGS may only be credited at 50%.
    b. **Quantity Control:** 100 year post development Flows controlled to 5 year pre-development flow rates by providing on-site storage for all City of Burlington design storm events up to and including the 100 year.
    c. **Erosion control** – 25mm storm event retained on site and released over a 48 to 72 hour period.
    d. **External Flows** – engineer to confirm any external flows entering the site under the existing conditions. All identified external flows must be routed safely under the developed conditions without causing any flooding or ponding
    e. **Existing infrastructure** – there is an existing 675mm storm sewer fronting the property in Cooke Boulevard and a 300mm storm sewer fronting the property in Masonry Court. There are existing easements on/adjacent to the property lines, we ask that the consultant confirm any obligations or restrictions associated with the easement. There looks to be an existing storm system on site, if any part of the system is proposed to be re-used the Civil Engineer must confirm it's in good working condition, i.e. video inspection has been undertaken. Please clearly not on the servicing drawing what is proposed for the existing storm system (and other existing servicing), i.e. remove to the mainline sewer.
    f. **Drainage Patterns** – existing drainage directions and patterns should be maintained. Entire runoff from the site should be captured and directed towards the site collection systems.
    g. **Overland Flow Route:** An overland flow route to be shown on the plans.
4. Provide storage details and location
5. Report to include full/scalable, signed/stamped pre-development, post-development, servicing & grading plans, please ensure regulated and spill areas and elevations are clearly identified and labeled on the drawings.
6. Storm sewer pipes cannot be located under buildings.
7. Please note that there should be no surface ponding in (surface) accessible parking spaces, and no surface ponding in a 5-year storm in any other parking area.

8. Please clearly show the overland flow route for this address and neighboring properties to ensure existing drainage patterns are maintained.
9. Quantity controls must use an orifice tube (not plates).
10. Need to confirm capacity of receiving system
11. Need to confirm condition of receiving system (i.e. video inspection)
12. Rooftop storage will not count towards the stormwater storage requirements (although allowed for other purposes, i.e. grey water for flushing toilets, irrigation for landscaping, etc.), unless the requirements outlined in the City of Burlington Stormwater Management Design Guidelines is met.
13. Control structures and their location with cross sectional details
14. Storm sewer design sheet, at minimum the 5 year storm shall be contained underground
15. Please clearly outline if there is any groundwater to be managed in the stormwater management system/foundation drainage for the property, and if so, confirm that the groundwater meets the municipal discharge criteria, if not the site would need to have a waterproof (bathtubbed) foundation, and this would need to be clearly stated in the SWM report and noted on the architectural drawings.
16. We ask that the Civil Consultant confirm the location of the underground stormwater storage tank with the Architect/Structural Engineer, typically we see storage tanks in underground parking structures as having emergency overflows, so it may be better suited on the Cooke Boulevard side of the building, as the emergency overflow should have safe conveyance to the municipal overland flow route.
17. If there are any questions regarding SWM criteria please contact us, we are happy to preconsult with the Civil Engineer if they have any questions, (**umar.malik@burlington.ca** or **annette.simpson@burlington.ca**)
18. We encourage Low Impact Development Stormwater Management techniques, such as rainwater harvesting for irrigation, use of treatment train approach of quality control by using bio and infiltration swales, etc., currently we look to the CVC/TRCA LID guidelines and/or in the future MOECC guidelines.

Detailed Engineering Plans:

1. All drawings across all disciplines to coordinate, i.e. use same base layer
2. Please reference the Site Plan Guidelines (https://www.burlington.ca/en/services-for-you/resources/Planning_and_Development/development_Applications/SitePlanGuidelinesason-2014-nc.pdf) and the Capital Works design standard drawings (https://www.burlington.ca/en/modules/document/document.aspx?param=2Z3nvEAH3UVGGP5lA5HbUqeKsQeQuAleQuAl), the information below is not intended to be considered comprehensive, just some of the main items to be shown on the drawings.
3. All Drawings:
    a. Please ensure there is enough room (required at the site plan stage) for exterior lighting poles, utility meters, pedestals, transformers, etc. Utilities for private developments must be located on private lands.
    b. Please ensure there is enough room for snow storage (required at the site plan stage)
4. Servicing Plan:
    a. The City defers to the Region of Halton and the City's Building Department (for OBC) to comment on water and waste water servicing
    b. Show all proposed and existing servicing, and what is to happen to existing servicing, i.e. reuse, remove, if reuse, the infrastructure will need to be certified by the P. Eng. as in good working condition.

c. Maintenance holes, catch basins, etc., slopes, material, length, inverts, obverts, crossing information, etc. for proposed infrastructure. Include detail for each referenced specification, a separate sheet may be required.
d. Actual locations of buried infrastructure is required, i.e. daylighting. Engineering drawings must contain accurate locations and inverts for connections and crossings, so that it can be confirmed the development is feasible. This must be completed and shown on the plans before they are submitted as part of a development application.
e. City Trees (if any) and bordering city trees to be shown on drawing and boundary trees over 100mm in diameter within 3m of the property line), indicate which trees are proposed to be removed. Forestry will provide comment on Trees, we ask that their comments be reflected on the Civil drawings.
f. Utility furniture (meters, pedestals, boxes, etc.) for private developments cannot be located within the municipal right of way, please ensure there is enough room on site for servicing
g. Catch basins in landscape areas shall be sumpless

5. Detailed grading plan:
    a. FFE, TFW, UFE, openings in foundation, etc.
    b. There is a significant grade change on Cooke Boulevard from Masonry Court southerly, grading will be looked at carefully to see how the grade change is incorporated into the design.
    c. Curb depressions
    d. Accessible ramps
    e. Advisory for future site plan - Grades of barrier free parking spaces, max. 1.5% running slope, max. 1.0% cross slope
    f. Top of retaining wall and bottom of retaining wall elevations for both proposed and existing (there is an existing armourstone retaining wall on or adjacent to the property), grading will be looked at carefully, we need to clearly see how the proposed development will interface with the neighboring properties.
    g. Advisory for future site plan - Top of curb and bottom of curb elevations
    h. Overland flow route
    i. Show proposed fencing, please ensure that if there is existing fencing, that it be noted to be removed (if necessary, with adjacent property owner's written permission) to avoid "fence on fence" which poses a maintenance issue.
    j. Need to include grades on adjacent properties enough to determine existing drainage patterns. The plan will clearly need to show how drainage will be contained in the development, and not cut off surrounding properties drainage.

Other items needed for a Complete submission:

1. **Applicant to provide a reference plan** showing all existing property lines/blocks/easements/etc.
2. **Applicant to provide Title Search/PIN reports for the properties**, to verify any agreements on title, as well as copies of agreements on title for the properties.
3. As mentioned in the comments above, actual locations and inverts of all buried (and above ground) infrastructure in locations of proposed connections will be required (i.e. daylighting) with the RZ/OPA submission package to confirm servicing is feasible, the civil engineer will need to confirm they have incorporated the actual locations/inverts into their design. A Municipal Consent Permit will be needed for any excavation (including daylighting) in the municipal ROW, a Road Occupancy Permit may also be needed if

lanes are needed to be blocked off. Contact me, annette.simpson@burlington.ca, to assist with arrangements/contacts for these permits.

4. Advisory: Applicant is advised that a new Standard is in effect as of July 12, 2017, S-114-B, requiring any disturbance to the ROW asphalt to be restored curb to curb for the entire frontage of the property, it may also mean that a City contractor will complete the works, and the costs borne by the Applicant.

Urban Forestry & Landscape Comments:

Re: Existing Trees

1. A Tree Inventory and Preservation Plan and Arborist Report is required for all existing trees greater than 10cm DBH on site and on adjacent properties within 3m of the property lines, and trees of any size on city property. See the City of Burlington: Pre-Submission Checklist for requirements.
2. Existing trees on the subject site should be considered for preservation, particularly along shared property lines with existing residential properties and street frontages. Trees that are injured or removed under the provisions of a private tree permit will need to be replaced using the City's method of calculation. The tree's size, as well as the overall condition rating will impact the total number of cm's required to be replaced. Generally, one replacement tree is required for every 10 cm diameter removed. It is recommended that the replacement trees are replanted on the subject site. If there is no room on site for the replacement trees, there will be a charge of $400 per replacement tree. This information and calculations should be included in the submitted Arborist Report and Tree Preservation Plan.
3. The layout of the site should be developed with, and informed by the Arborist Report and Tree Preservation Plan to maximize tree preservation. Show excavation limits for underground parking and provide sufficient setbacks to preserve existing mature trees along the Masonry Crt. and Cooke Blvd. frontages and shared property lines with the single family residential properties to the south west. Show encroachment into the Minimum Tree Protection Zones and Critical Root Zones on the Tree Preservation Plan and discuss Tree Preservation requirements in the Arborist Report.
4. Removal or damage to trees on neighboring properties within 3.0m of the property line and boundary trees (which are protected under the Provincial Forestry Act (RSO 1990) Section 10) will require:
    - The adjacent property owners shall be consulted and made aware of the proposed development and potential impacts to their trees and boundary trees and requested to submit in writing that there are no concerns with proposed treatment of the existing trees.

      OR

    - A qualified professional (as defined in Pre-Submission Checklist) shall be retained to address the potential impacts on the neighbor's trees and/or boundary trees and provide a letter or report confirming in their opinion regarding impacts to the boundary trees from proposed construction. The arborist letter or report shall also include the preservation methods, including pruning and fertilizing, that can be implemented by the owner to ensure the health of trees on neighboring properties.
5. Removal of any city trees will require council approval. Removal of city trees should be avoided where possible, and proposal for removal will require an arborist's assessment of

health and structural condition prior to the request being accepted. Additionally, alternate layouts and construction measures should be considered to preserve healthy trees in the city's right-of-way and discussed in the Arborist Report to ensure any proposed removals are necessary.

6. A Tree Permit is required for all work around city trees, in accordance with Public Tree Bylaw 68-2013, including the payment of the Tree Permit fee and securities for trees to be retained. Details of the Tree Permit will be determined at the Site Plan stage.
7. **If** trees on private property are proposed to be removed prior to Site Plan approval, a Tree Permit is required for removal or injury of trees on private property within the Urban Planning Area Boundary of the City of Burlington, in accordance with the Private Tree Bylaw 20-2020, including the payment of the Tree Permit fee and compensation for trees required to be removed. A Private Tree Permit application should be applied for through the online application system: https://webforms.burlington.ca/Roads-and-Parks-Maintenance/Private-Tree-Permit-Application.
8. All existing public and private trees to be retained require tree protection fencing. Please see the City of Burlington Tree Preservation and Protection Specification SS12A for further tree protection details. Minimum Tree Protection Zones and Critical Root Zones should be clearly shown and labeled on the Tree Inventory and Preservation Plan, in addition to tree protection fencing.
9. Show existing trees to be preserved and tree preservation fencing on the Construction Management and Mobility Plan.
10. A qualified professional (as defined in the City of Burlington's Pre-submission Checklist) may be required to be retained to address potential impact on the existing trees on site during excavation operations to ensure no damage to the protected trees or their root systems. Requirement to be determined at the Site Plan stage.
11. **Do not remove any trees from the site until after the Rezoning and Official Plan application has been approved.**

Re: Landscape

1. A Landscape Concept Plan will be required, showing general layout and intent of what is proposed for landscaped areas, including landscape buffer planting, outdoor amenity areas, fence location and types and pedestrian circulation. See the Pre-Submission Checklist for requirements.
2. Ensure there is sufficient soil volume for full sized large canopy trees (both those preserved and proposed) and note the soil volumes on the Landscape Concept Plan:
    - Minimum required soil volumes range from $15m^3$ to $30m^3$, depending on the tree species and planting layout (e.g. soil volume share in a continuous trench for multiple trees, use of structural soil cells or engineered structural soil.)
    - The draft City Tree Planting Guidelines specify $30m^3$ of soil per tree in a single tree pit, $15m^3$ per tree in a shared planting environment. Excavation for each planting environment should be 0.75m to 1.2m depth and should not exceed 1.5m depth. Smaller rooting volume (minimum 15-$20m^3$) may be proposed for smaller trees.
    - Setbacks between the property line and the limit of underground parking should be provided to allow large canopy trees to grow to maturity, that will

not need to be removed when the underground parking garage requires repairs.

3. Show the general layout and proposed use of the podium amenity areas. Consider screening views into adjacent residential properties.

4. Landscape buffers to provide separation and to partially obstruct the views to adjacent properties should be provided along property lines shared with existing residential properties. The landscape buffers should be a dense landscape screen consisting of evergreen trees or a combination of solid screen fencing with evergreen and deciduous trees and understory shrubs.

5. Once the number of parking spaces is finalized, confirm the required number of Type "A" and Type "B" barrier free parking spaces required. Type "A" shall be 3400 mm in width and signed to indicate Van Accessible Parking. Type "B" shall be 2750 mm as per city zoning by-law. As per city zoning by-law, the access aisle shall be 2000 mm. The access aisle is to be clearly identified and can be shared by both spaces. Please see GAATES Figure 2.6.4.1 (page 127) for Van Accessible Signage detail.

   Locate the barrier free parking spaces closest to the elevator lobby and not crossing vehicular traffic in the underground parking garage.

   Contact the city's Accessibility Coordinator if you have any questions: Judi Lytle, 905-335-7600, ext. 7865, judi.lytle@burlington.ca.

If the applicant has any questions they can contact Tania.Dowhaniuk@burlington.ca.

Parks & Open Space Comments:

- Park dedication will be a requirement of this development
- Park dedication will be calculated in accordance with the current City Park Dedication Policies and By-law. Recently Bill 197 was introduced by the Province reestablishing the alternative rates for calculating parkland dedication, cash in lieu of parkland dedication and situations where parkland dedication and Cash in lieu of parkland dedication are combined.
- If the development is to proceed in advance of the completion of the Area Specific Plan, parkland dedication to establish a public park or enhancement of the public realm areas may be required as a condition of this development
- Public parkland will be free of encumbrances such as parking garages, utilities and roadways and will face a public road.
- Private owned, publicly accessible open space (POPS) can enhance the publicly owned open space network, however isn't considered a replacement to parkland dedication. The City is willing to discuss the use of POPS for this development as required.

Transportation Services Comments:

- Please refer to our Burlington Citywide Parking Standards Review for applicable parking rates for this proposal. See the following URL https://www.burlington.ca/en/services-for-you/city-wide-parking-standards-review.asp
- Please refer to our Site Plan Guidelines for applicable design standards for structured parking and ground floor.
- This site will require a Traffic Impact Study, please consult with the City of Burlington Staff to determine scope of work. Given the proximity to the QEW, MTO and regional

staff will need to be consulted as well on the scope of work, to determine any additional requirements.

- In addition to consulting with the MTO and City and regional staff, please refer to the Region's Traffic Impact Study guidelines for details with regards to the development of a TIS.
- Please provide truck turning templates to demonstrate the functionality of the accesses, loading spaces and underground parking.
- Please reduce the number of proposed street accesses, and utilize Cooke Boulevard as the primary vehicular street access to parking facilities.

Appendix B

PRE-CONSULTATION MEETING MINUTES (JULY 27, 2022)

CITY OF Burlington

DEVELOPMENT APPLICATION PRE-CONSULTATION FORM

Meeting Date: July 27, 2022	**Site Address:** 1062-1074 Cooke Blvd
Property Owner: 1062 Cooke Blvd Inc., 1074 Cooke Blvd Inc.	**Applicant / Address / Phone / Email** c/o Camarro Developments Inc. Kyle Camarro, CEO and President 25 Main Street West, Unit 1702 Hamilton ON, L8P 1H1 905-928-1033 kyle@camarrogroup.com
Site Area: 0.7 ha	

APPLICATION TYPE (check applicable applications):

Local Official Plan Amendment	**X**	Zoning By-law Amendment	**X**	Plan of Subdivision		Parkway Belt Amendment	
Other Application							

1. **Brief description of proposed development:**
   - Phased development of two adjacent properties at southwest corner of Cooke Blvd and Masonry Crt with two single-use residential towers of 30 storeys (south) and 32 storeys (north) connected via a shared podium of 6 storeys along Cooke and 3 storeys in the rear, totaling 762 units of 1-2 bedrooms, with an overall FSI/FAR of 7.04.
   - Phase 1 comprises south tower (366 units) and Phase 2 comprises north tower (396 units). Each phase has a separate residential lobby, one accessed from Cooke and one from Masonry Crt. Shared vehicular access from Cooke.
   - Total of 844 parking spaces in ground floor and 3-storey below-grade structure (469 for Phase one/south and 375 for Phase two/north). 516 bicycle parking spaces (282 south and 234 north).
   - Outdoor amenity area on 4th floor (745 m2 phase 1, 860 m2 phase 2), Indoor amenity area on floors 4-6 (589 m2 phase 1, 562 m2 phase 2). Total amenity space: 2,756 m2.

2. **Conformity with Regional Official Plan Designation?** YES x NO _____

   Has an application been made to amend the Regional Official Plan: YES _____ NO x

3. **1997 Official Plan Designation:** Mixed-Use Corridor – Employment

   Conformity with 1997 Official Plan land use designation? YES _____ NO X

   If 'NO' what is the nature of the OP amendment needed? Land Use, Built Form

4. **2020 Official Plan Designation:** Urban Corridor – Employment; Primary Growth Area; MTSA Special Planning Area

   Conformity with 2020 Official Plan land use designation? YES _____ NO X

If 'NO' what is the nature of the OP amendment needed? Land Use, Built Form

4. Existing Zoning: MXE

Conformity with existing zoning? YES _____ NO X
If 'NO' what is the nature of the zoning amendment needed? Land Use, Built Form

5. Design Guidelines in effect? YES X NO _____

Name of Design Guidelines Tall Building Guidelines, Shadow Study Guidelines and Terms of Reference, Pedestrian Level Wind Study Guidelines and Terms of Reference, Sustainable Building & Development Guidelines

6. Is the property listed in Municipal Heritage Register, designated under the Ontario Heritage Act or adjacent to a designated property?

YES _____ NO X

7. Fees Required at Time of Application

APPLICATION	CITY	REGION	CONSERVATION HALTON
Official Plan Amendment:	TBC	TBC	n/a
Rezoning - Base Fee: Rezoning - Variable Fee:	TBC TBC	TBC n/a	n/a n/a
Subdivision - Base Fee: Subdivision - Variable Fee:	n/a	n/a	n/a
TOTAL	TBC	TBC	n/a

Separate payments are required for the City, Halton Region and Conservation Halton

8. Additional Agencies to be contacted: MTO, Metrolinx, CN Rail, Burlington Hydro, Union Gas/Enbridge

9. Pre-Application Public Consultation Meeting

Is a pre-application consultation meeting required?

YES x NO _____

The following steps must be completed if a Pre-Application Public Consultation Meeting is required:

- *The consultation meeting is to be organized by the proponent and must be held before the application is submitted.*
- *Circulation of the meeting invitation to residents and tenants within 120 metres of the development site will be completed by the City for a fee. Provide the required materials to the City at least one month prior to the meeting. Notice must be sent a minimum of 21 days in advance of the meeting.*
- *Please notify the Ward Councillor, Mayor, and the Coordinator of Development Review of the date, time & location of the meeting. Be sure your meeting location is accessible and close to the development site.*
- *During the meeting, provide a detailed overview of the development proposal and allow time for questions and comments from the public. Planning staff will provide an overview of the development application review process. Take notes of the discussion.*
- *As part of a complete application, you must provide consultation meeting minutes which include a written summary of public input received at the meeting. As part of the Planning Justification Report, you must explain how this public input was considered and used to modify the development proposal.*

10. Community Benefits

Is this an application for increased height and/or density? YES X NO ____
If "YES" Community Benefits **may be** required.

11. Required Information for Complete Application

1)	Completed Application Form	Required
2)	Fees for the processing of planning application(s)	Required
Supporting Reports, Studies, Plans **In accordance with Policies contained within 11.1.2 of the City's Official Plan, all identified materials must be submitted in accessible PDF format consistent with the City's standards and the standards of <u>The Accessibility for Ontarians with Disabilities Act</u> before an application is deemed complete.**		**Required (Yes/No)**
i.	Planning Justification Report, including employment or residential needs analysis, where required	Y
ii.	Land Assembly Documents	N
iii.	Survey and Severance Sketch, prepared by an Ontario Land Surveyor	Y
iv.	Land Use Compatibility Study	Y
v.	Retail and Service Commercial Needs Assessment	N
vi.	Financial Impact Study	Y
vii.	Housing Impact Statement	Y
viii.	Park Concept Plan	N
ix.	Agricultural Impact Assessment	N
x.	Social Impact Assessment	N
xi.	Archeological Report	N
xii.	Heritage Impact Study	N
xiii.	Cultural Heritage Landscape Impact Assessment	N
xiv.	Conceptual Site Plan Layout	Y
xv.	Architectural Plans	Y
xvi.	3-D Model of Proposed Buildings	Y
xvii.	Burlington Urban Design Advisory Panel (BUD) Comments	Y
xviii.	Height Survey of Adjacent Buildings	Y
xix.	Angular Plane Study	N
xx.	Shadow Analysis Plan	Y
xxi.	<u>Quantitative</u> Wind Impact Study	Y
xxii.	Arborist's Report	Y
xxiii.	Tree Inventory and Preservation Plan	Y

xxiv.	Landscape Plan	Y
xxv.	Water & Wastewater Functional Servicing Report	Y
xxvi.	Hydrogeology Study / Water Budget & Hydrology Study	Y
xxvii.	Source Protection Disclosure Report	N
xxviii.	Noise Feasibility Study / Vibration Study	Y
xxix.	Transportation Impact Study	Y
xxx.	Transportation Demand Management Plan and Implementation Strategy	Y
xxxi.	Parking Justification Report	Y
xxxii.	Storm Water Management Report / Functional Drainage Report, Storm Services Plan and Flooding Hazard Delineation and/or Grading and Drainage Plans	Y
xxxiii.	Environmental Impact Assessment	N
xxxiv.	Top-of-bank Demarcation / Slope Stability Assessment / Creek Erosion Assessment / Geomorphic Study	N
xxxv.	Shoreline Hazardous Land Studies	N
xxxvi.	Geotechnical Report (including groundwater)	Y
xxxvii.	Phase One Environmental Assessment	Y
xxxviii.	Phase Two Environmental Assessment Record of Site Condition	Yes (if recommended by Phase One) Yes (during process)
xxxix.	Landfill Assessment	N
xl.	Sustainable Building and Development Guidelines Checklist	Y
xli.	Phasing Strategy for Development of Retail and Service Commercial Uses	N
xlii.	Public Consultation Strategy	N
xliii.	Response to Comments Received at a Community Meeting Held in Advance of a Formal Development Application	Y
xliv.	Comprehensive Block Plan	N
xlv.	Urban Design Brief	Y
xlvi.	Tenant Relocation and Assistance Plan	N
xlvii.	**Other** Environmental Site Screening Checklist Draft Official Plan Amendment / Draft Zoning By-law Amendment Construction & Mobility Management Plan Waste Management Report Grading and Servicing Plans Air Quality Assessment Title search/PIN report and existing reference plan, copies of agreements on title Draft reference plan of proposed conveyances	 Y Y Y Y Y Y Y Y

12. ADDITIONAL REQUIREMENTS: See attached meeting notes & application checklist

NOTES:

1. **The applicant may request a Technical Preconsultation prior to submission of the application. This optional process involves electronic submission of the draft materials and a preliminary municipal review to determine whether there are technical issues which could be resolved prior to formal submission of the application.**

2. **Notwithstanding the fees noted above, all fees are payable based on the rate in the fee schedule by-law in effect on the date the payment is made.**

3. **The purpose of this document is to identify the information required to commence processing a complete application as set out in the Planning Act. Pre-consultation does not imply or suggest any decision whatsoever on behalf of City staff or the Corporation of the City of Burlington to either support or refuse the application.**

4. **This document expires 180 days from the date of signing or at the discretion of the Director of Community Planning. Please note that development application fees may change during this period and it is the applicant's responsibility to ensure that the correct fees are paid at time of application.**

5. **Beyond 180 days, but prior to 1 year from the date of signing, proponents may submit a request to have this document updated for an additional 180 days. A detailed changed matrix must accompany an update request. Beyond 1 year from the date of signing of the original pre-consultation form, a new pre-consultation request must be submitted.**

6. **In the event this Pre-consultation Document expires prior to the application being accepted by the City, another meeting will be required.**

7. **The applicant acknowledges that submission requirements are subject to change and that additional reports, studies, plans or information may be required beyond what is identified within this document in advance of an application being deemed complete.**

8. **The City may require the peer review of any technical report or study submitted by the applicant. If this is required, the applicant will be advised and will be charged a fee equal to the cost of the peer review.**

9. **Application materials submitted without the information identified in this Pre-consultation Document, or without the supporting technical studies prepared in accordance with the direction provided in Appendix 1, the meeting notes, and the Pre-submission checklist attached to this Document, will be returned to the applicant based on insufficient information to properly evaluate the application.**

10. **The applicant acknowledges that the City considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. With the filing of an application, the applicant consents to the City copying and releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.**

11. **It may be determined during the review of the application that additional studies or information will be required as a result of issues arising during the processing of the application.**

12. **The applicant must grant permission for municipal and agency staff to visit and access the property while the application is being processed.**

13. **There may also be financial requirements arising from the application, including, but not limited to, park dedication, development charges, payment of outstanding property taxes, deferred local improvement charges, costs for lifting 0.3-metre reserves, and reimbursement for road widening acquisition or road improvements.**

14. **Personal information contained in this form is collected under the authority of the Planning Act, R.S.O. 1990, cP.13, as amended. The information will be used for the purpose of administering the City of Burlington's pre-consultation process on development applications.**

15. The applicant requests that the information submitted on this pre-consultation form and associated documents be kept confidential. It is understood; however, that an access request may be filed under the Municipal Freedom of Information and Protection of Privacy Act, and information may be subject to release, notwithstanding the request to keep information confidential.

Staff and Agency Signatures:

Planning Staff	Planning Staff (Signature)	Date
Site Engineering Staff	Site Engineering Staff (Signature)	Date
Site Engineering Staff	Site Engineering Staff (Signature)	Date
Capital Works Staff	Capital Works Staff (Signature)	Date
Transportation Staff	Transportation Staff (Signature)	Date
Regional Staff	Regional Staff (Signature)	Date
Regional Staff	Regional Staff (Signature)	Date
Conservation Halton Staff	Conservation Halton Staff (Signature)	Date

Proponent Sign-off (In Lieu of Signatures):

I acknowledge that the City will require the provision of the drawings, reports and other requirements indicated in Section 11 of the Development Application Pre-Consultation Form, in addition to a completed Application Form, any information or materials required by Statute, the required application fees and a signed copy of this acknowledgement prior to the planning application being deemed complete, pursuant to the *Planning Act* and applicable City of Burlington Official Plan policy. These items should be completed in accordance with the direction in this Development Application Pre-Consultation Form, the attached Notes, and the attached Pre-Submission Document Terms of Reference, in order to allow for the full consideration of the planning application. I have read and acknowledge the Notes listed in Section 12 of the Development Application Pre-Consultation Form. I have authority to bind the Owner.

Property Owner	Property Owner (Signature)	Date

Agent	Agent (Signature)	Date
(I have authority to bind the owner)		

APPENDIX ONE: REQUIREMENTS FOR REPORTS/STUDIES AND PLANS

i. Planning Justification Report
A qualified planner (Registered Professional Planner) must submit a signed report providing planning justification for the proposed amendment in light of the objectives and policies of the City's Official Plan and the technical studies accompanying the application. The goal of the report is to document how the proposed departure from the local policies and regulations represents good planning and is in the public interest. The report must include items listed in the attached Pre-Submission Checklist.

ii. Land Assembly Documents
Required for applications where, in the opinion of the Community Planning Department, the assembly of additional lands is required to facilitate orderly development of the area. Applicants are required to submit documentation demonstrating that a reasonable, bona fide offer has been made to acquire such lands.

iii. Survey and Severance Sketch, prepared by an Ontario Land Surveyor
Survey / Reference Plan of site showing PINs, easements, property boundaries etc.

iv. Land Use Compatibility Study
Required for applications proposing sensitive land uses in proximity to existing industrial uses, or proposing industrial uses in proximity to existing sensitive uses, in accordance with 4.6.2 of the City's Official Plan, Part IV, Sections 143 of the Regional Official Plan, and the Ministry of the Environment D-6 series guidelines or other Provincial land use compatibility guidelines.

v. Retail and Service Commercial Needs Assessment
Required in accordance with Chapter 8 of the Official Plan.

vi. Financial Impact Study
Required for a major development application which is deemed to have a potential impact on the City's financial sustainability and which meets the criteria listed in Subsection 6.5.2. of the Official Plan.

vii. Housing Impact Statement
Required for a development proposal which includes more than 100 dwelling units. Required in accordance with Subsection 3.1.1(2) h) of the Official Plan.

viii. Park Concept Plan
Required to illustrate how a parkette, neighbourhood park, community park, city-wide park, special resource area / linkage, and / or privately-owned publicly accessible open space (POPS) could be provided and function on a site in accordance with the applicable policies of Subsection 3.3.2 of the Official Plan.

ix. Agricultural Impact Assessment
Required In accordance with Subsection 9.2.2 (d) of the Official Plan, the Regional Official Plan and Halton Region's 'Agricultural Impact Assessment (AIA) Guidelines'.

x. Social Impact Assessment
Required to analyze, monitor and manage the intended and unintended social consequences of a development proposal, an infrastructure project, a policy or project, or any social change processes invoked by those interventions in accordance with Subsection 6.1.2 h) of the Official Plan.

xi. Archaeological Report
Required for all applications in or near areas of archaeological potential, as determined by the Region of Halton. Reports must be completed in accordance with Provincial requirements, the Regional Archaeological Master Plan and Subsection 3.5.2(5.2) of the City's Official Plan.

xii. Heritage Impact Study
Required where the City foresees potential unacceptable impacts on heritage attributes (including important landscapes, vistas and streetscapes) of a property designated pursuant to The Ontario Heritage Act, or of a property that in the opinion of the City has the potential to meet eligibility criteria for designation under The Ontario Heritage Act, in accordance with Subsection 3.5.2(5) of the Official Plan.

xiii. Cultural Heritage Landscape Impact Assessment
Required for a major development or infrastructure proposal within a Cultural Heritage Landscape Study Area Boundary or potential Cultural Heritage Landscape Study Area in accordance with Subsection 3.5.2(5.1) of the Official Plan.

xiv. Conceptual Site Plan Layout
General plan required showing proposed building envelopes, setbacks, driveways, parking and landscape areas.

xv. Architectural Plans
Architectural plans to include floor plans and elevation plans.

xvi. 3-D Model of Proposed Buildings
Required for major development proposals within the City's intensification areas, in accordance with the City's 3D Model Specifications, as amended.

xvii. Burlington Urban Design Advisory Panel (BUD) Comments
The Burlington Urban Design Advisory Panel (BUD) is an independent advisory body comprised of design professionals that provides urban design advice to the Community Planning Department. Advice from BUD will be integrated early in the review process to reinforce the City's expectation for a high standard of design excellence resulting in a more efficient and effective municipal development review. A copy of BUD meeting minutes must be submitted with the application along with a Design Brief explaining how their advice has been incorporated into the development proposal, in accordance with Subsection 12.1.2 (1.2) of the Official Plan.

xviii. Height Survey of Adjacent Buildings
Required for all infill and intensification development applications adjacent to residential properties, in accordance with Subsection 8.3.3(1) e) of the Official Plan. A surveyor's report must identify the highest points of the existing adjoining roofs measured from the existing average grade of the shared property line.

xix. Angular Plane Study
Identifies visual (height & overlook) impacts, sun shadow and wind impacts, and demonstrates how any adverse impacts can be mitigated to acceptable levels in accordance with Subsection 12.1.2 (1.2) of the Official Plan.

xx. Shadow Analysis Plan
May be required to demonstrate the potential shadow impacts of a proposed development on its surrounding context, in accordance with Subsections 7.3.2 and 12.1.2 (1.2) of the Official Plan and in compliance with the City's Shadow Study Guidelines and Terms of Reference.

xxi. Wind Impact Study
May be required to predict and assess the wind impacts of proposed buildings and site designs on surrounding public and private spaces in addition to on-site wind conditions, in accordance with Subsections 7.3.2 and 12.1.2 (1.2) of the Official Plan and in compliance with the City's Pedestrian Level Wind Guidelines and Terms of Reference.

xxii. Arborist's Report
Required in accordance with Subsection 4.3.2 of the Official Plan.

xxiii. Tree Inventory and Preservation Plan
Required when a property under application contains woodlots, tree stands or hedgerows, in accordance with Subsection 4.3.2 of the City's Official Plan and Part IV, Sections 146-147 of the Regional Official Plan. A tree survey must be prepared by a qualified professional, identifying all existing trees, their type, size and condition, those trees proposed to be removed and retained, and the methods to be used to ensure preservation and protection of those trees to be retained.

xxiv. Landscaping Plan
Required in accordance with Subsections 4.3.2 and 7.3.2 of the Official Plan. The Landscaping Plan must be prepared by a qualified professional (certified member of the Ontario Association of Landscape Architects), identifying the location and general design intent of the proposed plantings, identifies minimum required soil volumes for proposed planting areas and location of any structural soil cell installation areas.

xxv. Water and Wastewater Functional Servicing Report
Required for all applications in urban areas in accordance with Part III, Sections 87-89 of the Regional Official Plan. Municipal (Urban) Servicing Guidelines are available from the Halton Region.

xxvi. Hydrogeology Study / Water Budget & Hydrology Study
Required for all applications in areas subject to private water and septic services, in accordance with Subsections 9.1.2 and 9.5.2 of the Official Plan, the Regional Official Plan and Halton Region's 'Hydrogeological Studies & Best Management Practices for Groundwater Protection Guidelines.'

xxvii. Source Protection Disclosure Report
Required where there would be significant drinking water threats from activities associated with a proposed development, in accordance with Subsections 4.4.2(2) o) and p) of the Official Plan.

xxviii. Noise Feasibility / Vibration Study
Required for applications in accordance with Subsections 4.6 and 6.2.5 (2) of the Official Plan, Part IV, Sections 142-143 of the Regional Official Plan, and for all properties abutting arterial roads. In the case of Regional roads, applicants shall refer to Halton Region's 'Noise Abatement Guidelines'.

xxix. Transportation Impact Study
Required to assess the impact of a proposed development on current travel patterns and/or future multi-modal transportation requirements in accordance with Subsection 6.2.1(2) d) of the Official Plan and Sections 171-173 of the Regional Official Plan. Contact City Transportation Services staff (City roads) or Regional Public Works staff (Regional roads) for background information and to discuss TIS requirements. For Regional roads, applicants shall refer to Halton Region's 'Transportation Impact Study Guidelines.' The Ministry of Transportation must be contacted for development proposals near provincial highways or interchanges.

xxx. Transportation Demand Management and Implementation Strategy
Required for development proposals within Primary, Secondary and Employment Growth Areas and may be required within other areas of the City, excluding Residential Low-Density areas, in accordance with Subsection 6.2.10(2) of the Official Plan.

xxxi. Parking Justification Report
Required for development proposals that are requesting a reduced parking rate in order to assess the potential impacts and appropriateness of reduced parking rates, in accordance with Subsection 12.1.2 (1.2).

xxxii. Stormwater Management Report / Functional Drainage Report, Storm Services Plan and Flooding Hazard Delineation and/or Grading and Drainage Plans
Required for development proposals in accordance with Subsections 4.4.2(2) and 12.1.2 (1.2) of the Official Plan to understand and mitigate the effects of urbanization / development on the hydrologic and hydraulic cycle including increased runoff, and decreased infiltration or rain and snowmelt.

xxxiii. Environmental Impact Assessment
Required in accordance with Subsection 4.2.4 of the Official Plan, the Regional Official Plan and the Region's Environmental Impact Assessment Guidelines to demonstrate that a proposed development or site alteration will result in no negative impacts to the City's Natural Heritage System, its ecological functions, or hydrologic functions, to sensitive surface water features, or groundwater features or their hydrologic functions, or to key natural features.

xxxiv. Top-of-bank Demarcation / Slope Stability Assessment / Creek Erosion Assessment / Geomorphic Study
Required for applications on any property containing, or abutting a creek or valley feature, Lake Ontario or Burlington Bay shoreline, in accordance with Subsection 4.4.2 (3) of the Official Plan.

xxxv. Shoreline Hazardous Land Studies
Required in accordance with Subsection 4.5.1(2) of the Official Plan for applications along Lake Ontario and Burlington Bay/Hamilton Harbour.

xxxvi. Geotechnical Report
Required for proposals with underground parking structures or to determine stable top-of-bank in accordance with Subsection 4.4.2(2) of the Official Plan.

xxxvii. Phase I Environmental Assessment
Required to assess matters related to known or potential site contamination in accordance with Subsection 4.7.2 of the Official Plan, the Regional Official Plan and Halton Region's 'Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites'. All requirements of O. Reg. 153/04 must be met for Phase One and Two studies and required Records of Site Condition (RSCs). A letter of reliance from the Environmental Consultant/Qualified Person, confirming the City of Burlington and the Region of Halton can rely on the information contained in the report(s) is required. All reports must be signed by a Qualified Person as defined under O. Reg. 153/04.

xxxviii. Phase II Environmental Assessment
Required to assess matters related to known or potential site contamination in accordance with Subsection 4.7.2 of the Official Plan, the Regional Official Plan and Halton Region's 'Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites'. All requirements of O. Reg. 153/04 must be met for Phase One and Two studies and required Records of Site Condition (RSCs). A letter of reliance from the Environmental Consultant/Qualified Person, confirming the City of Burlington and the Region of Halton can rely on the information contained in the report(s) is required. All reports must be signed by a Qualified Person as defined under O. Reg. 153/04.

xxxix. Landfill Assessment
Required for development proposals on or within 500 metres of an area identified as a former Waste Disposal Site, in accordance with Subsection 4.8.2 of the Official Plan.

xl. Sustainable Building and Design Guidelines Checklist
Required for high and medium density residential, mixed use, commercial, industrial, office, institutional and public service facilities in accordance with Subsection 7.4.1 of the Official Plan, the Regional Official Plan and Halton Region's 'Healthy Communities Guidelines.'

xli. Phasing Strategy for Development of Retail and Service Commercial Use
Required for applications proposing a comprehensive development of a site that include the replacement of existing commercial floor area. Required to demonstrate that the proposed development does not adversely impact the long-term provision of goods and services as the site transitions to its complete stage of development in accordance with Chapter 8 of the Official Plan.

xlii. Public Consultation Strategy
Required for individual development applications and outlines a proposed strategy for consulting with the public, in accordance with Subsection 12.1.2 (1.2)

xliii. Response to Comments Received at a Community Meeting Held in Advance of a Formal Development Application
In accordance with Subsection 12.1.2 (1.2).

xliv. Comprehensive Block Plan
Required to provide a framework for the distribution of development and provide design direction on streets and blocks, land use, parks and open space, building massing, building setbacks, public realm and streetscapes, parking and access, landscape, pedestrian connections and heritage integration in accordance with 8.1.1(3.7) and 8.1.1(3.20) of the Official Plan.

xlv. Urban Design Brief
Required to be prepared by a qualified person, and demonstrates how a proposed development meets the policies of the Official Plan and addresses the relevant design guidelines in accordance with Subsection 7.1.2 of the Official Plan.

xlvi. Tenant Relocation and Assistance Plan
Required for development applications which include the demolition of residential rental properties or the conversion to condominium tenure or owner occupancy, including the right to return and alternative accommodations to lessen hardship in accordance with Subsection 3.1.2 (2) and 12.1.2 (1.2) of the Official Plan.

xlvii. Other
Any other studies as determined to be necessary to facilitate proper consideration of the application.

Draft Plan of Subdivision
The plan of subdivision map is to contain information required under Section 51(17) of the Planning Act, as well as: legend, map scale, boundary of property to be subdivided, north marker, address, registered plan number, lot and concession, date plan prepared and date of any revisions, name of person or firm who prepared the plan, all landowners names, signatures and date, and the Ontario land surveyor's name, signature and date.

Preconsultation Meeting Notes

1062-1074 Cooke Blvd - July 27, 2022

Attendees:

Description of Development Concept:

- **The preconsultation comments contained in this document apply to the development concept described in the submitted materials dated June 27, 2022. Modifications to the proposal that were introduced by the applicant during the preconsultation meeting on July 27, 2022, have not been reviewed and are not addressed in the enclosed comments.**
- Phased development of two adjacent properties at southwest corner of Cooke Blvd and Masonry Crt with two single-use residential towers of 30 storeys (south) and 32 storeys (north) connected via a shared podium of 6 storeys along Cooke and 3 storeys in the rear, totaling 762 units of 1-2 bedrooms, with an overall FSI of 7.04.
- Phase 1 comprises south tower (366 units) and Phase 2 comprises north tower (396 units). Each phase has a separate residential lobby, one accessed from Cooke and one from Masonry Crt. Shared vehicular access from Cooke with a roundabout drop-off and pick-up area that also provides access to the underground parking.
- Total of 844 parking spaces in ground floor and 3-storey below-grade structure (469 for Phase one/south and 375 for Phase two/north). 516 bicycle parking spaces (282 south and 234 north).
- Outdoor amenity area on 4th floor (745 m2 phase 1, 860 m2 phase 2), Indoor amenity area on floors 4-6 (589 m2 phase 1, 562 m2 phase 2). Total amenity space: 2,756 m2.

Planning Comments:

- The subject properties are not regulated by Conservation Halton.

Official Plan (1997, as amended)

- The subject lands are designated Mixed Use Corridor – Employment, as shown on Schedule C of the Official Plan. Refer to polices in Part III, section 5.0, 5.1, 5.2, 5.3, including 5.3.4
    - Mixed Use Activity Areas shall be subject to a high quality of urban design
    - Objective of Mixed Use Corridors is to encourage development that is higher intensity, transit-supportive, pedestrian-oriented, and mixed use, while retaining compatibility with nearby land uses.
    - Retail and service commercial uses and other pedestrian-oriented uses shall be encouraged at street level
    - Cooke Boulevard and Waterdown Road, as lands designated Mixed Use Corridor -Employment, are primarily intended for higher-intensity, transit- and pedestrian-oriented employment development.
    - Permitted uses include industrial; office; a limited range of retail, service commercial and personal service uses which serve the day-to-day needs of employees; financial institutions and services; entertainment, recreation, and other community facilities; and motor vehicle dealerships.
    - Mixed Use Corridor - Employment lands are intended to provide for the retail and service commercial needs of the employment uses and their employees within and immediately adjacent to the Corridor. In addition, retail uses related to home improvement shall be permitted.
    - Residential uses are not permitted in Mixed Use Corridor – Employment designation.
    - Maximum floor area ratio is 1.0:1, except industrial uses which are maximum 0.5:1.
    - Maximum building height shall be 6 storeys, except for industrial uses which are maximum 2 storeys
    - Buildings should be located so as to front the street, to provide a sense of human comfort and pedestrian scale, and in close proximity to transit services;
    - off-street parking needs may be reduced for sites with transit-supportive designs or shared parking arrangements.
    - The full extent of permitted uses may not be permitted on all sites based on site-specific factors.

- Transit-supportive and pedestrian-oriented urban design shall be required.
- Part III, 5.3.4(k) outlines criteria for proposals to redesignate Mixed Use Corridor – Employment Lands to permit non-employment uses. These include that the proposal shall only be considered in conjunction with a Comprehensive Review; the proposal shall not detrimentally affect the employment land needs of the City; the intensity and characteristics of the proposed non-employment use shall not detrimentally impact the viability, desirability, or servicing of existing and future surrounding land uses; the site's physical and natural characteristics, development constraints, and location shall justify the consideration of non-employment uses; support studies are prepared as identified in Part VI, section 5.3 of the Plan; and additionally, the redesignation shall meet at least two of the following conditions:
  - the amount of land affected is minor in area based on the projected land requirements within the planning horizon of the Plan;
  - the development of the site is not feasible for employment uses within the planning horizon of the Plan;
  - there are no alternative sites, designated and approved for the proposed use elsewhere in the City;
  - the proposal will have a beneficial impact on the surrounding uses and the broader community; and
  - the development of the land for non-employment uses will meet a public need identified by City Council resolution.

- The residential land use policies in Part III, section 2 of the Official Plan are also applicable to residential uses that are proposed in non-residential designations. This includes the Intensification Criteria in Part III, section 2.5

Status of New Official Plan (2020)

- On Nov. 30, 2020, the Region of Halton issued a Notice of Decision approving the new Burlington Official Plan. Section 17(27) of the Planning Act (R.S.O. 1990, as amended) sets out that all parts of an approved official plan that are not the subject of an appeal will come into effect on the day after the last date for filing a notice of appeal- that date being Dec. 22, 2020 for the new Burlington Official Plan. The appeal record submitted to the Ontario Land Tribunal (OLT) by the Region of Halton indicates that a total of 48 appeals to various parts of the new Burlington Official Plan were received during the appeal period.

  Although the City has prepared a working version of the new Official Plan, it is the OLT that will issue Orders throughout the appeal process to establish and confirm which portions of the Plan remain subject to appeal, and which portions are in effect. At the appropriate time, City staff will also bring forward a repeal by-law(s) for the former Burlington Official Plan (1997, as amended).

  As the OLT process advances, the working version of the Burlington Official Plan, 2020 is subject to change. Users of the document must satisfy themselves as to the legal status and applicability of the polices. Interested parties are encouraged to monitor the City of Burlington's website for updates regarding the OLT process, the Burlington Official Plan, 2020 and the Burlington Official Plan, 1997: www.burlington.ca/officialplan.

New Official Plan (2020)

- As shown on Schedule B - Urban Structure of the new Official Plan (new OP), the subject property is located in an Intensification Corridor;
  - Refer to subsections 2.3.1 (j) to (l) which address Mixed Use Nodes and Intensification Corridors.
- As shown on Schedule B-1 – Growth Framework of the new OP, the subject property is located within a Primary Growth Area;
  - Refer to sections 2.4.1 and 2.4.2 regarding the Growth Framework in general and 2.4.2(1) regarding the Primary Growth Areas. Primary Growth Areas will accommodate the majority of the City's forecasted growth over the planning horizon of the new OP and beyond.
  - Refer to subsection 7.3.2(1) for urban design policies specific to Primary Growth Areas.
- As shown on Schedule C – Land Use-Urban Area of the new OP, the subject property is designated Urban Corridor – Employment

- Land use objectives and policies are in sections 8.1.3, 8.1.3(1), 8.1.3(2), and 8.1.3(8)
- The objectives of the Urban Corridor – Employment designation include providing locations that are primarily intended for higher-intensity employment uses, and encouraging higher-intensity, transit-supportive and pedestrian-oriented mixed-use development in a compact built form and to ensure an employment function on these lands.
- Residential uses are not permitted.
- Permitted uses are industrial, office, accessory retail and service commercial at grade level, home improvement and home décor sales, automotive commercial uses, entertainment uses, and recreation uses.
- Transit-supportive and pedestrian-oriented urban design shall be required.
- Maximum FAR is 2:1. An increase may be considered through a site-specific rezoning application.
- Maximum building height is 6 storeys, and upper-level terracing may be required for compatibility.
- Zoning regulations will establish maximum floor area and floor area at grade per individual retail and service commercial unit.
- 8.1.3(8.2)(l) The addition of non-employment uses through a site-specific Official Plan Amendment shall only be permitted on lands outside the Region of Halton Employment Area where:
  - the subject lands meet the overall policy intent of the Urban Corridor – Employment designation;
  - the proposed development ensures the inclusion of sufficient space to retain a similar number of jobs currently located on the site, or where the site is currently underutilized or vacant, the number of jobs proposed on the site should achieve 50 jobs per net hectare; and
  - where the proposed development is located within an MTSA Special Planning Area and is proposed in advance of an area-specific plan the policies of section 8.1.2 shall apply.

- Schedule G shows the property is located within the Aldershot MTSA Special Planning Area;
  - Relevant policies for MTSA Special Planning Areas are in subsection 8.1.2 of the new OP. These policies are intended to guide new development applications that precede the completion of an area-specific plan for each MTSA. Upon completion of an area-specific plan, new objectives, policies, and land-use designations will be found in section 8.1.2 of the new OP.
  - The Aldershot GO MTSA is located along a higher-order transit route with planned frequent transit service by way of Regional Express Rail, however it is not identified on a Priority Transit Corridor in the Growth Plan.
  - Development applications preceding the completion of an area-specific plan or major planning study and the approval of the implementing Official Plan amendments shall implement Regional and Provincial major transit station area policies and shall be consistent with the goals and objectives of the existing land use designation as contained in the new OP.
  - Development in MTSAs should be planned to achieve transit-supportive densities in accordance with the Province's Transit Supportive Guidelines and the existing and planned levels of transit service. The full extent of maximum development permissions on lands located within each MTSA may not be achievable on every site due to site-specific factors.
  - Multi-unit residential developments should incorporate a mix of unit sizes and types to accommodate a diverse range of household sizes and incomes.
  - Transportation Demand Management (TDM) measures shall be addressed and form part of the City's evaluation of opportunities for reduced parking standards in proposed developments, subject to the policies of subsection 6.2.10 of the new OP.
  - Development applications shall minimize surface parking and above-grade parking; underground parking is preferred.
  - New green spaces such as trees and landscape areas, parks and open spaces shall be provided as part of development applications, which may include but not be limited to parkland dedication, POPS (privately owned publicly accessible open spaces) and/or trees and landscape areas located between a public right-of-way and a building, to the satisfaction of the City.
  - POPS may be used to augment public space but shall not be used as a replacement for public parkland dedication

- In addition to the development criteria in subsection 12.1.2(2.2)(c) of the new OP, development applications within each MTSA shall be consistent with the vision and intent of the MTSA typology and policies contained in section 8.1.2 and maintain the land use vision established in the land use designations of the new OP.
- Subsection 8.1.2(3) contains policies specifically for development applications preceding an area-specific plan in the MTSA Special Planning Areas, including but not limited to the following:
  - Development applications shall have regard for provincial guidelines for mobility hubs and transit, shall implement Regional and Provincial MTSA policies, and shall have regard for Burlington's Mobility Hub Opportunities and Constraints Study (2014).
  - Development applications shall submit and implement, to the satisfaction of the City, an Urban Design Brief prepared by a qualified person. The brief shall demonstrate how the proposed development contributes toward achieving MTSA objectives for design and how the development is consistent with the policies contained in Chapter 7 of the new OP, and any applicable design guidelines.
  - All development shall consider opportunities to provide improved walking and cycling connections.

- Subsection 12.1.1(3)(i) of the new OP contains policies detailing criteria for the assessment of proposed Official Plan Amendments. Subsection (xi) in particular outlines City-building objectives that are to be delivered as part of a proposed development in a Primary Growth Area where an area-specific plan has not yet been completed (such as Aldershot GO):
  a) additional sustainable building design measures that contribute significantly towards the Environmental and Energy Leadership section goals of the City's Strategic Plan and/or the goals of the Community Energy Plan; and
  b) affordable, rental housing with rents equal to or less than the Local Municipal Average Rent (AMR) as per the CMHC annual rental report; or
  c) deliver a portion of units with 3 or more bedrooms; or
  d) the co-location of community space, or public service facilities which includes parks; or
  e) residential units provided in partnership with a municipal housing provider or a charitable not-for-profit organization, including but not limited to, affordable, assisted, or special needs housing.
- Subsection 12.1.2 of the new OP contains policies related to process requirements for development applications and criteria for the evaluation of development applications. These criteria include the achievement of land use compatibility, built form compatibility and a high quality of urban design; availability of infrastructure and public service facilities to support the development; preservation and protection of trees; adequacy of buffering and other measures to minimize impacts; design facilitates future pedestrian, cycling and/or private street connections, where such opportunities exist; the degree to which public service facilities and other neighbourhood conveniences are located within walking distance or accessible by transit; the development considers the relationship to existing or planned transit facilities; and the development complements and connects with the public realm, including walking and cycling facilities.
- **Employment Lands Policy Summary:** As noted in PB-04-18 Revised Proposed New Official Plan Recommended for Adoption and in PL-22-20 New Official Plan – Region of Halton Draft Notice of Decision, lands recommended for redesignation that are City-designated employment lands, that are not within the Region's Employment Area, have proceeded through the approval of the adopted Official Plan. Where located within a Major Transit Station Area (MTSA) Special Planning Area, these lands will retain the existing employment-oriented land use designation on Schedule C of the Official Plan (2020) until such time as the respective area-specific plans are approved. These lands are expected to be redesignated as a result of the area-specific plan for each respective area. Where these lands are not within a MTSA Special Planning Area a new land use designation has been established in either Schedule C: Land Use – Urban Area or Schedule E: Land Use – Uptown Urban Centre. Please see Appendix E of PB-04-18: Lands recommended for redesignation found within the Areas of Employment as defined by the City's existing Official Plan that are not located on the Halton Region's Employment Area overlay, for more details. The purpose of this appendix is to provide a record of the lands proposed to be redesignated within the existing Area of Employment, as defined in the City's existing Official Plan, that are not located within the Region of Halton Employment Area overlay.

Zoning Bylaw
The subject lands are zoned MXE. Residential uses are not permitted in this zone. Permitted building height is maximum 6 storeys. The zone also provides maximum floor area ratio and floor areas for specific uses, and specific regulations for parking. Refer to Zoning By-law 2020, with particular attention to Part 5 of the By-law.

Design Guidelines
The following design guidelines are applicable:

- Tall Building Guidelines (May 2017)
- Shadow Study Guidelines and Terms of Reference (June 2020)
- Pedestrian Level Wind Study Guidelines and Terms of Reference (June 2020)
- Sustainable Building and Development Guidelines (April 2021)
- Stormwater Management Design Guidelines (June 2020)

Area-Specific Plan for Aldershot GO MTSA Special Planning Area (Aldershot Corners)

- As shown on Map 6d of ROPA 48, the subject property is included in the boundary of the Aldershot GO Major Transit Station Area, as approved through ROPA 48.
- In 2021, the City resumed Area-Specific Planning work for the City's Major Transit Station Areas (MTSAs) as a continuation of the work done through the Mobility Hubs project in 2017-2018.
- At the January 11th, 2022 Community Planning, Regulation and Mobility Committee Meeting staff report PL-02-22 (released on January 4th with the CPRM agenda), Council endorsed in principle the Recommended Preferred Precinct Plans for Burlington's Major Transportation Areas. Council's endorsement represents a critical check point in the project that has enabled staff to move forward to the next stage of the project which involves the creation of area-specific plans and supporting Official Plan Amendments for each of the MTSAs.
- The Recommended Preferred Precinct Plan for the Aldershot GO MTSA shows 1074 Cooke Blvd as being located in a new "Aldershot GO Central" Precinct and 1062 Cooke Blvd as being located in a new "Cooke Commons" Precinct.
- There are a variety of uses that will be permitted across the MTSA and encouraged throughout all the precincts as they are mixed use in nature. Public service facilities will be permitted and encouraged in all precincts.
- In the Aldershot GO Central Precinct, Tall and Mid-rise mixed use, major office and residential buildings are the predominant built form and use for this precinct. Initial policy direction for the precinct includes permitted uses include apartments, and mixed-use buildings with ground floor retail commercial, service commercial or office commercial development. Mixed use development is required for any development fronting onto a new local street. Stacked townhomes may be permitted as an ancillary use at the side or rear lot area. A special policy may be required to determine the minimum amount of Major Office to be included in this designation. Minimum building height will be 6 storeys and maximum building height will be 30 storeys and is intended to be inclusive of the provision of complete community elements as outlined in the Interim Report including the provision of employment opportunities, public service facilities, affordable housing and/or parks and other community facilities.
- Additional built form policy direction from included in the Interim Report is as follows:
    - The Aldershot GO Central precinct is a focus area for the MTSA area's highest density.
    - This precinct is the preeminent destination for Major Office, affordable housing and urban format retail within Aldershot Corners and the focus of the tallest buildings (maximum 30 stories) close to the GO station.
    - Built-form transition is very important in this precinct, to ensure increased density is also met with streetscape design that creates a pedestrian-focused area for travelers to arrive in, find amenities, and enjoy outdoor spaces. Tallest buildings should be located along the rail corridor, where shadows will have the least impact. The height peak of 30 storeys is where Waterdown Road intersects the rail line. Building height descends from this peak.

- The tallest buildings are focused in close proximity to the Aldershot GO Station, north and south of the rail line and along Masonry Court. The base building should be emphasized where tall buildings are proposed around the Aldershot GO Station Plaza.
- Though tall buildings will concentrate in this precinct, mid-rise and low-rise built form should also be considered when the development is adjacent to the park and natural corridor, to create a buffer for built-form transition. Podium-to-tower stepbacks and lower 11 story buildings should facilitate an ease in transition with existing natural spaces, the Provincially Significant Wetlands, as well as existing low-rise residential buildings and the approved townhouse block currently in development in the precinct.

- In the Cooke Commons Precinct, tall and mid-rise mixed-use buildings are the predominant built form and use for this precinct. Permitted uses include apartments, and mixed-use buildings with ground floor retail commercial, service commercial or office commercial development. Development which fronts onto Cooke Blvd shall include a ground floor retail commercial use. Parts of this precinct were a result of Employment Conversions through the Official Plan (2020) and will therefore require a replacement of jobs previously located within those parcels.
- Additional built form direction for the Cooke Commons Precinct
  - Future development of Cooke Commons will serve as a unique retail and dining destination with a comfortable and vibrant pedestrian environment with active uses at the street level and increased emphasis on pedestrian and multi-modal movement. Policy directions will highlight unit size, floor heights etc. to ensure the uses can be accommodated in this precinct. A flexible street is being considered to provide opportunity for a community gathering space and potential to close for special events. Requirements for mixed-use buildings throughout the precinct will contribute towards the creation of lively, vibrant and people-oriented places. Cooke Commons will be the focus of mid-rise built-form. Large, single-use buildings are to be avoided to better establish a fine-grained street frontage along Cooke Boulevard and Masonry Court. Podium heights will be low (3 storeys) to establish a pedestrian scale at the street level. Maximum building heights are 11 storeys in this precinct, with 3-metre stepbacks from the podium. Any proposed development with frontage along the proposed new park will require stepbacks to avoid shadow impacts. Taller buildings can be permitted in the block that frames the Cooke Boulevard and Masonry Court intersection (southwest corner only). Building podiums will be required to reflect the village character of the precinct by establishing a 3-storey high continuous streetwall along both sides of Cooke Boulevard. Built form on the west side of Cooke Boulevard can include:
    - Maximum 19 storeys when directly adjacent to the Aldershot GO Central precinct.
    - Maximum 11 storeys along Cooke Boulevard.
- Additionally, on July 12, 2022, City Council discussed staff report PL-10-22. This provided an update on the MTSA ASP Planning Study and presented the Major Transit Station Area Area-Specific Planning Study Final Report that will inform the creation of Official Plan policies for the Downtown Burlington UGC /Burlington GO MTSA and the Aldershot GO MTSA. Please note that the staff report and MTSA ASP Planning Study Final Report provide a revised precinct plan and policy directions for discussion only.
- For more information, visit www.getinvolvedburlington.ca/mtsa, refer to staff report PL-02-22, including Appendix A, Interim Report or PL-10-22, MTSA ASP Planning Study Update, Appendix A, MTSA ASP Planning Study Final Report.

Preliminary Review of Development Concept

- **Section 22(2.1) of the *Planning Act* states that no person or public body shall request an amendment to a new official plan before the second anniversary of the first day any part of the plan comes into effect. Section 22(2.2) outlines an exception where a council has declared by resolution that such a request is permitted.** In accordance with section 22(2.1) of the Planning Act, submission of a development application may be premature prior to the 2nd anniversary of the coming into effect of sections of the City's new Official Plan.

- Submission of development applications for the subject site may be premature prior to the completion of an area-specific plan for the Aldershot GO MTSA Special Planning Area.
- The proposed development represents a substantial departure from the land use and built form envisioned and permitted by both the 1997 and 2020 Official Plans and the Zoning By-law. In order for a proposal to be supported it must be supported by a strong rationale that demonstrates that it represents an appropriate land use, maintains the intent and objectives of the applicable Official Plan and design guidelines and does not constitute 'overbuilding' of the subject site.
- The emerging vision for this part of the Aldershot GO MTSA emphasizes the importance of a mix of uses, with particular emphasis on opportunities for major office uses in the Aldershot GO Central Precinct (1074 Cooke) and active uses at grade in the Cooke Commons Precinct (1062 Cooke). Cooke Blvd is envisioned as playing a unique role in the MTSA as a major destination for retail, dining, and public gatherings, including opportunities for temporary street closures. Building heights are also envisioned as not exceeding 30 storeys in the Aldershot GO Central Precinct and 19 storeys in the Cooke Commons Precinct (1062 Cooke). The proposal for redevelopment of 1062-1074 Cooke Blvd should be revised to incorporate an appropriate mix of uses and built form, and an active, pedestrian-oriented street-level design in accordance with the emerging vision for this part of the Aldershot GO MTSA. Consideration should be given to locating driveway accesses in a manner that will facilitate opportunities for future street closures on Cooke Blvd during special events.
- There is an existing asphalt plant and other industrial uses to the west of this site across Waterdown Road. A Land Use Compatibility Assessment will be required to discuss how noise, vibration, dust and odour impacts from the nearby industrial facilities and railway can be mitigated.
- The City's Tall Building Guidelines (2017), Sustainable Building and Development Guidelines (2021), Shadow Study Guidelines and Terms of Reference (2020), and Pedestrian Level Wind Study Guidelines and Terms of Reference (2020) must be implemented through this development. The City's Tall Building Guidelines provide best practices for building and site design to achieve a vibrant, human-scaled, pedestrian-oriented streetscape; appropriate transitions between different built forms, and appropriate setbacks for ground-level residential units; slender towers forms; and an interesting skyline.
- Application must address the feedback provided by the Burlington Urban Design (BUD) Panel at its meeting of September 16, 2021
- Application must address the feedback provided by the public at the Pre-Application Community Meeting on October 20, 2021.
- Please consider proposing a mixed-use development with retail/service commercial or other appropriate pedestrian-oriented active uses at grade and employment uses;
- Please consider providing a mix of unit sizes, and some ground-level outdoor amenity space.
- Minimize visual impact of driveways, loading, parking garage on streetscape;
- A high quality of urban design is required in the public realm, with particular attention to the streetscape along Masonry Court and Cooke Blvd, and the public realm at the corner of these two streets.
- A high quality of urban design is also required on site in the built form and design of the development.

Application Requirements:

- An Official Plan Amendment is required
- A Zoning By-law Amendment is required
- As part of a complete application, the applicant must provide neighbourhood meeting minutes which include a written summary of public input received at the Pre-Application Community meeting held October 20, 2021. As part of the Planning Justification Report, the applicant must explain how this public input was used to modify the development proposal.
- Complete application must include submission of Meeting Minutes from Burlington Urban Design (BUD) Panel meeting of Sept. 16, 2021, accompanied by explanation of how BUD feedback has been considered and addressed in the proposal.

- A Planning Justification Report is required:
    - to discuss the impact of Provincial, Regional, and local planning policy on the proposed development;

- to explain why the requested change of land use and increase in height, density, and floor area ratio is desirable and represents good planning;
- to discuss how the results of the required technical studies have been used to refine the redevelopment proposal;
- to explain how input received at the pre-submission neighbourhood meeting has been used to refine the proposal;
- to explain how input received from the Burlington Urban Design Review Panel has been used to refine the proposal;
- to explain how the proposed development is compatible with surrounding land uses, including heights, setbacks, massing and design and community features, and maintains the Official Plan's intent for these lands.

- As discussed above, a Land Use Compatibility Assessment will be required to discuss how noise, vibration, dust and odour impacts from the nearby industrial facilities and railway can be mitigated
  - A Shadow Study will be required to show how the proposed buildings and site designs will impact the public realm, proposed outdoor amenity areas, and surrounding private outdoor amenity areas. Please refer to the City's Shadow Study Guidelines and Terms of Reference when preparing the Shadow Study. The study should show how height, setbacks, terracing, and massing have been considered to reduce impact on the existing low-rise and mid-rise surroundings, and the public realm. A height survey of adjacent buildings should also be provided.
  - A quantitative wind impact study will be required to show how the proposed buildings and site designs will impact pedestrian comfort on the street and surrounding public and private open space areas. Please refer to the City's Pedestrian Level Wind Study Guidelines and Terms of Reference.
  - Please consider sustainable building design in your proposed development. An introductory letter from the Burlington Sustainable Development Committee and a copy of the Burlington Sustainable Building and Development Guidelines are provided under separate cover.
- A Housing Impact Statement is required in accordance with section 3.1.1(2) of the new Official Plan
- A Financial Impact Statement study is required in accordance with section 6.5.2(i) of the new Official Plan and Part II, section 12.3 of the Official Plan
- An Urban Design Brief is required in accordance with section 7.1.2 and 8.1.2(3) of the new Official Plan. The brief shall demonstrate how the proposed development contributes toward achieving MTSA objectives for design and how the development is consistent with the policies contained in Chapter 7 of the new OP, and any applicable design guidelines.
- The required Transportation Impact Study (TIS) shall address all modes of transportation, giving priority to active transportation and transit considerations, including frequent transit corridors, in accordance with subsection 8.1.2(3)(e) of the new Official Plan
- A 3-D model of the proposed development is required as part of a complete application
- Section 37 Benefits may be required.
- Staff contact: Thomas Douglas, Senior Planner, Thomas.douglas@burlington.ca, (905) 335-7600 ext. 7811

Region of Halton Planning Comments:

REGIONAL OFFICIAL PLAN, 2009

Designation & Overlays: Urban Area (Built Boundary), Strategic Growth Area (Major Transit Station Areas on a Commuter Rail Corridor)

Regional Official Plan Amendment No. 48

Regional Official Plan Amendment (ROPA) 48 was adopted by Regional Council on July 7, 2021 and approved by the Province on November 10, 2021. This amendment is the first amendment to be advanced as part of the Regional Official Plan Review under Section 26 of the Planning Act. The amendment defines specific elements of a Regional Urban Structure including strategic growth areas and the delineation of Urban Growth Centres and Major Transit Station Areas. ROPA 48 also includes a limited number of Employment Area conversions, establishes targets for strategic growth areas and

updates the population and employment allocations assigned to Halton Region to 2051 by the Growth Plan, 2019.

Regional Official Plan Amendment No. 49

Regional Official Plan Amendment (ROPA) 49 was adopted by Regional Council on June 15, 2022 and is the second amendment to be advanced as part of the Regional Official Plan Review under Section 26 of the *Planning Act*. The amendment is to implement the results of the Region's Integrated Growth Management Strategy (IGMS), which considered how to accommodate growth in Halton to the 2051 planning horizon as part of the municipal comprehensive review process. The amendment also includes changes that support planning for growth in Halton and achieving conformity with the Provincial Growth Plan for the Greater Golden Horseshoe.

The Ministry of Municipal Affairs and Housing is the approval authority of ROPA 49 and has not yet issued a decision. The proposed development has been reviewed against the in-force Regional Official Plan, but with regard to the policies in ROPA 49, as adopted by Regional Council.

Urban Area (Built Boundary) as amended by ROPA 48

- The Urban Area (Section 72) policies of the Regional Official Plan (ROP) identify that the goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.
- Within the Urban Area, the Regional Urban Structure as shown on Map 1H implements Halton's planning vision and growth management strategy to ensure efficient use of land, amongst other matters. Section 72.1 (6) identifies a Regional Urban Structure that directs growth to *Strategic Growth Areas.*
- Section 84 of the ROP speaks to the goal of housing to supply the Region with an adequate mix of housing types. Additional housing polices in the ROP speak to making efficient use of serviced lands to increase the supply of housing, and encouraging Local Municipalities and the development industry to be innovative in housing designs.
- Section 89 of the Regional Official Plan require that approvals for all new development within the Urban Area be on the basis of connection to the Region's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.

Strategic Growth Areas Policies:

- Consistent with the 2019 Growth Plan, the ROP identifies a hierarchy of areas within settlement areas where growth and development is to occur.
- Through ROPA 48, the subject lands are located within the Urban Area (Map 1), within the Built Boundary (Map 1), and within the '*Major Transit Station Areas' and is on a 'Commuter Rail Corridor*'. '*Major Transit Station Areas' form part of the Region's defined* '*Strategic Growth Area*'. The ROP identifies a minimum growth target of 150 persons and jobs per hectare for this growth area, and further identifies a growth target of ~80%:~20% (residents to jobs) ratio for this growth area.
- While the subject lands are located within a *Strategic Growth Area* where growth and redevelopment are to be focused, the ROP identifies and supports the comprehensive planning for these areas in accordance with policy 77(5) of the ROP. Specifically, the Region's Official Plan (Section 48, 77 (5) and Section 79.3(3)) provides that *Area Specific Plans* are required for the development of new *Strategic Growth Areas*. An approved *Area Specific Plan* would provide for the comprehensive development for the area. Any application received in advance of the approval of approval of an *Area Specific Plan* for this area may be considered premature. Careful consideration of the proposed intensification of use for the subject lands needs to be given in the context of the Region's growth management strategy.
    - Matters to be addressed should an application be submitted in advance of the completion of the Regional Comprehensive Review and City of Burlington Area Specific Plan for this area:
        - How the proposal addresses the Regional Urban Structure and growth management policies of the ROP as amended by ROPA 48.
        - Consideration and evaluation of Section 77(5) and 81.2(4) of the ROP;

    - Comprehensive evaluation of the municipal services within the area consistent with the Region's Area Servicing Plan requirements;
    - Comprehensive evaluation of traffic impacts for the area and the proposed development (also subject to City of Burlington input).
    - Comprehensive analysis of flooding, floodplains and Regional Natural Heritage System impacts in conjunction with Conservation Halton.
- Section 77(22) of the ROP: The proposed development would result in the loss/demolition of existing employment lands or uses, which would result in the loss of jobs. In accordance ROP policy, as part of the redevelopment of employment lands outside of employment areas, development criteria for the retention of similar space for a similar number of jobs to remain accommodated on-site is required. Therefore, the development concept should be amended to demonstrate how the loss of employment space and jobs is being addressed as part of the redevelopment of these lands.

Potential for Site Contamination

- In accordance with S.147(17) of the Region's Official Plan states that a property is to be free of contamination prior to any development/change of use taking place.
    - Submission of a Regional Environmental Site Screening Questionnaire is required in addition to A Phase 1 (at minimum) (to O. Reg 153/04 standards and with a Letter of Reliance). Additional Environmental Site Assessments may be required depending upon the recommendation(s) of the Phase 1 ESA. A mandatory Records of Site Condition filing may be required as it appears as though there may be a change in use to a more sensitive land use.

Land use Compatibility

- In accordance with ROP policy, the Noise and Air Quality impacts from the adjacent railway corridor needs to be assessed, and appropriate recommendations/mitigation measures be implemented to address potential impacts on the proposed sensitive use needs to be addressed as part of a development application submission.
- ROP policy requires the assessment of Land Use Compatibility matters when a new sensitive uses are proposed in close proximity to major facilities and employment uses. Given the location the subject lands in relation to adjacent major facilities and employment uses, a Land Use Compatibility Assessment is required to evaluate the adjacent major facilities/employment uses, and to make recommendations on setbacks and mitigation measures to address impacts.

Waste Management:

- To ensure that the efficient and safe collection of solid waste from this site can be accommodated for this development, Regional Staff will require the submission of a detailed Waste Management Plan to be completed to address the Region's guidelines and site development standards.
- Regional Staff strongly recommend that the proposed built form/site layout be designed to accommodate Regional Waste collection.

Municipal Servicing:

- Detailed technical comments provided under separate cover.

Submission Requirements:

- All submission materials in digital format
- Applicable Regional Fee(s)
- Complete Application forms
- Planning Justification Report *(including analysis and discussion of ROPA 48)*
- Concept Plans
- Environmental Site Screening Questionnaire, Phase 1 & Phase 2 Environmental Site Assessment (ESA) in addition to any recommended ESA (O.Reg 153/04 standards and with a Letter of Reliance)
- Functional Servicing Study
- Noise Impact Study

- Air Quality Assessment
- Land Use Compatibility Assessment
- Waste Management Plan

Region of Halton Servicing Comments:

Region of Halton Servicing Comments (updated to July 2022):

- A Halton Region local watermain exists within Cooke Boulevard adjacent to the proposed development. A Halton Region local watermain exists within a possible municipal easement on the north west part of the proposed development (to be confirmed, and put in place if necessary), directly adjacent to Masonry Court. This watermain must not be impacted in any way by development, unless a modification and alternative location is proposed.
- A Halton Region local wastewater main (sanitary sewer) exists within Cooke Boulevard adjacent to the proposed development. A Halton Region local wastewater main (sanitary sewer) exists within Masonry Court adjacent to the proposed development.
- Similar to the Region's water distribution system, the Region's adjacent and downstream wastewater system has a limited capacity within the various parts of it, that cannot be exceeded.
- The developer should undertake to locate the size and location of all watermains, water services, water meters, wastewater mains (sanitary sewers), wastewater (sanitary) services, stormwater mains and stormwater services that exist within the road right-of-ways, to the property and within the property and place them on an Existing Site Servicing Plan drawings within their reports. Public and private utility companies can be utilized for this purpose.
- An Area Servicing Plan is required for the Major Transit Station Area (MTSA) Special Planning Area, including the proposed development, the timing and scoping are to be discussed. A Functional Servicing Report is required to be prepared by the developer's civil engineering consultant (watermains, water services, fire hydrants, sanitary sewer mains, sanitary sewer services, stormwater mains and stormwater services) to show options for how the property is proposed to be serviced according to City of Burlington and Halton Region standards. Local watermain and wastewater main (sanitary sewer) hydraulic analysis should be completed by the developer's consultant as well for the local sewers and the drainage area down the to the nearest trunk sewer. The consultant should include details about other developments properties in the drainage area in their analysis of the local sewers (if any). The report should speak to the number/type of units proposed and the phasing of the development with respect to the impacts on the Region's water distribution system and wastewater collection system. Phasing, timing of the development, and required/available capacity shall be detailed in the report. The consultant will include details about potential external main upsizing or main extensions to accommodate the development. Also future forecast Regional capital works projects. The proposed development (FSR) will have to align with any Area Servicing Plan/Master Servicing Plan that is required for the area, City and Region.
- The FSR report should incorporate Fire Flow Rate Testing. The proponent should undertake fireflow rate testing of representative Regional fire hydrants in the area, with the proponent's fireflow contractor and Region forces present. Include within the Report a copy of the fireflow rate testing results, and the Fire Underwriters Survey (FUS) requirements for the development. This information will help to assist in informing the watermain design and watermain hydraulic modelling analysis that is being undertaken by the proponent's consultants.
- Further to the formal hydraulic analysis requirement, the developer's consultant can utilize the Region's current water and wastewater models (if required). The developer's civil consulting engineering firm will be required to enter into a Data License Agreement prior to obtaining any digital information from the Region.
- The FSR should include information related to all the other Utilities infrastructure in the area and potential conflicts.
- The FSR should show the existing site services and note how they are proposed to be decommissioned to make way for the development.
- The developer must physically locate the local watermain within the north west part of the property. The developer's Professional Engineer that is preparing the FSR must consult with the Region regarding the

proximity of the proposed development to the local main, and the Region's approved set-back of the development from the local main. There shall be not impact from the development on the Region's local main. The Engineer shall prepare a number of cross-section engineering drawings along the north west portion of the property and the City's Masonry Court road right-of-way, for discussion with the Region. Proposed footings, foundation walls, overhangs, excavation, shoring, tie-backs, municipal mains, utilities and boulevard features including plantings are required to be detailed for review by the Region and City.

- The developer shall provide the Region with any required permanent watermain easement that the Region may require for the area around the Region's infrastructure.
- Please note that this development may require additional municipal watermain isolation, and possibly a full size water chamber(s) (including three valves) for the proposed development's water service connections, to the Region's water distribution system. The developer's civil engineering consultant must undertake a design exercise within the FSR in order to demonstrate that a full size water chamber(s), if required, can fit within the boulevard, while giving adequate separation distances from the other utilities in the area. The Engineer shall prepare a number of detail drawings, for discussion with the Region early in the process.
- New development must be on the basis of full municipal services.
- The developer should be aware of the Region's Multi-Unit Servicing Policy with respect to the number and location of water meters.
- Regional policies state that water and sanitary services cannot cross lot lines, the owner will ensure this throughout the process. Each lot must be independently serviced if it is proposed to be a separate lot.
- Any major servicing works required for this project would fall under the Regional Servicing Agreement process, including securities, Agreement registration, developer's liability insurance and the payment of Agreement fees.
- Servicing of a standard nature is required to go through the Regional Services Permit process.
- The size and scope of, utility trench and road cut, road restoration shall be to the satisfaction of the City of Burlington for local roads.
- Watermain and wastewater main (sanitary) servicing capacity is not guaranteed at the LOPA and ReZoning stage. Servicing of development in the Burlington area of Halton Region is currently on a first-come-first-serve basis. The owner can pre-consult about servicing capacity with the Region at any time in the future going forward. This current development proposal capacity will be reviewed closely and commented upon at the time of Planning application receipt. Should a servicing capacity issue be identified at that time then it will have to be dealt with, working through it with the Region. Servicing capacity is deemed to be in hand at the issuance of a Regional Servicing Agreement, Special Financial Agreement, and Regional Services Permit, which is reviewed and obtained toward the end of the City's Site Plan approval process, or Regional Servicing Agreement.
- Halton has initiated a Regional Municipal Comprehensive review process, ie. the Halton Region Official Plan review for the Region. Halton Region has also initiated a Water and Wastewater Master Servicing Plan review exercise for the Region, together with, and in time, Background Studies and formal Programs. Please see the Planning comments for more context.
- As always, acquiring land for development purposes and hiring consultants, at this time, is at the risk of the developer.
- Any water services, sanitary services and stormwater services that currently exist to the property that will not be utilized for any reason will be required to be disconnected right at the respective main by the developer.
- The developer's site servicing consultant can preconsult with the Region at any time regarding their proposed draft site servicing water design, wastewater design and identified utility conflicts (including storm).
- The Region would like to receive confirmation in writing when any required formal land assembly has taken place at the LOPA and ReZoning stage in order for servicing to conform with Regional Policies, that water and wastewater services do not and will not cross lot lines for different property owners.
- The developer should prepare a Solid Waste Management Plan to the satisfaction of the Region. The Plan shall have regard for the Region's Solid Waste Management Guidelines. The Solid Waste Management Guidelines are available on-line at http://www.halton.ca , Regional Official Plan (ROP) Guidelines, Development Design Guidelines for Source Separation of Solid Waste.

- The developer will inform the City, and the Region, whether they will be submitting a Site Plan application at the same time as the LOPA and ReZoning applications for timing purposes and issues identification and resolution purposes.

Site Engineering Comments:
The comments below are based on the original pre-consultation materials, not the materials that were provided on the meeting date.

Right of Way:

1. Cooke Boulevard is a City of Burlington owned road, the deemed width is 20.0m, actual width meets deemed, no widening is required at this time, however we defer to Planning to confirm ultimate ROW widths.
2. Masonry Court is a City of Burlington owned road, the deemed width is 20m, actual width meets deemed, no widening required, however, we defer to Planning to confirm ultimate ROW widths.
3. There is an existing 5m x 5m daylight triangle at the intersection of Masonry Court and Cooke Boulevard,
4. There are no projects scheduled in the Capital Budget and Forecast in this area, please note however that the Capital Works Budget & Forecast is subject to change. Please also note that there is a significant development under construction north of the site that may impact development of this site, i.e. coordinating haul routes, temporary lane closures, etc., and a development proposal directly adjacent to this site to the west, as well as development proposals south of the site at Plains Road East.

General Comments:

1. The site is within 400m of MTO lands, therefore we would ask that you preconsult with them, as they may have requirements for Noise, Stormwater, etc.
2. The site is less than 300m from Metrolinx/CNR lands, please preconsult with them, as they may have requirements for Noise, etc.
3. Please preconsult with Union Gas, regarding servicing the site.
4. Please preconsult Burlington Hydro, all hydro servicing for new development is to be underground, however, we defer to Burlington Hydro to confirm their requirements regarding the existing overhead lines fronting the site.
5. The City's GIS mapping indicates that there are existing easements on the property, please check the easement agreement and with vested easement parties to confirm that the proposed development complies with the easements. Copies of all agreements on title must be included with the application.
6. The concept plan looks to note a land dedication along Masonry court, please clarify the purpose of this dedication.
7. Please incorporate municipal sidewalks along the Cooke and Masonry frontages
8. There is a grade difference between the west neighboring properties and the subject property and ex. retaining walls, and from the north end of the subject property to the south, please ensure any existing or proposed retaining walls are clearly identified, and provide sections along the west property line to demonstrate how grade changes will be dealt with.
9. Walkways along walls with doors must be a min. 1.8m wide as per the Site Plan guidelines, however, if possible, however, we would also ask that you consider widening the walkway at the entrance to allow for benches/planters/etc. as this area will likely be heavily used by residents. The limits of the walkway areas at the entrances was not clear on the concept plan. Please ensure there are sidewalk connections to the sidewalk on Cooke Boulevard and Masonry Court from the entrances.
10. At the drop/off pick up area off of Cooke the bike racks look to conflict with a clear pedestrian path to the lobby doors, please ensure there are sidewalks around the drop off areas without conflicts.
11. Please consider pedestrian movements in the underground (and all) parking areas, ensure there are safe delineated areas for pedestrians to access lobbies, and for entering/existing elevator, and

stairwell areas clear of the traveled lane for vehicles. i.e. on ground floor there is no walkway adjacent to the back wall of the north building to the lobby door, and the rear lobby door opens directly to the loading space. Please clearly show the sidewalks/walkways and ensure there are clear paths for pedestrians to enter the building and that the doors don't open to travelled paths or loading or parking spaces.

12. Is there a loading space for the south building, it looks like the loading space would block parking spaces.
13. Please consider the existing light standards, as well as existing street trees when determining the entrance location. Please consult with the City's Forestry Department and/or the City's Landscape Technician with regard to minimum construction setbacks from City Trees.
14. If there isn't a solid wall along the west property line, there may need to be an enhanced landscape buffer (with dense coniferous plantings) and double board fence along the any property line that has parking or the private laneway to mitigate headlight trespass to adjacent existing residential. Site Engineering defers to the City's Landscape Technician to advise on the minimum landscape buffer requirements.
15. For the third floor parking, is the wall along the west property line solid? If not please consider ways to mitigate headlight trespass over the adjacent residential properties.
16. Please reach out to the City's Accessibility Coordinator Judi Lytle to confirm the number and type of barrier free parking spaces required as well as appropriate location, and any other accessible features that should be considered for the development. Judi can be emailed at judi.lytle@burlington.ca
17. All elements of the underground parking structure (i.e. walls, foundation drains, shoring, etc.) are required to be within the limits of the subject property. Details, min. one for each side of the underground structure will be required to be submitted to demonstrate. If elements of the underground parking or for construction of underground parking, either permanent or temporary, encroach onto municipal or private neighboring property then we would require written confirmation from the property owner that they have no objection to make the application complete, confirmation of a formal agreement may be required during the process. There appears to be zero (or close to) lot lines for some of the underground parking, this may prove to be a challenge for construction, the details will need to clearly demonstrate that the site is constructible. Generally speaking zero lot lines are difficult to construct, maintain the underground parking structure in the future and are strongly discouraged.
2. Where is the garbage/recycling storage area? if outside, it may need to be screened, please confirm zoning requirements for screening garbage/recycling areas. Please also note that a concrete garbage pad on the municipal right of way would not be supported by staff.
3. If the development is to be phased, please provide a phasing plan and identify any temporary works, i.e. indicate how the drop off area off Cooke will work during Phase 1, is there a wall in the underground parking between phases, or a fence along the fifth floor outdoor amenity area between phases?
4. The City of Burlington has a new self-serve section of our open data portal, Navigate Burlington, for road allowance drawing requests. Should your consultants be looking for plans and profile drawings for a road, they can be directed to https://navburl-burlington.opendata.arcgis.com/pages/selfserve and the Infrastructure Information Retrieval web map. On this map, a user can turn on layers for streetlights, storm sewers and traffic signals and then zoom to the subject area and download drawings, if available.

Environmental Site Assessment

1. The proposed development is a change of use, from commercial to proposed residential use, therefore a Record of Site Condition is mandatory under O. Reg. 153/04 (as amended). To deem the application complete we will require at minimum a current (less than 18 months old) Phase One Environmental Site Assessment (ESA), if the Phase One ESA indicates a Phase Two ESA is required then it must also be

submitted to be deemed the application complete. All reports must be completed in accordance with O. Reg. 153/04 (as amended), including a Letter of Reliance confirming the City (and Region) may rely on the information provided in the reports. If the Phase Two ESA indicates remedial works are required to the site, the remediation plan is required to be submitted with the application to make the application complete. Please be advised that if the reports are not in accordance with O. Reg. 153/04 (as amended) the application will be deemed incomplete. Additionally, the City will require electronic copies of all the reports listed in the RSC when it is acknowledged by the MECP.

Geotechnical Report:

1. Geotechnical Investigation (Stamped and certified by a P. Eng.) is required to make the application complete.
2. The Geotechnical investigation shall address any concerns with groundwater that may require special consideration, i.e. estimated seasonally high groundwater elevations, zone of influence for either temporary or permanent pumping of groundwater, chemical analysis, and comparison to the municipal storm sewer discharge criteria, PTTW requirements, recommendations for construction, i.e. watertight foundation without a foundation drainage collection system recommended.
3. We would recommend that (if necessary) groundwater monitoring wells be installed as soon as possible so that readings can be taken in all seasons and detailed in the geotechnical report.
4. Also, in support of any LID techniques that may be implemented, i.e. infiltration.
5. A Hydrogeologist may need to be consulted, we ask that the Geotechnical Engineer provide direction on further or more detailed study requirements, and/or confirm that further study is not required, i.e. the Geotechnical Engineer is able to provide estimated seasonally high ground water levels, zone of influence for dewatering, flow estimates to be accommodated in the SWM for the site, chemical analysis, etc.
6. The Geotechnical Engineer may need to provide comment/recommendations on precondition survey and vibration monitoring during construction and/or the Acoustical Consultant may also provide recommendations. The actual precondition survey wouldn't be required until the site plan stage, but at this stage we ask that a general area of study/zone of influence, and general recommendations be advised.

***Construction and Mobility Management Plan (CMMP)*:**

1. A detailed CMMP, completed in accordance with the City's Construction and Mobility Management Policy, is required to ensure that the development works can be completed in a manner that is to the satisfaction of the Director of Engineering Services and the Director of Transportation Services, as the use of the City's road allowance for construction staging has not been approved and in order to minimize the impact to residents, vehicles, pedestrians and local businesses the following is required:

    a. CMMP, plotted to scale on 24" x 36" sheet
    b. Proposed limits of construction
    c. Proposed construction staging areas, including any staging areas required on the City's road allowance for concrete pours, material deliveries, site servicing, etc. and written justification for any construction staging areas on the city's road allowance
    d. Proposed temporary/permanent encroachments on the City's road allowance and written justification of any required encroachment on the City's road allowance
    e. Proposed truck haulage routes and location of truck stacking
    f. Proposed location of mud mat and vehicle wash down area
    g. Proposed location of crane assembly and swing radius (if there is a crane)
    h. Proposed traffic control measures, specifically addressing signage and/or any lane closures/restrictions
    i. Pedestrian control measures, specifically addressing signage and pedestrian routing

j. A phasing plan (if the project is to be phased) and separate plans for each phase of construction will be required.
k. Sections for foundation/basement, min. one for each side through each adjoining property including the municipal right of way, including shoring, tiebacks, foundation, foundation drainage, etc., and dimensions from property lines. (not necessary for a townhome development if no underground parking)
l. Staff will not support a request for lane or sidewalk closures and our recommendation would be to setback the structure(s)/construction to a distance that permits construction without a ROW compromise.

Noise & Vibration Feasibility Study (prepared by a P. Eng.)

1. Noise & Vibration Feasibility Study (stamped and certified by a P.Eng.) is required for the application to be complete. The Noise & Vibration Feasibility Study shall be completed in accordance with MECP's Environmental Noise guideline Publication NPC-300. The Noise & Vibration Feasibility Study shall also take into consideration and provide discussion in the report:
    a. **Considered a Class 1 property.**
    b. We would ask that the acoustical consultant provide recommendations to the architect/structural/mechanical engineers regarding optimal placement of outdoor amenity areas, mechanical HVAC equipment, underground parking vents/fans/etc., emergency generators, etc., before detailed design is undertaken.
    c. Impact of environmental noise on the proposed development, i.e. identify adjacent existing (or future) mechanical equipment that may impact the proposed development, if mitigation is required, provide details, including written confirmation from adjacent property owners of their agreement to mitigating measures, to make the application complete. Confirmation of a formal agreement may be required.
    d. Impact of the proposed development on neighboring noise sensitive receptors and spaces
    e. Impact of the proposed development on proposed development's noise sensitive receptors and spaces
    f. Impact of construction related vibration on neighboring dwellings. Please note precondition surveys of surrounding buildings will be required (with owner consent) prior to construction as a condition of the Site Plan Application. Furthermore, vibration monitoring will be required for the duration of construction as a condition of the Site Plan Application. The detailed limits of the precondition surveys and vibration monitoring would be confirmed by a Professional Engineer specializing in vibration as a condition of the future Site Plan Application. The Geotechnical Engineer may need to be consulted in this regard. We would ask that the consultant advise at this stage the (Estimated) study limits/zone of influence and general recommendations.
    g. Copy of the concept site plan to be included in the report to ensure the Noise & Vibration Feasibility Study is based on an up to date Site Plan design
    h. Please also advise the noise consultant that although NPC-300 tables indicate 60dBA in the OLA (both at ground and upper levels) with warning clauses, it is not acceptable to the City, we request that all possible measures be taken to control the noise in the OLA to 55dBA or less, if not feasible, then we request calculations to confirm what levels could be achieved, i.e. 60dBA would require a 3m noise barrier, 59 a 3.5m, 58dBA a 4.0m, etc. all the way to 55dBA. Please have the architect consult with the noise consultant as to the optimal placement of outdoor living areas (including upper level OLA's) for residents, shielded from sources of noise.
    i. Report to address vibration from rail lines within 500m of the site on the development (or confirm if it's not a concern)
    j. Applicant's consultant to use capacity volume or volumes provided by the City's Traffic Department for roads for STAMSON (or other model) calculations; and include correspondence in the appendix

k. Please advise the noise consultant that reflective surface should be used in Stamson (or alternate model) calculations
l. All STAMSON (or other model) calculations to be included in the report
m. All mitigating measures calculations are required to be included in the report, i.e. window glazing, façade requirements, etc.
n. Actual noise measurements to be included in the report
o. Copies of correspondence from vested agencies, confirming traffic/train counts must be included in the report's appendix.
p. Key plan showing points of reception to be included & a chart referencing the key plan, detailing the estimated noise levels, allowable levels, and mitigated noise levels
q. Receptors for each floor of each side of each building is required, and for any outdoor living areas. Receptors for surrounding residential is also required.
r. A table clearly outlining the receptor ID, allowable Nosie level under NPC-300, estimated noise level, and mitigated noise level is required.
s. Area context plan to be included showing potential sources of noise
t. Provide warning clause recommendations
u. Provide a summary/drawing of mitigation measures to be implemented
v. Please note that although NPC-300 indicates private terraces/balconies less than 4.0m deep do not require mitigation, if private terraces/balconies are proposed, the City will require a warning clause, something along the lines of : "*Purchasers/tenants are advised that the private terraces of each unit are less than 4.0m deep and therefore are not required to have mitigation measures installed for noise as per NPC-300. Sound levels due to road/train traffic, increasing road/train traffic and no mitigation measures may interfere with some activities of the dwelling occupants use of their private terrace*"

Stormwater Management Report :

1. Please refer to and reference in the report, the City of Burlington Stormwater Management Design Guidelines, approved by City Council on June 22, 2020, please also be advised of new IDF curves for the City of Burlington: https://www.burlington.ca/en/services-for-you/Stormwater.asp
2. The City's Stormwater Engineer has provided the following SWM criteria:
    a. Enhanced **Quality Control** achieving 80% Total Suspended Solids Removal. A treatment train approach to quality control is required as per section 6.1.4.1 of the City's Stormwater Management Design Guidelines, OGS shall be credited at 50%. Please note that the City considers roof water as clean, only the runoff from exposed parking/laneways would need quality treatment.
    b. **Quantity Control:** As per Section 6.1.1.1 of the City's Stormwater Management Design Guidelines, 100 year return period (or Regional Storm, whatever is greater) post-development shall be controlled to the 5 year return period pre-development, a max. predevelopment imperviousness of 36% (C=0.50) is to be used for pre-development calculations.
    c. **Erosion control** – 25mm storm event retained on site and released over a 48 to 72 hour period
    d. **Water Budget** - strongly recommend the first 5mm of rainfall which lands on the site is retained and infiltrated on site, i.e. zero runoff for the first 5mm of rainfall
    a. **Groundwater** – need confirmation of seasonally high estimated groundwater elevation, if there is a foundation drainage collection system, flows must be accommodated in the quantity control for the site, and discharge must meet the City's Storm Sewer Discharge By-Law criteria (which can be found online https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=62468), specifically Table 1 of the bylaw needs to be met. Additionally, stormwater quantity control facilities must maintain a minimum 1m separation from the estimated seasonally high groundwater elevation. The Geotechnical Engineer will have to provide direction to the Civil Engineer.

b. **External Flows** – engineer to confirm any external flows entering the site under the existing conditions. All identified external flows must be routed safely under the developed conditions without causing any flooding or ponding
c. **Existing infrastructure** – there is an existing 675mm storm sewer fronting the property in Cooke Boulevard and a 300mm storm sewer fronting the property in Masonry Court. There are existing easements on/adjacent to the property lines, we ask that the consultant confirm any obligations or restrictions associated with the easement. There looks to be an existing storm system on site, if any part of the system is proposed to be re-used the Civil Engineer must confirm it's in good working condition, i.e. video inspection has been undertaken. Please clearly not on the servicing drawing what is proposed for the existing storm system (and other existing servicing), i.e. remove to the mainline sewer.
d. **Drainage Patterns** – existing drainage directions and patterns should be maintained. Entire runoff from the developed site should be captured and directed towards the site collection systems.
e. **Overland Flow Route:** An overland flow route to be shown on the plans.

3. Provide storage details and location, it is important to determine storage requirements at this stage to ensure additional space (i.e. parking spaces) aren't required for stormwater storage at the site plan stage.

4. Landscape areas over an underground parking structure are considered impervious.
5. Please clearly identify the overland flow routes, and provide the 100year (or if applicable, Regional) storm elevation, and ensure openings to the building (i.e. underground parking ramp) have a min. 0.3m freeboard between the maximum ponding elevation and the spill point elevation.
6. Report to include full/scalable, signed/stamped pre-development, post-development, servicing & grading plans, please ensure spill areas and elevations are clearly identified and labeled on the drawings.
7. Storm sewer pipes cannot be located under buildings.
8. If POTL or freehold development is proposed, each unit would need its own sump system
9. Please note that there should be no surface ponding on residential developments.
10. Please clearly show the overland flow route for this address and neighboring properties to ensure existing drainage patterns are maintained.
11. Quantity controls must use an orifice tube (not plates).
12. Need to confirm capacity of receiving system
13. Need to confirm condition of receiving system (i.e. video inspection)
14. Rooftop storage will not count towards the stormwater storage requirements (although allowed for other purposes, i.e. grey water for flushing toilets, irrigation for landscaping, etc.), unless the requirements outlined in the City of Burlington Stormwater Management Design Guidelines is met and approved.
15. Control structures and their location with cross sectional details
16. Storm sewer design sheet
17. If there are any questions please contact us, we are happy to preconsult with the Civil Engineer if they have any questions, (**umar.malik@burlington.ca** or **annette.simpson@burlington.ca**)
18. We encourage Low Impact Development Stormwater Management techniques, such as rainwater harvesting for irrigation, use of treatment train approach of quality control by using bio and infiltration swales, etc., currently we look to the CVC/TRCA LID guidelines and/or in the future MOECC guidelines.

Detailed Engineering Plans:

1. All drawings across all disciplines to coordinate, i.e. use same base layer
2. Please reference the Site Plan Guidelines for site design guidance (https://www.burlington.ca/en/services-for-you/resources/Planning_and_Development/development_Applications/SitePlanGuidelinesason-2014-nc.pdf) and the Capital Works design standard drawings (https://www.burlington.ca/en/modules/document/document.aspx?param=2Z3nvEAH3UVGGP5lA5HbUq

eKsQeQuAleQuAl), the information below is not intended to be considered comprehensive, just some of the main items to be shown on the drawings.

3. Please also refer to the Site Plan Application Guidelines for general guidance on site layout https://www.burlington.ca/en/services-for-you/resources/Planning_and_Development/development_Applications/SitePlanGuidelinesason-2014-nc.pdf
4. All Drawings:
    a. Please clearly identify any existing or future easements, and land dedications
    b. Please ensure there is enough room (required at the site plan stage) for exterior lighting poles, utility meters, pedestals, transformers, etc. Utilities for private developments must be located on private lands.
    c. Please ensure there is enough room for snow storage (required at the site plan stage), simply stating that snow is to be removed from site would not be acceptable at the site plan stage.
5. Servicing Plan:
    a. The City defers to the Region of Halton and the City's Building Department (for OBC) to comment on water and waste water servicing
    b. Show all proposed and existing servicing, and what is to happen to existing servicing, i.e. reuse, remove, if reuse, the infrastructure will need to be certified by the P. Eng. as in good working condition.
    c. Maintenance holes, catch basins, etc., slopes, material, length, inverts, obverts, crossing information, etc. for proposed infrastructure.
    d. Clearly identify stormwater management storage facilities
    e. Actual locations of buried infrastructure is required, i.e. daylighting. Engineering drawings must contain accurate locations and inverts for connections and crossings, so that it can be confirmed the development is feasible. This must be completed and shown on the plans before they are submitted as part of a development application.
    f. City Trees (if any) and bordering city trees to be shown on drawing and boundary trees over 100mm in diameter within 3m of the property line), indicate which trees are proposed to be removed. We ask that tree information (removal/preserve) be reflected on the Civil drawings.
    g. Utility furniture (meters, pedestals, boxes, etc.) for private developments cannot be located within the municipal right of way, please ensure there is enough room on site for servicing
    h. Catch basins in landscape areas shall be sumpless
6. Detailed grading plan:
    a. FFE, TFW, UFE, openings in foundation, etc. As per Section 6.1.1.3 Underground parking ramps shall be designed to ensure a minimum of 0.3 m freeboard between the maximum ponding elevation and the spill point elevation, to limit the potential for overflow flooding.
    b. Curb depressions
    c. Accessible ramps
    d. Advisory for future site plan - Grades of barrier free parking spaces, max. 1.5% running slope, max. 1.0% cross slope
    e. Top of retaining wall and bottom of retaining wall elevations for both proposed and existing
    f. Overland flow route
    g. Show proposed fencing, please ensure that if there is existing fencing, that it be noted to be removed (if necessary, with adjacent property owner's written permission) to avoid "fence on fence" which poses a maintenance issue.
    h. Need to include grades on adjacent lands
7. Sections Plan:
    a. Please provide min. 4 sections, one for each side of the development, showing the above and below ground structure, foundations, foundation drainage, retaining walls, swales, buildings, curbs, pavement, buried utilities/infrastructure, overhead utilities/infrastructure, etc. to demonstrate how the proposed development will interface with adjacent properties/ROW. The sections are required for the CMMP.

b. Please provide a few additional sections along the west property line to demonstrate how the grade change will be dealt with between properties.

Other items needed for a Complete submission:

1. **Applicant to provide Title Search/PIN reports for the properties and existing reference plan**, to verify any agreements on title, as well as copies of agreements on title for the properties.
2. If there are land dedications or easement conveyances required, please provide a draft reference plan and also ensure they are reflected on the drawings.
3. As mentioned in the comments above, actual locations and inverts of all buried (and above ground) infrastructure in locations of proposed connections will be required (i.e. daylighting) with the RZ/OPA submission package to confirm servicing is feasible, the civil engineer will need to confirm they have incorporated the actual locations/inverts into their design. A Municipal Consent Permit will be needed for any excavation (including daylighting) in the municipal ROW, a Road Occupancy Permit may also be needed if lanes are needed to be blocked off.

Urban Forestry & Landscape Comments:

Existing Trees

1. A Tree Inventory and Preservation Plan and Arborist Report is required for all existing trees greater than 10cm DBH on site and on adjacent properties within 6m of the property lines, and trees of any size on city property. Please see tree inventory requirements at the end of this comment. Also see the City of Burlington: Pre-Submission Checklist for requirements.

Tree Inventory Table Requirements

- Please identify the tree id number to corresponding tree protection plan
- Please identify the botanical name and common name
- Please identify the DBH measurement and include all individual sized stems where co-dominant or multi-stems are present.
- Please confirm the structural and health rating as a percentage %
- Please confirm ownership of trees (e.g., public, private, boundary, neighbor). Where multiple types of public property are identified please further clarify the public property (e.g., public row, public parkland, public creek corridor or creek block) so it is clear.
- Please identify the subject property where the tree resides (e.g., if it is a neighboring tree please identify the address)
- Please include the critical root zone as identified in the City's specification document
- Please include percentage of impact in MTPZ and that of the CRZ
- Please identify the proposed recommendation (e.g., preserve, injury, destruction (removal).
- Please identify any tree related commentary such as evidence of pests and diseases or structural issues (e.g., EAB).
- Please provide this table in excel format with the next submission in addition to including it in the report.

2. Removal of city trees in the right-of-way will require council approval. Removal of city trees should be avoided where possible, and proposal for removal will require an arborist's assessment of health and structural condition prior to the request being accepted. Additionally, alternate layouts and construction measures should be considered to preserve healthy city trees and discussed in the Arborist's Report, and in the absence of alternatives, justification provided for any requested removals.

3. The Public Tree By-Law 68-2013 is applicable to this site and a tree permit is required for all works around city trees. This includes the payment of the Tree Permit fee and securities for trees to be retained. Removal of city trees will require council approval.

4. Any existing trees on the subject site should be considered for preservation. Trees that are injured or removed under the provisions of a private tree permit will need to be replaced using the City's method of calculation. The tree's size, as well as the overall condition rating will impact the total number of cm's required to be replaced. Generally, one replacement tree is required for every 10 cm diameter removed. It is recommended that the replacement trees are replanted on the subject site. If there is no room on site for the replacement trees, there will be a charge of $400 per replacement tree. This information and calculations should be included in the submitted Arborist Report and Tree Preservation Plan.

5. The Private Tree By-law is applicable to subject properties within the Urban Planning Boundary and the City Public Tree By-law is applicable City-wide. Private trees that are regulated and require removal or injury to facilitate projects works may require a tree permit depending on the timing of project works relative to planning application(s). Please consult with the City at all stages of your project (e.g., demolition) to ensure compliance.

6. Removal or damage to trees on neighboring properties within 6.0m of the property line and boundary trees (which are protected under the Provincial Forestry Act (RSO 1990) Section 10) will require:

   - The adjacent property owners shall be consulted and made aware of the proposed development and potential impacts to their trees and boundary trees and requested to submit in writing that there are no concerns with proposed treatment of the existing trees.

   OR

   - A qualified professional (as defined in Pre-Submission Checklist) shall be retained to address the potential impacts on the neighbor's trees and/or boundary trees and provide a letter or report confirming in their opinion regarding impacts to the boundary trees from proposed construction. The arborist letter or report shall also include the preservation methods, including pruning and fertilizing, that can be implemented by the owner to ensure the health of trees on neighboring properties.

7. All existing public and private trees to be retained require tree protection fencing. Please see the City of Burlington Tree Preservation and Protection Specification SS12A for further tree protection details. Minimum Tree Protection Zones (MTPZ) and Critical Root Zones (CRZ) should be clearly shown and labeled on the Tree Inventory and Preservation Plan, in addition to tree protection fencing. Any encroachments into the MTPZ of existing trees to retain should be discussed in the Arborist Report.

8. A qualified professional (as defined in the City of Burlington's Pre-submission Checklist) may be required to be retained to address potential impact on the existing trees on site during excavation operations to ensure no damage to the protected trees or their root systems. Requirement to be determined at the Site Plan stage.

<u>Landscape</u>

1. A Landscape Concept Plan will be required, showing the general layout and intent of what is proposed for landscaped areas, including landscape buffer planting, outdoor amenity areas, fence location and types and pedestrian circulation. See the Pre-Submission Checklist for requirements.

2. Show conceptually the proposed layout and use of any outdoor amenity areas.

3. Please show all regulated limits/hazard lines on the landscape concept plan.

4. Show the location of air vents/shafts and coordinate with landscape concept (e.g. do not locate vents in walkways and coordinate with proposed planting locations).

5. Show bicycle parking and snow storage locations.

6. Proposed tree plantings should follow the ESA's guide *Planting Under or Around Powerlines & Electrical Equipment:* trees and/or shrubs with a max. mature height and spread of 4.5m in the Low Zone (to 4.5m from the power lines), trees with a max. mature height and spread of 7.6m in the Medium Zone (7.6m from the power line), and trees of any size beyond 7.6m from the power line. (See

https://esasafe.com/assets/files/esasafe/pdf/Electrical_Safety_Products/Guidelines/Tree-Planting%20AODA%20Final%20Tagged.pdf).

7. Any recommendations or issues of compatibility (e.g., noise, light, uncomfortable wind conditions) noted in the Planning Justification Report, Noise Report and Wind Study should be addressed and reflected on the Landscape Concept Plan, for example with buffer planting, screens and fencing, trellises or awnings for outdoor areas including pedestrian walkways and amenity areas.

8. Where required, landscape buffers should provide separation and to partially obstruct the views to adjacent properties should be provided along shared property lines. The landscape buffers should be a dense landscape screen consisting of evergreen trees or a combination of solid screen fencing with evergreen and deciduous trees and understory shrubs.

9. Please review and apply the Sustainable Building and Development Guidelines available through this link: https://www.burlington.ca/en/services-for-you/Design-Guidelines.asp

10. Clearly show the limits of the underground parking on the Landscape Concept Plan and ensure there is sufficient soil volume for full sized large canopy trees.

    - Minimum required soil volumes are $30m^3$ of soil per tree in a single tree pit, $20m^3$ per tree in a shared planting environment. Excavation for each planting environment should be 0.75m to 1.2m depth and should not exceed 1.5m depth. Smaller rooting volume (minimum 15-$20m^3$) may be proposed for smaller trees.

    - Enough space between the property line and the limit of underground parking should be provided to grow large canopy trees that will not need to be removed when the underground parking garage requires repairs (i.e., trees planted on the roof slab of the underground parking garage). Proposing underground parking to the limits of the property lines would not be supported.

11. Once the number of parking spaces is finalized, confirm the required number of Type “A” and Type “B” barrier free parking spaces required. Type “A” shall be 3400 mm in width and signed to indicate Van Accessible Parking. Type “B” shall be 2750 mm as per city zoning by-law. As per city zoning by-law, the access aisle shall be 2000 mm. The access aisle is to be clearly identified and can be shared by both spaces. Please see GAATES Figure 2.6.4.1 (page 127) for Van Accessible Signage detail.

    Locate the barrier free parking spaces closest to the elevator lobby or main entrances and not crossing vehicular traffic.

    Contact the city’s Accessibility Coordinator if you have any questions: Judi Lytle, 905-335-7600, ext. 7865, judi.lytle@burlington.ca.

Thank you, if you have any questions, don’t hesitate to contact me, my information is as follows:

Zelaikha Shareqi
Intermediate Technician - Landscaping
Engineering Services Department
E. zelaikha.shareqi@burlington.ca
Address 426 Brant Street, Burlington, Ontario, L7R 3Z6
City of Burlington | www.burlington.ca

Parks Design and Construction Comments:

1. Park dedication will be a requirement of this development.

2. Parkland dedication will be in the form of in Cash-in-Lieu of land and charged at the rate in effect at the time building permit issuance.

3. As per approved Council Report ES-06-22, the city will not be accepting Privately-Owned Public Spaces (POPS) as credit for parkland dedication.

Transportation Services Comments:

- Please refer to our Burlington Citywide Parking Standards Review for applicable vehicle and bicycle parking rates for this proposal - see the following URL: https://www.burlington.ca/en/services-for-you/city-wide-parking-standards-review.asp
    - Lower proposed parking rates should be accompanied by a parking justification report.
- Please refer to our Site Plan Guidelines for applicable design standards for structured parking and site circulation and please provide all dimensions of parking areas.
- This site will require a Traffic Impact Study, please consult with the City of Burlington Staff to determine scope of work. Given the proximity to the QEW, MTO and regional staff will need to be consulted as well on the scope of work, to determine any additional requirements.
- In addition to consulting with the MTO and City and regional staff, please refer to the Region's Traffic Impact Study guidelines for details with regards to the development of a TIS.
- Please provide truck turning templates to demonstrate the functionality of the accesses, loading spaces and underground parking.
- Please submit a CMMP as part of this application
- Please update the site plan to clearly show the site entrances layout.
- A 3m x 3m daylight triangle is required to be dedicated to the City for this property at the corner of Masonry Court and Cooke Boulevard. Please clearly identify this dedication on all drawings across all disciplines, and include a copy of the reference plan in the application materials.

City of Burlington: Pre-Submission Document Terms of Reference
1062-1074 Cooke Blvd
July 27, 2022

NOTE: These general Terms of Reference (below) will be used to assess the materials and technical studies submitted in support of a *Planning Act* application(s) and are to be reviewed upon the submission of and prior to the deeming of 'complete' of the application(s). The following Terms of Reference are intended as a guide to assist proponents in the preparation of materials and technical studies due upon submission (see: Section 12 of Development Application Pre-Consultation Form) and to provide recommendations as to the information content of those materials that would assist City of Burlington, Region of Halton, Conservation Halton and external agency partners in their review, once circulated. In circumstances where these Terms of Reference are generally not adhered to, submission materials may be returned to the proponent/applicant and/or a file not initiated.

1) General Requirements

- Correct application fees (based on most current fee schedule)
- Correct number of application forms and copies of reports
- Application form fully completed and commissioned
- Landowner's authorization and consent to enter property signed
- Three CDs or flash drives containing electronic copies of all materials
- Consistency within technical reports in terms of the development concept evaluated, and supporting appendices and drawings.
- Consultants have coordinated data and conclusions so that reports are consistent between disciplines
- Clear and legible drawings
- All electronic file submissions must be named using the following naming protocol: "Address_StudyName_MM-DD-YYYY". If a document is revised and resubmitted the file name should indicate that it is a revised submission and the date of the revision should be noted: "Address_StudyName_Revised_MM-DD-YYYY".
- Two digital copies of all plans are required along with paper copies. Digital plans must be submitted in Autocad and/or GIS Shapefile format that must be geospatially positioned to match the City of Burlington's Geographic and Projected Coordinate Systems (Geographic Coordinate System: GCS_North_American_1983; Projected Coordinate System: NAD83_UTM_ZONE 17N).
- Pre-Application Community Meeting Notes
- BUD Meeting Minutes
- 3-d model of proposed development in accordance with specifications provided by City
- Height survey of adjacent buildings
- Title search, PIN report, and existing reference plan, copies of agreements registered on title
- Draft reference plan for proposed conveyances

2) Planning Justification Report

- Signed by a Registered Professional Planner
- Contains a written acknowledgement by the RPP that they have reviewed all supporting technical studies in consideration of their planning opinion.
- Contains a review of the applicable policies of the Provincial Policy Statement.
- Contains a review of the applicable policies of A Place to Grow Growth Plan
- Contains a review of the applicable policies of the Provincial Greenbelt Plan.
- Contains a review of the applicable policies of the Niagara Escarpment Plan.
- Contains a review of the applicable policies of the Parkway Belt West Plan.
- Contains a review of Ontario Regulation 162/06.
- Contains a review of all other relevant Provincial legislation.
- Contains a review of the applicable policies of the Region of Halton Official Plan.
- Contains a detailed explanation of how the proposed development is consistent and/or conforms to all relevant Provincial Plans and policies.
- Contains a review and analysis of the applicable policies of the City of Burlington Official Plan (2008) and 'New Official Plan' (2020).
- Contains an analysis of the Intensification Criteria in the Burlington Official Plan.
- Contains a fulsome discussion of the results of the required technical studies and how they have been used to refine the redevelopment proposal.
- Contains a discussion of how input received at the Pre-application consultation meeting has been used to refine the redevelopment proposal.
- Contains a discussion of how input received from the Burlington Urban Design Panel has been used to refine the proposal.
- Contains an explanation of how the proposed development is compatible with surrounding land uses including height, setbacks, massing and design.
- Contains a comprehensive justification for any rental conversion or demolition of rental units which includes reference to the Region's State of Housing Report and a plan for relocation of existing tenants.
- Draft Official Plan Amendment and/or Amending Zoning By-law.
- Contains a robust justification of any removal or conversion of employment lands.
- Contains an explanation of why the requested change represents good planning and adheres to Provincial and municipal plans and policies.
- If land division is required, contains an explanation of the proposed process (condominium type, subdivision, consent), timing and next steps.

3) Survey and Severance Sketch / Conceptual Site Plan

- Legible, metric scale drawing on 24x36 inch paper (or digital)
- Prepared and signed by an OLS Surveyor

- Clearly identifies all development constraints including easements, MTO setbacks, floodlines & hazard lands, natural heritage buffers, required right-of-way widenings, daylight triangles, etc.
- Survey / Reference Plan of site showing PINs, easements and property boundaries, etc.

4) Land Use Compatibility Study

5) Financial Impact Study

- Description and summary of the development proposal
- Fiscal Impact Study Approach (methodology), reference documents, assumptions and databases used.
- An estimation of One-Time Revenues (Development Charges) including to what extent will the development charges to be paid by the development cover the capital cost of providing services to the development.
- An estimation of Other Fees and Charges (development application fees, cash-in-lieu, building permit fees, etc.)
- Property taxes from the development and assessment assumptions
- An assessment of current revenues (non-tax revenues) to be projected from the development
- An assessment of the implication for expenditure and the incremental costs for the development (based on Financial Information Return data – income statement and balance sheet)
- An assessment of the net operating impact (comparison of revenues and expenditures and the associated surplus/deficit on the City of Burlington's finances from the development)
- An assessment of whether the taxes to be paid by the development will cover the expected incremental increase in operating costs (both facility related and general per-capita related), as well as capital costs not covered by development charges
- Realistic cost estimation of identified capital program and long-term life-cycle analyses including asset management, operational, energy use, phasing, capital works prioritization and cash flow analysis
- Study results and conclusions

6) Housing Impact Statement

- Completed in accordance with Section 3.1.1(2)(h) and other applicable policies of the City's New Official Plan (2020)
- Comprehensive review of the proposal from an existing use and a proposed use perspective with a focus on affordability, unit/bedroom count, etc.
- Identify and discuss the proposed development in the context of Halton Region's Housing policies, and the Region's most recent State of Housing Report (note: the Region issues a State of Housing Report annually and any justification should reflect the current year report);
- Should identify and discuss other relevant and current housing information available;

7) Shadow Study:

- Completed in accordance with the City's Shadow Study Guidelines and Terms of Reference.

8) Quantitative Pedestrian Level Wind Study

- Completed in accordance with the City's Pedestrian Level Wind Study Guidelines and Terms of Reference.

9) Tree Inventory and Preservation Plan and Arborist Report

- Is prepared by a qualified professional (e.g. Arborist certified by the International Society of Arboriculture (ISA), including ISA number; qualified by Ministry of Training, Colleges and Universities (MTCU) or Ontario Training and Apprentice Board (OTAB); registered professional Forester in Ontario, etc.)
- Contains legible drawings on 24x36
- Includes all dimensions in metric, to scale, and on a consistent base map layer
- Includes bar scale
- Shows the proposed development (including property lines, easements, regulated areas, paved areas, buildings and entrances, landscaped areas, regulated limits, etc.) and is coordinated with the Site Plan, Grading and Servicing drawings
- Arborist Report should describe the scope and methodology of proposed construction works and the tree preservation measures
- Identifies all existing trees (over 10cm diameter at breast height (DBH) measured at 1.4m above the ground) on site and within 6m of the property lines, and trees of any size on city property, their common and botanical name, size (DBH and height), structural and physiological condition, ownership, comments and notes, recommendations, and photos (particularly those requested for removal)
- Identifies trees proposed to be removed and retained, and the methods to be used to ensure preservation and protection of trees to be retained, including location and detail of tree protection fencing in accordance with the City of Burlington's Tree Protection and Preservation Specification SS12A: https://www.burlington.ca/en/services-for-you/resources/Forestry%20Operations/Tree_Protection_and_Preservation/City-of-Burlington-Standard-Specification-for-Tree-Protection-and-Preservation.pdf
- Minimum Tree Protection Zones and Critical Root Zones clearly shown and labeled in addition to tree protection fencing
- Percentage of injury should be clearly shown on the plan and noted in the Arborist Report, and impacts and damage mitigation methods outlined
- Clearly show the excavation limits on the plan (e.g. foundations or footings, trenching, etc.) and discuss damage mitigation measures (e.g. root pruning) in the Arborist Report
- Alternate layouts and construction measures should be considered and discussed in the Arborist Report to ensure any proposed removals are necessary and justified (i.e. there are no alternatives to the removal)

- Abbreviations should be defined and industry standard terminology used
- If removal or damage to trees on neighboring properties or boundary trees is required, provide either: 1) letter of consent from adjacent property owners that they are aware of the proposed development and potential impact to their trees or boundary trees and have no objections, OR 2) the Arborist Report should include preservation methods that can be implemented to mitigate damage to neighboring or boundary trees
- Arborist Report should describe compensatory tree planting if trees are proposed to be removed (layout to be shown on the Landscape Concept Plan)

10) Landscape Concept Plan

- Is stamped and signed by a qualified member of the Ontario Association of Landscape Architects
- Contains legible drawings on 24x36 inch paper
- Includes all dimensions in metric, to scale, and on a consistent base map layer
- Includes bar scale
- Identifies the location and general design intent of the proposed plantings and amenity areas
- Shows location and dimensions of pedestrian walkways and crossings. Include dimensions from open doors if doors open out onto walkways.
- Identifies minimum required soil volumes, and location of any structural soil cell installation areas to achieve minimum soil volumes ($30m^3$ of soil per tree in a single tree pit, $15m^3$ per tree in a shared planting environment. Excavation for each planting environment should be 0.75m to 1.2m depth and should not exceed 1.5m depth)
- Identifies the location, type and height of proposed fencing
- Identifies snow storage and bicycle parking areas
- Identifies the location of air vents/shafts
- Identifies property lines, easements, regulated areas, impermeable surfaces (including curbs, roads, driveways, sidewalks, etc.), buildings and entrances, landscaped beds, lawns or other permeable surface areas, other information as needed
- Identifies the location of all underground, at grade and overhead utilities
- Identifies the location of any storm water management infrastructure, including swales, sub-drains, catch basins, pipes, and other quality and quantity controls as required
- Is coordinated with the Site Plan, Grading and Servicing drawings, Planning Justification Report, Noise Study, Wind Study, and shows any recommended mitigation measures (e.g. buffer planting, screening, fencing) conceptually on the Landscape Co

11) Functional Servicing Report

- Is prepared, signed and stamped by a Professional Engineer.
- Contains legible drawings , including all dimensions, plotted to a metric scale of 1:200, 1:250, 1:300 or 1:500 on 24x36 inch paper, and on a consistent base map layer .

- Follows the terms of reference agreed upon by the Regional and City staff in advance of study commencement. Includes a copy of this approved Terms of Reference as an Appendix.
- Includes digital copies of models.
- Includes all dimensions in metric, to scale, and on a consistent base map layer.
- Refer to preconsultation meeting notes above for requirements with respect to Area Servicing Plan alignment and Fire Flow Rate testing

12) Hydrogeological Assessment

- Is prepared, signed and stamped by a qualified person (Professional Geoscientist or Professional Engineer)
- Follows the requirements for Completion of Hydrogeological Studies to Facilitate Conservation Halton's reviews (www.conservationhalton.ca/policies-and-guideline)
- Follows the terms of reference agreed upon by Conservation Halton, Regional and City staff in advance of study commencement. Includes a copy of this approved Terms of Reference as an Appendix.
- Contains legible drawings
- Includes digital copies of models
- Includes all dimensions in metric, to scale, and on a consistent base map layer.

13) Noise & Vibration Feasibility Study

- Is prepared, signed and stamped by a Professional Engineer.
- Includes determination of project feasibility
- Includes assessment of existing and proposed transportation sources of noise and stationary sources of noise and vibration.
- Includes traffic/train counts confirmed by relevant agencies and includes correspondence from those agencies in an appendix.
- Includes assessment of outdoor and indoor acoustical environments, including those onsite and on neighbouring noise sensitive land uses
- Includes clearly defined environmental sound levels for transportation sources of noise and stationary sources of noise as per City's requirements and the MOECC publication NPC-216 and NPC-300 as amended
- Includes investigation of feasible means of noise impact mitigation, including a chart outlining noise control measures required to achieve sound levels of 55dBA (or as close as possible) for each outdoor living area
- Includes all calculations and modeling (i.e. STAMSON output)
- Includes technical details, and clarifies the responsibility for the implementation and maintenance of the required noise control measures.

- Includes recommendations for warning clauses.

14) Traffic Impact Study

- Confirmation of Scope of Work by Burlington Transportation Services staff
- Signed by CET or signed and stamped by a Professional Engineer
- Follows Regional TIS Guidelines for Regional roads
- Follows MTO Guidelines for sites within MTO permit control area
- Includes correspondence about traffic projections from City, Region and MTO in an Appendix.
- Includes SYNCHRO files as an electronic attachment (not a PDF)
- Traffic counts are not completed during school holiday times, and are completed during the mid-week period (Tuesday through Thursday).
- Traffic counts are no older than one year.
- Electronic copy of all signal warrant calculation files (not a PDF)
- Includes all traffic counts and modelling data in an Appendix and electronically
- Includes a multi-modal approach to transportation analysis
- Incorporates Travel Demand Measurement measures
- includes Parking Justification for proposed reduced parking rates

15) Stormwater Management Report

- Please refer to the City of Burlington Stormwater Management Design Guidelines, approved by City Council on June 22, 2020, please be advised of new IDF curves for the City of Burlington: https://www.burlington.ca/en/services-for-you/Stormwater.asp
- Refers to the Ministry of the Environment "Stormwater Management Planning and Design Manual" and the TRCA/CVC Low Impact Development Stormwater Management Planning and Design Guide.
- Is prepared, signed and stamped by a Professional Engineer
- Includes pre and post development drainage area plans that are legible, plotted to an acceptable metric scale, plotted on 24" by 36" paper and plotted on a consistent base map layer
- Includes site grading and servicing plans that are legible, plotted to a metric scale of 1:200, 1:250, 1:300 or 1:500, plotted on 24" by 36" paper and plotted on a consistent base map layer
- Includes digital copies of modeling, modelling program acceptability to be confirmed with City Staff prior to use and prior to submission of report.
- Includes a list of all past reports and current technical documents that have been consulted.
- Includes all calculations, modelling, and parameters (as per City Standard Drawings S-IDF, S-2D, S-3D, etc., as amended)
- Includes clearly defined stormwater criteria for the site (including source) and demonstrates in report how these criteria will be satisfied.

- Addresses all interim conditions as well as the ultimate condition
- Contains engineering details and cross-sections showing existing utility locations if any temporary and/or permanent encroachments are proposed.
- Provide chemical analysis of groundwater to determine if it satisfies the City's storm sewer discharge criteria for water quality. (including documentation from the Geotechnical or Environmental Engineer in the appendix)
- If groundwater cannot be directly outletted to the municipal storm system, detail where it will outlet, i.e. treated then outlet to storm or outlet to the sanitary system.
- Provide an estimate of groundwater flow to be permanently managed in the site storm system (including documentation from the Geotechnical Engineer or Hydro-geologist in the appendix)
- Provide comment on whether or not it is anticipated a permit to take water would be necessary either temporarily during construction or permanently.

16) Grading/Drainage and Servicing Plans

- Must be separate Plans
- Are stamped and signed by a Professional Engineer
- Contains legible drawings, plotted to a metric scale of 1:200, 1:250, 1:300 or 1:500, on 24" by 36" paper and plotted on a consistent base map layer
- Identifies property lines, dedications, easements, regulated areas, impermeable surfaces (including curbs, roads, driveways, sidewalks, etc.), buildings and entrances, and other information as needed
- Identifies the location of all underground, at grade and overhead utilities
- Identifies the location of all storm water management infrastructure, including swales, sub-drains, catch basins, pipes, and other quality and quantity controls as required
- Identifies Municipal Benchmark and Horizontal Control

17) Geotechnical Study (including Groundwater)

- Is prepared, signed and stamped by a Professional Engineer.
- Contains legible drawings
- Includes digital copies of models
- Includes all dimensions in metric, to scale, and on a consistent base map layer.
- Includes groundwater information (for example: dewatering during construction vs. permanent dewatering to be accommodated in a stormpond). Includes estimated volumes of groundwater to be permanently managed.
- Indicates if a Permit to Take Water would be required either during construction or permanently.
- Includes testing of groundwater to ensure it meets municipal stormwater discharge criteria. (City and Regional staff have been contacted if groundwater does not meet discharge criteria.)

- Contains sufficient quantity and distribution of boreholes to map soil and groundwater conditions for the soil type.
- Provides sufficient monitoring data to address groundwater level seasonality.
- Contains results of any geotechnical test completed.
- Discusses infiltration capabilities if Low Impact Development is proposed.
- Contains shoring and excavation details (for example: tiebacks, caissons, foundations, forming, piles) if underground parking or encroachments are proposed.
- Includes cross-sections, and dimensions from property lines and details of over-digging.
- Includes a stable slope assessment if required at the preconsultation stage. This study refers to the Ministry of Natural Resources and Forestry Technical Guidelines "Natural Hazards Manual Technical Guide – River and Stream Systems: Erosion Hazard Limit" and final topographical survey drawings with stable top of bank delineation signed and stamped by a Professional Engineer.
- Contains confirmation of the need for pre-construction surveys of surrounding buildings, to an extent determined by a Professional Engineer specializing in vibration, OR confirmation that pre-construction surveys are not warranted.

18) Environmental Site Assessment Report

- Completed in accordance with Ontario Regulation 153/04 as amended
- Regional Environmental Site Screen Questionnaire included
- Prepared, signed and stamped by a Qualified Person
- Letter of Reliance for City and Regional staff
- If the Phase One Study recommends a Phase Two Study, then the Phase Two is included with the submission
- If the Phase Two Study recommends site remediation, then the remediation plan is included to ensure that remediation feasibility has been considered.

19) Sustainable Building and Development Guidelines checklist

- demonstrates which guidelines have been adhered to and how

20) Urban Design Brief:

- Contains a itemized and detailed analysis of how the proposed development meets the urban design objectives and policies of the Official Plan and any relevant approved urban design guidelines.
- Indicates how the proposed development responds to its surrounding context (both existing and planned).
- Provides a close examination and understanding of the surrounding area including blocks, streets, and buildings that could influence overall site and building design.
- Describes the overall architectural expression; building relationship to streetscape and adjacent properties; pedestrian, cycling, and transit connections; sustainable building elements; and other urban design features that ensure design excellence.

- Contains an explanation of how the proposed development is compatible with surrounding land uses including height, setbacks, massing and design.
- Contains a discussion of how input received from the Burlington Urban Design Panel has been used to refine the proposal.
- Include the BUD Meeting Minutes as an Appendix.

21) Waste Management Report

- Contains a loading plan showing turning radii for trucks
- Contains building elevations illustrating vertical clearance for truck access
- Contains details of layout for waste storage areas
- If no public waste collection is proposed, includes a letter confirming private pick-up.

22) Risk Assessments (MIACC & D6)

- Is signed by qualified professional
- Illustrates how the proposal satisfies Provincial D6 Guidelines criteria

23) Construction Management and Mobility Plan:

- Legible, metric scale drawing on 24" x 36" paper
- Clearly identify property lines, easements, floodlines & hazard lands, natural heritage buffers, existing trees/vegetation to be preserved (and tree preservation fencing), etc.
- Clearly identify limits of above ground development, including buildings, parking, sidewalks, curbs, etc.
- Clearly identify limits of underground parking structure, including dimensioning distance from property lines
- Includes shoring and excavation details
- Clearly identify limits of all elements of the underground parking structure including foundation drainage system/shoring/tiebacks/etc.
- Clearly identify limits of temporary perimeter/security fencing, covered sidewalk protection (if proposed) and tree protection fencing
- Clearly identify proposed temporary (trailers/material storage/fencing/etc.) and/or permanent encroachments (tiebacks/shoring/etc.) into the Right of Way and identify approximate time line of closure
- Clearly identify any proposed temporary sidewalk and/or lane closures and identify approximate time line of closure.
- Identify haul route, i.e. what roads are to be used for material deliveries
- Identify crane location and swing radius – please note that further detail/additional requirements will be provided at the site plan stage

- Drawing must clearly note that no trades parking or truck staging will be allowed on the Municipal Right of Way
- The applicant is advised that if the Official Plan Amendment/Re-Zoning application is approved, at the Site Plan stage additional construction management details may be required, including requirement of Road Occupancy and Municipal Consent permits if applicable.

Appendix C

BURLINGTON URBAN DESIGN PANEL COMMENTS

Community Planning Department
Burlington Urban Design Advisory Panel (BUD)

MINUTES

September 16, 2021, 2:35 pm
Virtual (Online) Meeting

Members of BUD

	present	absent / regrets
Ken Coit (Chair)	✓	
Jana Kelemen (Vice Chair)	✓	
Alexandru Taranu		regrets
Jackie VanderVelde	✓	
Jessica Hawes	✓	
LeAnn Seely	✓	
Matt Reid	✓	
Michael Barker		regrets
Nigel Tai	✓	

Item #2: 1062 & 1074 Cooke Boulevard

Design Review: First Review

Application: Official Plan Amendment and Rezoning

Presentations:

City Staff: Thomas Douglas, Community Planning

Design Team: Roland Rom Colthoff, RAW Design



Disclosure of conflict-of-interest

None.

City Staff Overview

City staff outlined the project details, planning framework and existing and future context. Staff are seeking the Panel's advice on the following key issues:

1. **Response to Context**
   Please comment on compatibility and the proposed buildings' transition to and interface with neighbouring properties and surrounding area, with consideration for both the existing and planned context.

2. **Built Form (Massing and Articulation)**
   Please comment on the design and scale of the proposed building (podium and towers) and architectural expression.

3. **Site Plan Design**
   Please comment on landscape strategy and streetscape, particularly with respect to the interface of the proposed development with the public realm, including but not limited to pedestrian experience, treatment of the corner of Cooke Boulevard and Masonry Court, appropriateness and organization of at-grade uses, and the design and location of amenity areas.

Design Team Presentation
The Project Architect provided an overview of the proposed building design. A five-storey podium with step backs and two towers, 30- and 32-storeys in height, are proposed. The building is intended to be in keeping with the scale of the proposed development across the street from the subject site, on the north side of Masonry Court.

The proposed development is planned to be constructed in two phases – phase one being the southern half of the site. A shared entry court is planned in the centre of the site to connect the two phases and serve as the main drop off area for the development. Service accesses are proposed off Masonry Court and Cooke Boulevard.

Three levels of underground parking and two levels of above grade parking is proposed. The rooftop of the parking garage, between the two towers, will have a deck and serve as common outdoor amenity space that both towers can access, similar to the Ironstone building in Burlington. The specific programming of the central amenity area has not yet been determined. City Gate in Mississauga was referenced as another example of what is possible.

A masonry base is envisioned to provide a residential character. Along Masonry Court and Cooke Boulevard, the building will be lined with at grade residential units with small terraces. A landscape buffer or knee wall will be provided to differentiate between public and private domains. At grade retail is not proposed at this time, but the residential units could be converted to retail in the future. The front lobby of the building will face Cooke Boulevard.

A system of decorative screens at the edge of the balconies will be used to create a colourful pattern that will lead the eye up the façade of the towers. The quantity of colour may vary between the towers to distinguish between the two towers.

Panel Questions:

The Panel asked the following questions of clarification:

- What is the percentage of family sized units proposed (e.g. units with 3-bedrooms or more)?
    - The preliminary unit count currently consists of studio, 1-bedroom and 2-bedroom units. 3-bedroom units have not been designated at this time. Currently, 35% of the total number of units are 2-bedroom or 2-bedroom plus den units; 65% of the units are 1-bedroom units. The 2-bedroom plus den units could be converted to 3-bedroom units.
- Are any affordable units proposed?
    - Affordability has not yet been discussed.
- Please clarify slide 11 (rendering looking northwest) - is a linear park proposed at the south end of the site? Is this shown on all the plans?
    - The project architect noted that there is an inconsistency in the drawings, which will need to be clarified, and confirmed that the intent is to provide a 6 m landscape buffer at the south end of the site. Immediately north of the buffer will be a vehicular drive aisle.
- Why is there parking provided above ground, why not accommodate all parking underground?
    - The two towers generate a lot of parking. Three levels of below grade parking would only accommodate two thirds of the required parking. Approximately 500 spaces are proposed below grade; the remaining are above grade.
- Are direct entrances to the street envisioned for the ground-level units? What will the transition be like to the public realm?
    - Front doors with private terraces and a private walkway to the street will be provided. The units will also be accessible from the internal corridor.
- The landscape plan shows all planting in front of the ground-level units, with no access to the street. Coordination is needed to reflect the proponent's presentation.
- A 3 m setback is proposed on the west side of the site. There are many large trees next to the site. Has an arborist been retained to confirm if the proposed setback is appropriate to preserve the existing trees?
    - This will be taken into consideration. It is anticipated that the lands to the west of the site will also redevelop in the future.
- What is the design of the west side of the building?
    - The back of the building will provide a four-sided structure and the intent is to bring around the shown architectural treatment to the back of the building.
- What are the sustainability features of this building?
    - Discussions about sustainability have not happened yet.
- Have alternatives to parking, e.g. stackers, been evaluated to reduce the use of concrete?
    - No, the cost of stackers is not as feasible and will be difficult to justify for this proposal.
- On the amenity level, will there be units facing the common amenity area?
    - There are limited private terraces that will face the common amenity area. They will be separated from the common area by an appropriate landscape buffer. In the Ironstone building for example, a 4.5 m landscape buffer is provided to mitigate acoustic and visual privacy issues.

Panel Advice:

Question #1: Response to Context – *Please comment on compatibility and the proposed buildings' transition to and interface with neighbouring properties and surrounding area, with consideration for both the existing and planned context.*

The Panel commented that until the area-specific plan for this area is finalized and the structural elements of the area is established, the proposal is considered premature because the planned context is still being planned.

However, generally, the Panel felt that an appropriate response to the site's proximity to the GO station should mean more than density. Providing high-quality streetscapes and convenient connections to park space and other destinations to encourage people to walk and take public transit are also important considerations. The Panel strongly recommended that the building contain a mix of commercial, community and office uses, and that the proponent explore ways to make the streetscape more pleasant for pedestrians. Affordable and family-oriented units should also be considered.

The Panel also commented that the proposed development is perhaps too dense, considering the existing context. A logic to where height and density is dispersed throughout the major transit station area is currently lacking. The proposed development would result in a transition from 30-storeys to 2-storeys. It was noted that the Panel made similar comments on the proposal to the north of the subject site (north side of Masonry Court).

A townhouse form on the subject site may represent a more logical transition to the surrounding context. Alternatively, the Panel suggested limiting the density to one tower and giving back to the public realm. The Panel also questioned why a 6-storey podium is proposed, when a 4-storey podium is proposed across the street. If two towers are to be proposed, it was noted that the south tower should be noticeably shorter than the north to step down to the shorter building heights to the south. A 2-storey difference in height is not enough to differentiate between the two towers.

The Panel also had concerns about the impact of using so much concrete to accommodate the proposed amount of parking. Concrete is a high contributor to carbon dioxide emissions.

Question #2: Built Form (Massing and Articulation) – *Please comment on the design and scale of the proposed building (podium and towers) and architectural expression.*

The Panel expressed concern about the appropriateness of residential use on an employment site and reiterated that a mix of uses should be provided to support walking and alternative modes of transportation, and to reduce the amount of parking required.

The Panel also felt that the aboveground parking garage does not lend itself to an animated north and west façade, even if the facades were articulated with brick and faux windows. Also, the Panel suggested that the above grade parking be designed to anticipate a reduction in parking demand in the future. For example, it could be designed to be convertible to another use in the future and be wrapped with residential uses.

The Panel reiterated that having one tower instead of two is preferred. However, if two towers were to be proposed, the spacing of the building from the street and from the tower to the north should be increased to ensure that sunlight reaches the street.

More visual interest is also needed in the architectural design. If the shape of the towers stays the same, more interest should be added to the façade treatment. Concerns about the environmental impacts of using so much glass were also raised.

Question #3: Site Plan Design – *Please comment on landscape strategy and streetscape, particularly with respect to the interface of the proposed development with the public realm, including but not limited to pedestrian experience, treatment of the corner of Cooke Boulevard and Masonry Court, appropriateness and organization of at-grade uses, and the design and location of amenity areas.*

Greater focus on the public realm and benefits to the public realm is needed, especially at the northeast corner of the site (Masonry Court/Cooke Boulevard intersection). The Panel noted that residential uses, in general, are not an appropriate use at the street-level.

Also, the Panel commented that the character of the central drop-off area is dark and uninspired. Further details about how the space is designed, what it would feel like from a pedestrian perspective, and the character of the façade edges are needed.

Furthermore, the Panel commented that there is not enough landscaping and open space at grade, and that the existing, mature trees to the west of the site provide health benefits and should be preserved. The existing trees are at least 60 years old, and any new trees planted would take time to grow to a similar size and provide similar benefits. It was suggested that the proposed surface parking be replaced with a parkette instead for residents to enjoy.

Regarding the proposed 6 m landscape buffer on the south end of the site, the Panel commented that this landscape area/buffer is necessary and should be provided. Also, it could be designed to include park features.

Lastly, the Panel reiterated that in the absence of a completed area-specific plan, the proposal is premature. The area-specific plan would allow for an understanding of how the subject site fits into the overall structure of the Aldershot GO Major Transit Station Area (MTSA) and thereby inform the types and placement of uses and landscape strategy that would be considered appropriate on this site. If the intersection of Cooke and Masonry is intended to be a key node within the MTSA, for example, it would be more appropriate to locate public art and public amenities at the northeast corner of the site that could be used by the community, instead of residential or other uses. It was recommended the proposal be presented again to the Panel once it has been redesigned.

End...Item #2

Appendix D

PROPOSED OFFICIAL PLAN AMENDMENT

AMENDMENT NO. XXX TO THE OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA

CONSTITUTIONAL STATEMENT

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

PART A – PREAMBLE

1. PURPOSE OF THIS AMENDMENT

   The purpose of this Amendment is to change the land use designation on Subject Lands from Mixed Use Corridor - Employment to Mixed Use Corridor - General and to introduce site specific provisions to permit a maximum FAR of 9.51 and height of 32 storeys on the Subject Lands. The Amendment facilitates the development of a mixed-use building with ground floor retail fronting onto Cooke Boulevard and Masonry Court with two residential towers with heights of 30 storeys and 32 storeys and a podium height of 6 storeys fronting the public boulevard and 3 storeys at the rear.

2. SITE AND LOCATION

   The Subject Lands are located on the southwest corner of the intersection of Cooke Boulevard and Masonry Court. The Subject Lands consist of two separate parcels, 1074 Cooke Boulevard and 1062 Cooke Boulevard and have a total area of approximately 0.70 hectares (1.73 acres). 1074 Cooke Boulevard is approximately 0.40 hectares (0.99 acres) with a frontage of approximately 50 metres and a depth of approximately 76 metres. 1062 Cooke Boulevard is approximately 0.30 hectares (0.74 acres) with a frontage of approximately 45 metres and a depth of approximately 67 metres.

3. BASIS FOR THE AMENDMENT

   a) The proposed Amendment is consistent with the Provincial Policy Statement (PPS) and conforms with the Growth Plan for the Greater Golden Horseshoe (Growth Plan).
   b) The proposal conforms to the Halton Region Official Plan and the Official Plan for the Burlington Planning Area, upon finalization of this Amendment;
   c) The proposal generally conforms to the City of Burlington's Tall Building Urban Design Guidelines;
   d) The proposal can be adequately serviced;
   e) The proposal is well-served by existing community infrastructure including public transit, parks, schools, and recreation facilities;
   f) The proposal is compatible with the surrounding area and impacts from the development are minimized.
   g) The proposal enhances the pedestrian environment along Cooke Boulevard and Masonry Court; and,
   h) The proposal represents appropriate intensification within a Major Transit Station Area.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

The mapping of the Official Plan for the Burlington Planning Area is amended by changing the designation on the Subject Lands from Mixed Use Corridor - Employment to Mixed Use Corridor - General as shown on the attached Schedule 1.

The text of the Official Plan of the Burlington Planning Area is amended by adding the following clause to Part III, Section 5.3 Mixed Use Corridors, Subsection 5.3.2 which reads as follows:

"p) For lands located at 1064 and 1072 Cooke Boulevard:

i. Notwithstanding Policy 5.3.2d)(i) a maximum floor area ratio of 9.51:1 shall be permitted.
ii. Notwithstanding Policy 5.3.2d)(ii) the maximum building height shall be 32 storeys."

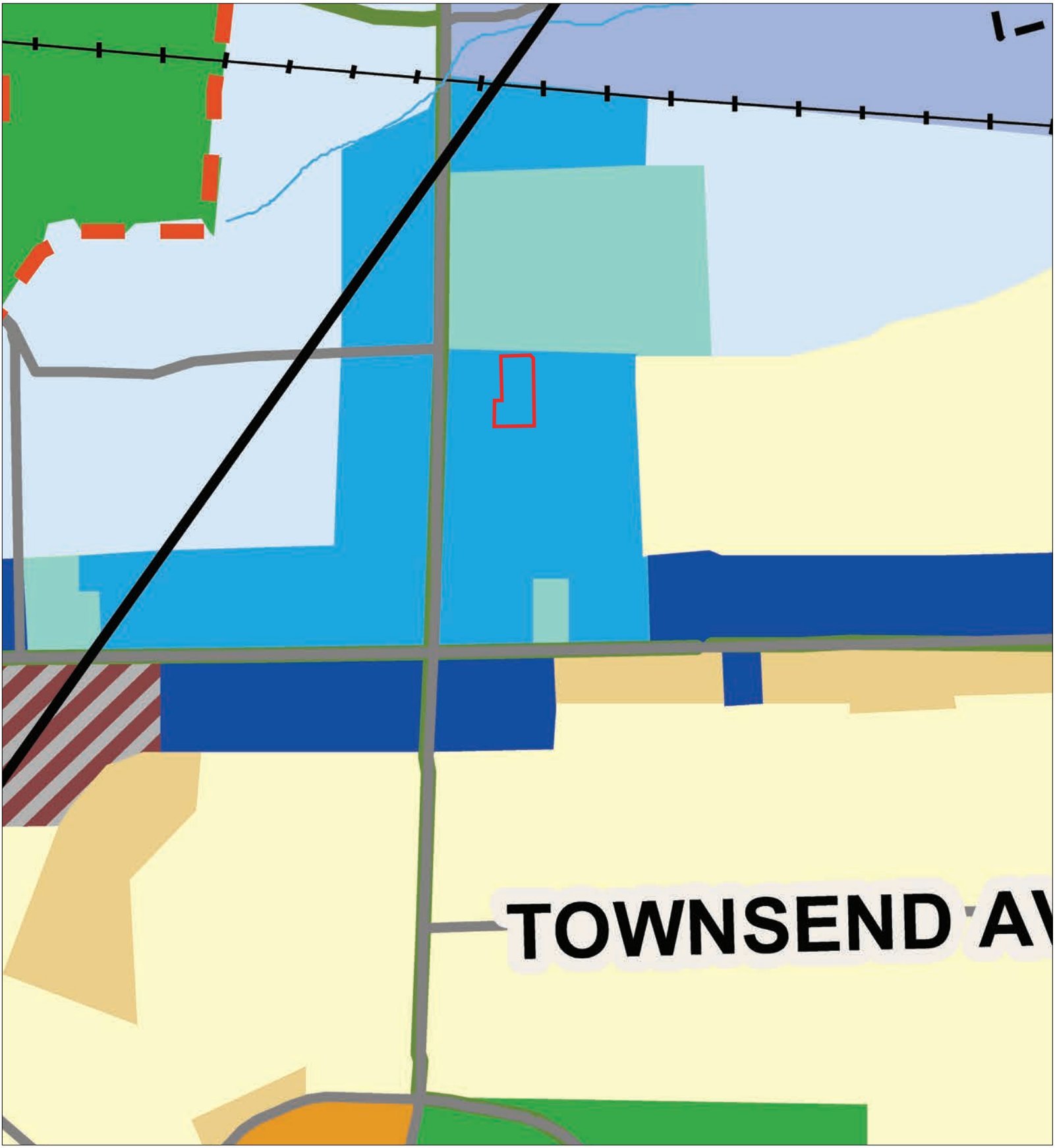
2. INTERPRETATION

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

3. IMPLEMENTATION

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

DRAFT



Schedule 1 - Official Plan Amendment

City of Burlington In-Effect Official Plan

1062 & 1074 Cooke Boulevard
Burlington, Ontario

LEGEND

- Subject Lands to be redesignated to Mixed Use Corridor - General
- Residential - Low Density
- Residential - Medium Density
- Mixed Use Corridor - General
- Business Corridor
- General Employment
- Mixed Use Corridor - Employment
- Mixed Use Corridor - Commercial Corridor

DATE: September 2022

SCALE: N.T.S

N:\20329\B - Cooke Blvd\2020\Figures for PJR

North

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4
T 905 639 8686 | F 905 761 5589 | www.mhbcplan.com

Appendix E

PROPOSED ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE CITY OF BURLINGTON

BY-LAW NUMBER 2020.XXX

Being a By-law to amend By-law 2020, as amended; for 1062 and 1074 Cooke Boulevard, for the purpose of facilitating the mixed-use development of two residential towers with heights of 30 and 32 storeys with a shared 6 storey podium.

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

THE COUNCIL OF THE CORPORATION OF THE CITY OF BURLINGTON HEREBY ENACTS AS FOLLOWS:

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

2. The lands identified on Schedule "A" attached hereto are hereby rezoned from "Mixed Use Employment (MXE)" to "Mixed Use General Site Specific XX (MXG-XX)".

3. PART 14 of By-law 2020, as amended, Exceptions to Zone Classifications, is amended with the following:

Exception	Zone	Map	Amendment	Enacted
XXXX	MXG	XX	2020.XXX	XXX

Regulation	Requirement
Maximum Floor Area Ration	9.51:1
Building Height – Maximum	32 storeys
Residential Parking	0.65 for residents 0.15 for visitors and retail 0.79 total
Accessible Parking	3% of required parking
Amenity Area – Minimum	17.2 sq. m. per dwelling unit
Setbacks for underground parking structure less than 1.6 metres above grade	Min. of 0.4 m abutting Cooke Boulevard Min. of 0.8 m to all other property lines
Setbacks	3.0 metres abutting Cooke Boulevard 2.0 metres abutting Masonry Court 6.0 metres abutting south property line 1.0 metres abutting rear property line

Landscape Areas	3.0 metres abutting Cooke Boulevard 2.0 metres abutting Masonry Court
Parking Space Dimensions	Minimum width of 2.6 m and a minimum area of 14.5 sq m

Except as amended herein, all other provisions of this By-law, as amended, shall apply.

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

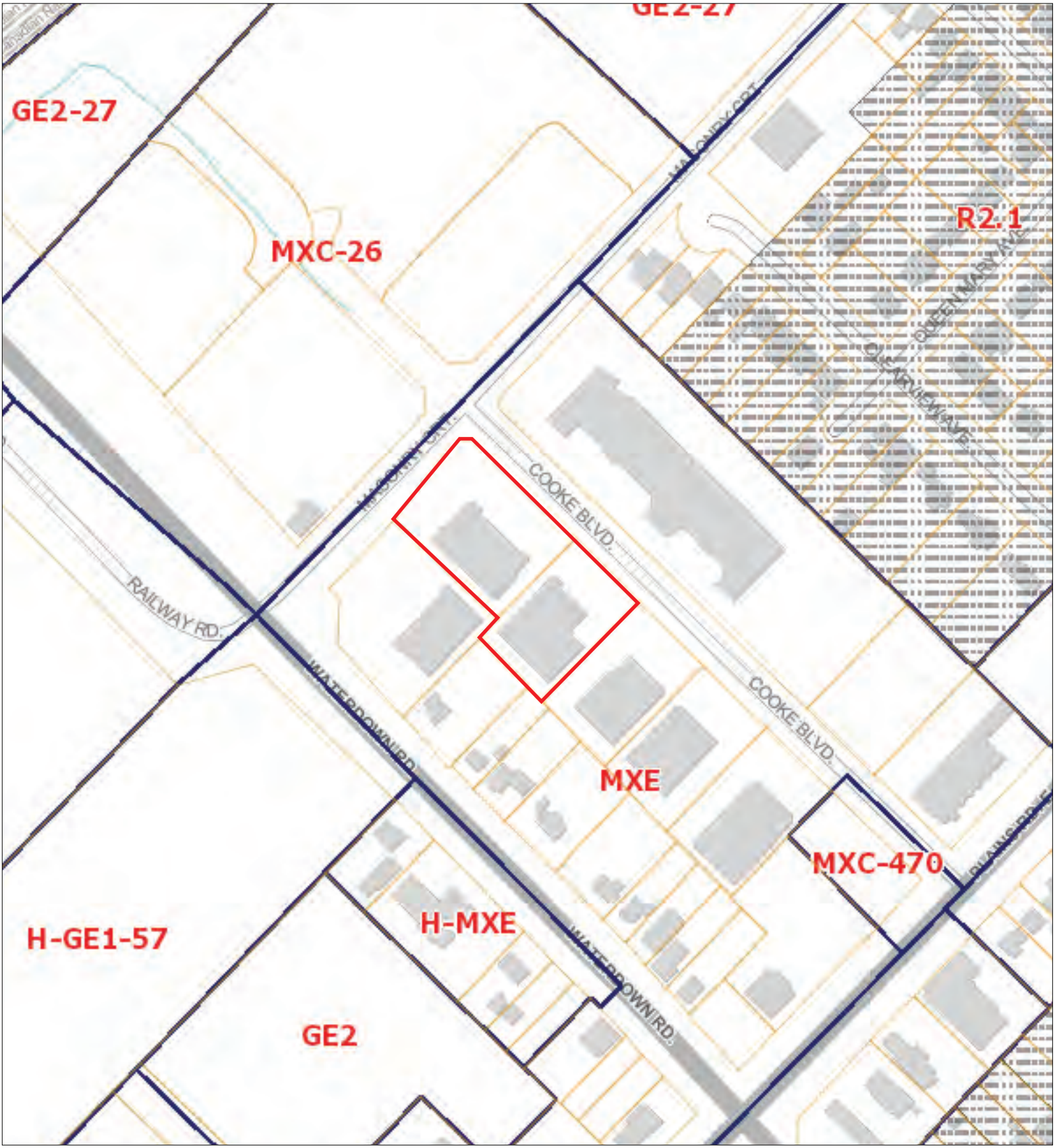
If one or more appeals are filed pursuant to the provisions of the Planning Act, as amended, this By-law does not come into force until all appeals have been finally disposed of, and except for such parts as are repealed or amended in accordance with an order of the Local Planning Appeals Tribunal this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

ENACTED AND PASSED this ……..day of ..... 2022.

_____MAYOR

_____CITY CLERK

DRAFT



Schedule A - Zoning By-law Amendment

City of Burlington Zoning By-Law 2020

1062 & 1074 Cooke Boulevard
Burlington, Ontario

LEGEND

Subject Lands to be rezoned from MXE (Mixed Use Employment) to MXG-XX (Mixed Use General Site Specific)

DATE: September 2022

SCALE: N.T.S

N:\20329\B - Cooke Blvd\2020\Figures for PJR

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4
T 905 639 8686 | F 905 761 5589 | www.mhbcplan.com

Appendix F

POLICY ANALYSIS

Appendix F1: Planning Act Analysis

Section 2 of the Planning Act sets out the matters of provincial interest which the Minister, the council of a municipality, a local board, a planning board, and the Tribunal shall have regard to when carrying out their responsibilities under the Act. The following matters of provincial interest are of relevance and applicable to the analysis of this development proposal:

"(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
(l) the protection of the financial and economic well-being of the Province and its municipalities;"

The proposal is for an intensification project located within the built boundary on existing municipal services. The proposed development will make efficient use of the already existing municipal services and public transit infrastructure in the area which contributes to the financial and economic well-being of the municipality.

"(h) the orderly development of safe and healthy communities;
(j) the adequate provision of a full range of housing, including affordable housing;
(k) the adequate provision of employment opportunities;
(r) the promotion of built form that,
(i) is well-designed,
(ii) encourages a sense of place, and
(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;"

The proposal represents orderly development through intensification located near the Aldershot GO Station and at the periphery of an existing low density neighbourhood to the east and south. The two towers, 30 storeys and 32 storeys, will provide a range of unit sizes and diversify the housing options available in the area. The proposal will also provide retail uses which will create employment opportunities for area residents. The proposal embodies a high quality design. Careful consideration has been given to the site's locational context. Elements of the design provide a compatible use and built form that are well integrated into the community. The design has also been refined using feedback received from the public and the Burlington Urban Design Review Panel.

"(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate."

The Subject Lands are located in close proximity to the Aldershot GO Station, a frequent transit route, and a number of other commercial and employment uses. As such, future residents will have convenient options to utilize public transit or active transportation as an alternative to the car, thereby helping achieve reductions in greenhouse gas emissions.

"(p) the appropriate location of growth and development;"

The proposal is located within the built boundary and the Aldershot MTSA. The highest level of intensification is to occur in MTSAs, therefore, the Subject Lands represent an appropriate location for growth and development.

Appendix F2: Provincial Policy Statement Analysis

Section 1.0 - Building Strong Healthy Communities

The following policies of Section 1.1 of the PPS, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns apply to the proposal:

"1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;
e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs;
g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;"

The Subject Lands are located within a settlement area, as defined by the PPS, which will be developed on full municipal services. The proposed development can be accommodated by existing municipal infrastructure and represents an efficient use of land and resources in the area. The requested amendments will provide an opportunity for redevelopment and intensification within the built up area and will provide residents with additional housing choice and access to the existing public transportation network.

Additional policies in Section 1.1 include:

"1.1.3.1 Settlement areas shall be the focus of growth and development

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
a) efficiently use land and resources;
b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
d) prepare for the impacts of a changing climate;

e) support active transportation;
f) are transit-supportive, where transit is planned, exists or may be developed; and
g) are freight-supportive."

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

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

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas

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

The Subject Lands are located within the urban area of City on full municipal services. Halton Region's Official Plan identifies the Subject Lands as within the Aldershot GO MTSA. The proposal represents an intensification opportunity that proposes a compact built form with a mix of uses and density that efficiently uses land and infrastructure.

The Subject Lands are located in an appropriate location for intensification being in close proximity to the Aldershot GO Station, a designated frequent transit route, and within walking distance of a number of commercial and employment uses.

The accompanying TIS demonstrates that there is adequate capacity in the surrounding transportation network to accommodate the redevelopment. The proposal is intended to contribute to ridership on existing public routes which serve the area. The accompanying FSR proposes a servicing scheme for the Subject Lands which confirms that there is existing water and sewer capacity to accommodate the proposed development.

Section 1.4 - Housing

"1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and

densities to meet projected requirements of current and future residents of the regional market area by:

b) Permitting and facilitating:

i. All housing options required to meet the social, health and well-being required of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

ii. All types of residential intensification, including additional residential units and redevelopment in accordance with policy 1.1.3.3;

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

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

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,

f) 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 proposal will add 809 new residential units within walking distance of the Aldershot GO Station, employment and commercial uses in addition to a number of parks and community facilities located in the area. As such, future residents will have a range of opportunities to complete daily tasks using active transportation or public transportation.

The proposal diversifies the range of housing forms in the area by adding apartment units of varying sizes to the local housing stock.

The proposal consists of a compact built form and has been designed to not create adverse impacts and achieve compatibility using a number of design measures which recognizes its critical location within the Aldershot GO MTSA.

Section 1.6 - Infrastructure and Public Service Facilities and Transportation

"1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

a) the use of existing infrastructure and public service facilities should be optimized; and,

b) opportunities for adaptive re-use should be considered, wherever feasible. "

1.6.6.1 Planning for sewage and water services shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and

optimization of existing:

1. *municipal sewage services and municipal water services;*

b) ensure that these systems can be provided in a manner that:

1. *can be sustained by the water resources upon which services rely;*
2. *prepares for the impacts of a changing climate;*
3. *is feasible and financially viable over their lifecycle;*

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

"1.6.6.7 Planning for stormwater management shall:

a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;

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

c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater,including the use of green infrastructure;

d) mitigate risks to human health, safety, property and the environment;

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

f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development."

The proposal will implement intensification within the built boundary of a settlement area on existing municipal services. The proposal will contribute to the optimization of existing municipal services. The accompanying FSR proposes a servicing scheme for the Subject Lands which confirms that there is existing water and sewer capacity to accommodate the proposed development. The proposed stormwater management approach has been designed in accordance with all Regional and municipal requirements.

The PPS contains the following relevant policies with respect to transportation systems:

"1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

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

The Subject Lands are located in close proximity to the Aldershot GO Station, a designated frequent transit route, and within walking distance of a number of commercial and employment uses. As such, future residents will have convenient options to utilize public transit or active transportation as an alternative to the car, thereby helping achieve reductions in greenhouse gas emissions.

Section 1.8 – Energy Conservation, Air Quality and Climate Change

> *"Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*
>
> *a) promote compact form and a structure of nodes and corridors;*
>
> *b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;"*

As noted above, given the proximity to the Subject Lands to the Aldershot GO Station, the proposal will promote the use of public transit and active transportation. The proposed 30 storey and 32 storey towers represent compact built form located within a MTSA which is a node for activity and transportation connections.

Section 4.0 – Implementation and Interpretation

> *"4.6 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans. Official plans shall identify provincial interests and set out appropriate land use designations and policies."*

The ability to optimize development opportunities that better achieve provincial policy objectives should be considered through changes to the City's existing Official Plan. The proposal represents intensification within a neighbourhood that is within walking distance of a GO Station. The proposed planning instruments better-implement the policies of the PPS which seek to optimize underutilized lands within close to public transit.

Appendix F3: Growth Plan for the Greater Golden Horseshoe

Section 2.2 – Policies for Where and How to Grow

Section 2.2 sets out the policy framework for how forecasted growth can be managed to the horizon of the Growth Plan. The following policies apply to redevelopment of the Subject Lands.

"2.2.1.2 Forecasted growth to the horizon of the 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; 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."*

The proposal constitutes an intensification project within the built boundary of a settlement area on existing municipal services. The site is also within a strategic growth area associated with the Aldershot GO Station, defined as a Major Transit Station Area located on a higher order transit corridor. There are a number of shopping and employment uses existing on Plains Road East and Cooke Boulevard which future residents will be able to utilize, contributing to a mixed use environment and the achievement of a complete community. The Subject Lands are also in proximity to a number of parks and community facilities which are listed in Table 1.

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

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

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;*

e) provide for a more compact built form and a vibrant public realm, including public open spaces"

The proposal diversifies the housing options available in the immediate vicinity by providing apartment units of various sizes ranging from studios to larger three bedroom units to accommodate the needs of a variety of household types and sizes including families. The added density is intended to contribute to transit ridership and support existing public transit as well as future service improvements. Retail/commercial space will be provided at-grade, which will contribute to a vibrant public realm and provide a mix of uses on the site for future residents and the broader community. Overall, the proposed development will contribute to the provision of a high quality built form by making efficient use of space through the provision of new residential units and retail/commercial space in a compact high-density urban form.

Delineated Built-up Areas

The Subject Lands are located with the City's Built-up Area for which the following policies apply.

"2.2.2.1 By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and

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

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

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

c) encourage intensification generally throughout the delineated builtup area;

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

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

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

The proposed development contributes to these minimum targets and is consistent with the desired urban structure of the Halton Region Official Plan and the Council-adopted Official Plan which identify the Aldershot GO Station MTSA as an intensification area. The proposed OPA and

ZBA update the land use designation and zoning applicable to the Subject Lands and clearly implement the policies of the Growth Plan. The proposal reflects a level of intensification appropriate within the City's policy and physical site context, and is consistent with the goals of the Growth Plan to encourage and support intensification within the built up area.

2.2.4 – Transit Corridors and Station Areas

"2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:

a) planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;

c) providing alternative development standards, such as reduced parking standards; and

d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit supportive and supportive of active transportation and a range and mix of uses and activities."

The Growth Plan defines Major Transit Station Areas as:

"The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk."

Higher order transit is defined as:

"Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way."

Aldershot GO Station is a higher order transit station. The Subject Lands are located in close proximity to the Aldershot GO Station and are thus within a Major Transit Station Area. The Subject Lands are also near a designated frequent transit route along Plains Road East. The proposal constitutes a mixed-use development with a compact built form which is transit supportive.

2.2.6 – Housing

"2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes."

The proposal includes a mix of unit sizes ranging from studios to 3-bedroom units which can accommodate different household sizes and incomes.

Section 3 – Infrastructure to Support Growth

"3.2.6.1 Municipalities should generate sufficient revenue to recover the full cost of providing and maintaining municipal water and wastewater systems.

3.2.6.2 Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:

> *b) the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;"*

The proposed development assists the City, Region and Province in achieving the intent of the infrastructure and transportation policies of the Growth Plan by providing for a more compact built form on a site that is within close proximity to amenities, services, and public transit. The development will contribute to the prioritization of public transit and the achievement of transit supportive densities within the Aldershot GO MTSA through a reduced parking ratio. The introduction of residential and retail/commercial uses on the site will contribute to a vibrant street and support the economic viability of the MTSA resulting in a more efficient and cost effective use of existing public resources.

The proposal contributes to the efficient utilization of the existing municipal services available within the built up area. The accompanying FSR proposes a servicing scheme for the Subject Lands which confirms that there is existing water and sewer capacity to accommodate the proposed development.

Appendix F4: Halton Region Official Plan (November 10, 2021 Office Consolidation)

Urban Area

The Subject Lands are located within the Region's built boundary and are designated an "Urban Area" in accordance with Map 1- Regional Structure of the ROP. The Subject Lands are also designated as within the Aldershot GO MTSA in Map 1H – Regional Urban Structure and Map 6D – Aldershot GO MTSA.

Objectives for Urban Areas are identified in Section 72:

> *"72.1(1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
>
> *72.1(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.*
>
> *72.1(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
>
> *72.1(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*
>
> *72.1(6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.*
>
> *72.1(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.*
>
> *72.1(9) To facilitate and promote intensification and increased densities."*

As discussed in detail in the policy review below, the proposal conforms with the objectives of the ROP. The Subject Lands location within the Aldershot GO MTSA allows for the proposal to support local and regional transit and thereby decrease dependence on the car. The varying unit sizes will help diversify the housing choices in the immediate area, contributing the creation of a more complete community. Intensification within the MTSA, a Strategic Growth Area, is a provincial and regional objective and direction and the proposal reflects an appropriate level of intensification given its locational context.

The ROP contains the following policy with respect to permitted uses in the Urban Area:

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

An OPA and ZBA are required to implement the proposal. This PJR demonstrates that the proposal and its associated planning instruments implement the provincial and regional direction for intensification within MTSAs.

Strategic Growth Areas

Objectives for Strategic Growth Areas are identified in Section 79 of the ROP.

> *"79(1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities..*
>
> *79(2) To provide opportunities for more cost-efficient and innovative urban design.*
>
> *79(4) Tor provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.*
>
> *79(5) To create a vibrant, diverse and pedestrian-oriented urban environment.*
>
> *79(8) To support transit and active transportation for everyday activities.*
>
> *79 (9) To generally achieve higher densities than the surrounding areas.*
>
> *79(10) To achieve an appropriate transition of built form to adjacent areas.*

" *79.1 Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:*

> *(2) Major Transit Station Areas as delineated on Map 1H and Map 6 and identified by symbol on Map 3, which generally consist of areas within 500 m to 800 m of the Major Transit Station, subject to specific policies in Section 81, in addition to those for Strategic Growth Areas,"*

The Subject Lands are located in close proximity to the Aldershot GO Station terminal which is identified as a Strategic Growth Area, specifically a Major Transit Station, in the ROP. The proposal

will provide an urban form that will use space more economically through a high-rise building design. The proposal will assist in the creation of a complete community in the Aldershot GO MTSA area through providing a range of unit sizes to accommodate various family sizes and price ranges.

"79.3(1) Direct development with higher densities and mixed uses to Strategic Growth Areas.

79.3(6) Require the Local Municipalities to ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design."

The proposal is consistent with the policies requiring higher densities to be located within Strategic Growth Areas. The proposed site plan contains appropriate landscaping and buffer areas to provide screening which allows for a smooth built form transition to the existing to the surrounding neighbourhood. Thus the physical character of the neighbourhood will not be negatively impacted.

"79.3(7) Require the Local Municipalities to:

a) include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Strategic Growth Areas;

b) prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Strategic Growth Areas;

d) promote development densities that will support existing and planned transit services.

The Subject Lands are currently designated Mixed Use Corridor – Employment in the in-force Official Plan and Urban Corridor – Employment in the council-adopted Official Plan. The Subject Lands are currently zoned Mixed Use Corridor Employment (MXE). The proposal recognizes the critical location of the Subject Lands within the MTSA and Strategic Growth Area and seeks to optimize the land use of the land. The associated planning instruments facilitate the proposal and implement the intensification policies of the ROP, allowing for increased density that will support transit and active transportation.

Major Transit Station Areas

The ROP contains the following objectives with respect to Major Transit Station Areas:

"81. The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:

(1) To leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit support densities through existing or planned frequent

transit service.

(2) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.

(3) To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit-supportive growth.

(4) To achieve multimodal access to stations and support complete communities.

(5) To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.

(6) To protect existing employment uses within Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved.

(7) To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area Specific Plans."

The proposal is located within a Major Transit Station Area as defined with the ROP and will provide a range and mix of transit-supportive uses including high density residential with at-grade retail to serve future residents. The proposal represents contextually appropriate intensification on the Subject Lands and will maximize the number of potential transit users within walking distance to the Aldershot Go Station.

Housing

The ROP contains the following policies with respect to housing:

"84. 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.

85(4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.

86(6a) At least 50 percent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings.

86(11) Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.

86(21) Require local Official Plans to provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and project demands reflecting socio-economic and demographic trends."

The proposal development is contextually appropriate within the Aldershot community given its proximity and walking distance to the Aldershot Go Station. The proposal will increase the mix of housing by density, type and affordability in the immediate geographic area. It will make for more efficient use of developed lands through the intensification of an existing site. The character of the surrounding neighbourhood will be maintained through the appropriate siting of increased densities along Cooke Boulevard, appropriately distanced from the low density residential neighbourhood to minimize adverse impacts to allow the character of the neighbourhood to the east to be maintained while fulfilling the objectives for intensification within the MTSA.

Healthy Communities

Part IV of the Regional Official Plan contains policies with respect to creating healthy communities.

"140. The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living."

"156. It is the policy of the Region to:

(1) Require all proponents of development to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security."

These policies are evaluated in the context of the Healthy Community Guidelines in table below. The Guidelines note that healthy communities encourage seven attributes which are presented as headings.

Built Environment	
Contribution to healthy community:	**Elements:**
• Compact mixed use development, walkable and connected communities; • A range of densities and housing opportunities, choices and accessibility for all income levels and needs; • Redevelopment/regeneration areas; • Welcoming pedestrian-scaled environments; • A range of densities that will support public transit and amenities; and, • Community infrastructure.	• Compact Development • Community Structure • Diversity of Uses • Walkable & Connected Communities • Diversity of Housing • Complete Streets • Schools • Redevelopment / Regeneration Areas • Mixed Use Opportunities • Urban Forest

	• Streetscapes and the Pedestrian Environment
Compliance of proposed development:	
The proposal is for the redevelopment of an existing parcel of land with a compact built form at a higher density than the surrounding uses. The proposal is designed to integrate into the surrounding community without adverse impact. This will provide a greater range of housing options in the immediate vicinity, contributing to the diversity of local housing stock. The Subject Lands are in proximity to commercial areas and a number of community parks and facilities.	
Mobility	
Contribution to healthy community:	**Elements:**
• Encouraging physical activity; • Facilitating active transportation and public transit; • Providing access to services and amenities for vulnerable population groups including children, the elderly, persons with disabilities and low income individuals; • Providing safe, convenient and accessible environment for walking and cycling through Transportation Master Plans and Active Transportation Plans; • Reducing dependency on single occupant vehicles and improving access to transit; • Promoting integration within transit systems inter-regionally; and, • Providing connected street networks that are accessible to all modes of transportation.	• Universal Accessibility • Street Network • Active Transportation • Transit Accessibility • Transit-supportive Density • Major Transit Stations • Pedestrian & Cycling Routes • Parking
Compliance of proposed development:	
The proposed development is within walking distance and cycling distance of a number of community facilities. Residents will be able to meet many of their day to day needs within the immediate neighbourhood without the need to use an automobile. The additional residential density will support the variety of commercial uses within walking distance, including the many commercial uses located within the Aldershot GO MTSA. The close proximity to existing transit will be supported by the increased residential density and will provide residents with increased accessibility to destinations located within and outside the region. Further, the site is optimally located to provide excellent pedestrian connections to the surrounding area. Careful consideration has been given to the building design to ensure that it is safe and accessible to pedestrians and well connected to the public realm.	
Natural Environment and Open Space	
Contribution to healthy community:	**Elements:**
• Preserving and enhancing the natural heritage system; • Supporting recreational and cultural opportunities; • Providing access to a range of open spaces, parks and recreational facilities, pathways and trails; and, • Providing interconnected green space and urban forests within the urban boundary.	• Natural Heritage System • Parks & Public Spaces • Pathways & Trails

Compliance of proposed development:	
The proposal is for the redevelopment of an existing site within the built boundary and will not impact the natural heritage system. Such intensification reduces the need to rely on the development of greenfield lands to accommodate the growing population. The Subject Lands are located in proximity to a number of parks and recreational opportunities.	
Human Services	
Contribution to healthy community:	**Elements:**
• Integrating and co-locating providing social infrastructure to meet the current needs of all residents; • Providing social, cultural and recreational services such as Places of Worship, Community Centers, Libraries, social housing, youth centres, long term care homes and seniors centres; and, • Providing access to health care and ensuring public safety through design (CPTED);	• Co-location & Integration of Services • Social, Community, Cultural, and Recreational Services • Health & Public Safety • Education
Compliance of proposed development:	
The Subject Lands are in proximity to a number of recreational facilities including, Aldershot Pool, Aldershot Arena as well as parks and open spaces.	
Sustainable Design	
Contribution to healthy community:	**Elements:**
• Designing new buildings, communities, and neighbourhoods to reduce water, waste, and energy use; • Promoting energy conservation and alternative energy sources; • Implementing Low Impact Design Standards in both new developments and established areas; • Improving air quality through addressing the impact of climate change; and, • Encouraging the design and construction of energy efficient green buildings.	• Energy • Water • Materials and Solid Waste • Air Quality • Green Buildings • Cool/Green Roof
Compliance of proposed development:	
The proposal includes a compact building design in a MTSA which reduces energy consumption increases air quality by encouraging non-car oriented modes of transportation. This allows for efficient use of land within the existing urban boundary on existing municipal services.	
Economy	
Contribution to healthy community:	**Elements:**
• Providing a balanced community between employment and residential areas; • Promoting a diversity of employment opportunities and densities at appropriate locations where transit is available; and, • Promoting the efficient movement of goods.	• Population and Jobs • Employment Lands • Retail / Commercial / Service • Mixed Use / Live Work Opportunities • Neighbourhood Jobs
Compliance of proposed development:	

The development is within close proximity to a variety of retail stores and community facilities which will provide residents with easy access to goods and services without having to rely on the automobile. The Subject Lands are located close to existing employment uses located on Cooke Boulevard and within close proximity to the Aldershot GO Station which provides access to a diverse job market throughout the Greater Toronto and Hamilton Area.	
Community Food Supply	
Contribution to healthy community:	**Elements:**
• Encouraging accessibility to healthy food; and, • Promoting locally grown food and farmers markets.	• Local Food / Farmers Markets • Retail Food Options such as Small, Medium, and Large Grocery Stores • Urban Agriculture • Community Food Centres • Local Food Distribution, Process, and Warehousing Facilities
Compliance of proposed development:	
The Subject Lands are located within close proximity to a food store which will provide residents with access to healthy food.	

Transportation

The ROP contains the following transportation-related policies:

> *"172(8) To achieve a level of public transit usage that averages at least 20 percent of all daily trips made by Halton residents by year 2031.*
>
> *172(9.1) To ensure development is designed to support active transportation and public transit.*
>
> *172(10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.*
>
> *172(12) To support the provision of public transit service, within reasonable walking distance and at a reasonable cost, to all sectors of the public, including persons with a physical disability.*
>
> *173(2) Ensure that the development of transportation systems in and around Halton supports the development of Intensification Areas."*

The proposed development will be located within a 12 minute walk of regional and local transit which will encourage residents to take advantage of those modes of transportation to accomplish their daily tasks. This will contribute to the Region's modal split target. As noted, the proposed development is in close proximity to a number of services and recreation uses, encouraging active

Appendix F5: City of Burlington Official Plan (In-Force)

Part 1: Policy Framework

"3.0 GUIDING PRINCIPLES

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

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

The proposal has carefully considered these guiding principles in its design. The development provides for intensification at an appropriate location in the City. It advances the Province's growth objectives while balancing other objectives of the current Plan. It will contribute to the achievement of an attractive and livable community providing access to housing within close proximity to parks, shopping, professional services, medical services, and community facilities.

The proposal represents an efficient use of serviced land that will add new housing opportunities in the Aldershot neighbourhood. The increased growth and density will support local businesses and public transit while future residents will be able to take advantage of a number of recreational and community facilities located in the area. The Aldershot MTSA is an appropriate location for intensification due the higher levels of existing and planned transit service. The proposed development helps achieve the City's intensification targets.

Land Use Vision

Part 1, Section 4.0 of the OP provides general policies related to the land use vision for the entire City. Sections 4.2 and 4.3 identify that the existing built form and environment in Burlington is going to change

from the current suburban community to one which provides for future growth in the form of intensification and redevelopment in a new built forms.

Section 4.2, notes that the historical built form of the City reflected the belief that there were future limits to growth and reflected the abundant supply of developable land available at that time.

> *"The existing City structure is a typical suburban community. Burlington is composed mainly of residential neighbourhoods containing detached dwellings, separated from employment and shopping areas, and designed primarily around a transportation system based on automobile travel."*

This section acknowledges that a shift has occurred since this time and the vision has been modified to reflect this.

> *"A major shift has occurred in values and attitudes, demographics, and land use planning approaches, as the City approaches a mature state. Burlington residents are now more aware of environmental concerns, and limited resources."*

> *"As Burlington approaches a mature state, a significant amount of its future growth will be in the form of intensification and re-development within the existing urban boundary. With fixed urban boundaries as confirmed by the Provincial Greenbelt Plan, the challenge will be to accommodate the various demands for land while maintaining stability and compatibility."*

Section 4.3, The Future Built Form and Natural Environment, identifies key changes encouraged by the Plan.

> *"Changes that are encouraged by this Plan are:*
>
> *i) the development of a greater diversity of housing types to meet the changing needs of the population;*
>
> *ii) the development of a more self-contained city by encouraging a greater live-work relationship and supporting designation of lands for a wide variety of employment uses;*
>
> *iii) the focusing of more intense land uses into specified mixed use centres and along certain roads;*
>
> *iv) a move towards a more balanced transportation system; and*
>
> *v) a greater emphasis on the long term preservation and conservation of significant natural features with greater public access particularly to the waterfront and reasonable and responsible access to other areas."*

With respect to population growth,

> *"The Plan directs population growth towards underutilized or vacant parcels in existing communities . . . new residential growth will be mainly in the form of more compact housing. This development will be served by various modes of transportation and located in closer proximity to jobs, shopping and leisure areas."*

The proposal is consistent with the City's land use vision. It will provide for intensification on a site that is in close proximity of a GO Station while respecting the existing low density neighbourhood to the south and east through a compatible design. The proposed compact built form will diversify housing opportunities and reflects the changing needs of smaller households and an aging population who are seeking smaller and more affordable housing options close to transit. The height, form, and density of the development is consistent and compatible with other approved developments in the area as noted in Table 2 of this report

Part 2: Functional Policies

Part II of the OP contains a number of policies related to functional elements of growth and development including policies on servicing, sustainability and transportation.

Section 2.7 of Part II of the OP provides applicable policies on Sustainable Design and Compatibility as follows:

"2.7.2 Objectives

a) To ensure through the site planning process that building layout and urban form is consistent with Sustainable Development principles so that new development is efficient, safe, accessible, affordable and energy efficient.
b) To encourage, wherever possible, development to be accessible by pedestrians, cyclists and public transit.

2.7.3 Policies

c) Development will be reviewed to ensure efficiency of land use in the urban community in terms of energy, travel time, intensity and diversity.
e) The City will encourage development that provides choices in housing, shopping, employment, and transportation.
k) Transportation Demand Management strategies will be used to encourage increased transit ridership, walking and bicycling in the City.
l) Where noise abatement is required along roads, design features such as the orientation of buildings, vegetative buffers and other innovative methods shall be preferred over the use of acoustical walls."

The proposed development conforms to the sustainable development direction and policies. The proposal is within walking distance to local and regional public transit as well as a number of community and recreational facilities, as shown in Table 1 of the report. The proposal represents and efficient use of serviced land located within the built boundary and in proximately to existing housing, commercial areas, employment opportunities and transportation networks, making the area accessible to future residents by providing opportunities for active transportation, including walking, cycling and public transit.

Transportation

Section 3 of Part II contains the following relevant transportation objectives and policies:

"3.2.1 Objectives

d) To encourage alternative travel by creating an urban environment that encourages walking, cycling and transit use and increases opportunities to live close to work and satisfy day-to-day needs locally without relying on the automobile. Infrastructure

e) To maximize existing infrastructure to ensure that optimal benefit is obtained from the transportation system

3.4 Transit Services

3.4.1 Objectives

c) To promote the use of transit, and to reduce traffic and parking demands traffic congestion and air pollution, by providing increased levels of service, encouraging transit-supportive land use planning and introducing appropriate "transit priority" and Travel Demand Management (TDM) measures.

3.4.2 Policies

a) Municipal transit services and facilities shall be provided in accordance with Schedule 1, Long Term Transit Service Network in Appendix A of the Plan. This Schedule identifies the long-term location of anticipated local and inter-regional transit services including VIA and GO rail lines and stations, and other proposed inter-regional services such as a Primary Bus Service Network and a Secondary Bus Service Network.

d) Council shall promote the development of cost-effective transit services through transit-supportive land use and transportation plans in areas of development including mixed use corridors and mixed use centres.

e) Development applications shall be reviewed to ensure that, where feasible, proposed land developments encourage the efficient and effective use of transit services."

The proposal is located within walking distance to the Aldershot GO Station. As shown in Appendix A, Schedule 1 – Long Term Transit Service Network of the OP, the Subject Lands are also in proximity to two Primary Bus Service routes. As such, the proposal is intended to increase transit use and will contribute to enhancing and encourage the efficient and effective use of transit services, including the GO Station and local transit routes. The proposed development will contribute to establishing a more urban environment in the area as envisioned for Mobility Hubs.

Urban Design

General urban design policies are set out in Section 6 of Part II of the OP.

"6.1 Principle

a) The tangible elements of the urban form, consisting of a combination of the built environment and open space that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of this Plan.

6.2 Objectives

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.

e) To achieve a high quality of design within the public realm.

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

6.5 Design Guidelines Policies

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

b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.

c) The design of all buildings must recognize pedestrian scale, safety and the perception of safety and access and the preservation of public vistas and views.

d) The creation of a continuous and harmonious streetscape environment shall be encouraged with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings.

g) The location, amount, position and design of parking areas shall be reviewed to minimize their potential to erode the qualities of the public streetscape, and to lessen their visual impact. City Council shall require landscaped islands and screening in the design of large parking lots.

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

The proposal provides for efficient, attractive and compact design that is integrated with an enhanced public realm. The proposal balances the need for higher density and more compact built

forms while maintaining compatibility with the surrounding neighbourhood character and evolving context for increased densities within the MTSA. The proposed built form achieves this balance by efficiently utilizing the site through the incorporation of underground parking, landscaping and minimizing the front yard setback.

As mentioned above, the proposal achieves compatibility through its siting and design. This increased density is contained within the compact, pedestrian-scaled built form. Facade articulation measures such as a combination of vertical and horizontal emphasis, projections, balconies, fenestration details, and material changes are proposed to reduce the visual impacts related to the scale of the proposal. This also helps to create visual interest and avoid the creation of blank façades. Furthermore, the height of the podium in relation to the adjacent right-of-way width maintain a human scale development, creating a pleasant and comfortable pedestrian experience on the ground floor, and ensure a positive transition to the neighbouring properties.

The urban design features of the proposal are discussed in greater detail in the accompanying UDB which provides a detailed assessment of the proposal's design merits in relation to the physical context.

Part 3: Land Use Policies

Part III of the OP provides land use policies for the City's urban areas. The Subject Lands are designated Mixed Use Corridor – Employment and require a redesignation to Mixed Use Corridor to facilitate the proposal.

Section 5.0 contains policies for Mixed Use Activity Areas.

> *"The lands identified as "Mixed Use Activity Area" on Schedule A, Settlement Pattern provide locations where employment, shopping and residential uses will be developed. Employment, shopping and residential land uses will be integrated in a compact urban form, at higher development intensities and will be pedestrian-oriented and highly accessible by public transit. Mixed Use areas will foster community interaction by providing focus on community facilities."*

The following objectives are provided for Mixed Use Activity Areas (Policy 5.2.1):

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

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

c) *To direct the phasing and/or expansion of municipal infrastructure and services to ensure the timely and orderly development of Mixed Use Activity Areas.*

The following policies are provided for Mixed Use Activity Areas (Policy 5.2.2)

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

h) Mixed Use Activity Areas are identified as priority locations for:

- *i. land assembly at strategic locations;*
- *ii. infrastructure/public facility improvements;*
- *iii. creation and application of financial, regulatory and other incentives;*
- *iv. new municipal facilities and services;*
- *v. creation and application of brownfield re-development strategies;*
- *vi. preparation of comprehensive traffic and parking studies and strategies; and,*
- *vii. provision of higher levels of transit service compared with other areas of the City.*

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

The Subject Lands are identified as Mixed Use Corridor- Employment. These areas are intended for higher intensity, transit and pedestrian oriented employment development. Transit-supportive and pedestrian-oriented urban design is required in the development of Mixed Use Corridor – Employment.

The Mixed Use Corridors - Employment designation permits the following uses:

"5.3.4.b) *The following uses may be permitted within the Mixed Use Corridor Employment locations: industrial uses; a broad range of office uses, a limited range of retail, service commercial and personal service uses which serve the day to day needs of employees; financial institutions and services; entertainment, recreation and other community facilities such as libraries and day care centres and motor vehicle dealerships."*

"5.3.4.c) Mixed Use Corridors-Employment lands are intended to provide for the retail and service commercial needs of the employment uses and their employees within and immediately adjacent to the Corridor. In addition, retail uses related to home improvement shall be permitted."

"5.3.4 d) In Mixed Use Corridor-Employment locations, residential uses shall be prohibited. In addition, individual retail and service commercial uses shall be limited to a maximum size as set out in the Zoning By-law."

"5.3.4 e) Zoning By-law regulations affecting Mixed Use Corridor (Employment) locations shall be based on the following factors:

i. the maximum floor area ratio of development at any site shall be 1.0:1, except industrial uses, where the maximum floor area ratio shall be 0.5:1;

ii. *the maximum building height shall be six storeys, except for industrial uses, where the maximum building height shall be two storeys;*
iii. *buildings should be located so as to front and face the street, to provide a sense of human comfort and pedestrian scale and interest, and in close proximity to the street and to transit services; and,*
iv. *off-street parking needs may be reduced for sites with transit supportive designs or shared parking arrangements."*

"5.3.4.f) The zoning of individual sites may not allow for the full range of permitted uses or the full extent of development intensity at every location based on site specific factors that may include, but not be limited to, traffic, land use compatibility, market impact, natural hazards and features, and environmental factors such as soil contamination"

"5.3.4.g) Transit-supportive and pedestrian-oriented urban design shall be required in the development of Mixed Use Corridor-Employment sites."

5.3.4.k) Proposals for the re-designation of lands designated Mixed Use Employment to allow non-employment uses, or to add a range of uses to the Mixed Use Corridor-Employment designation that are primarily permitted in a non-employment designation, shall be evaluated based on meeting the following criteria:

i. *"the proposal shall only be considered in conjunction with the Comprehensive Review provisions identified in the Provincial Policy Statement and the policies of Provincial Plans;*
ii. *the proposal shall not detrimentally affect the short and long-term employment land needs of the City;*
iii. *the intensity and characteristics of the proposed non-employment uses shall not detrimentally impact the viability, desirability, or the proper servicing of existing and future surrounding land uses;*
iv. *the site's physical and natural characteristics, development constraints and location shall justify the consideration of non-employment uses at the subject location;*
v. *re-designation of lands abutting major transportation corridors including railways, highways and major arterial roads shall be discouraged;*
vi. *support studies as identified in Part VI, Section 5.3, Other Studies Policies of the Plan are prepared; and,*
vii. *in addition to (i) through (vi) above, the re-designation must also meet at least two of the following conditions:*
    i. *the amount of land affected is minor in area based on the projected land requirements within the planning horizon of the Plan;*
    ii. *the development of the site is not feasible for employment uses within the planning horizon of the Plan;*
    iii. *there are no alternative sites, designated and approved for the proposed use elsewhere in the City;*
    iv. *the proposal will have a beneficial impact on the surrounding uses and the broader*

community; and,

v. *the development of the land for non-employment uses will meet a public need identified by City Council resolution."*

Since residential uses are not permitted in Mixed Use Corridor – Employment lands, a redesignation to Mixed Use Corridor - General is required to permit the proposed development and implements Provincial and Regional policies for conformity. The Official Plan states that proposals for redesignation of Mixed Use Corridor – Employment lands to allow for non-employment uses are to be evaluated based on the comprehensive review provisions of Provincial Plans. However,the Subject Lands are not in the Employment Area and are designated for residential intensification in the Aldeshot GO MTSA per the Provincial policy and ROP.

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

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

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

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

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

III. *development and re-development of lands within a major transit station area, such as a GO transit commuter rail station, shall achieve a higher intensity of re-development and consist of transit supportive uses, as called for and defined in the Growth Plan for the Greater Golden Horseshoe. Notwithstanding Part III, Subsection 5.3.3 b) and e), those lands designated Mixed Use Corridor subject to the Commercial Corridor Policies of Subsection 5.3.3 and located within a major transit station area, shall permit only transit supportive uses, as defined in the Growth Plan for the Greater Golden Horseshoe, have a minimum floor space index of 0.5 and a minimum building height of two storeys."*

"5.3.2.b) Mixed Use Corridor lands are intended to provide for the day-to-day and weekly shopping needs

of residents within and in close proximity to the Corridor."

" 5.3.2.c) Retail and service commercial uses are to be located at street level in office or residential buildings."

"5.3.2 f) Higher density land uses and taller buildings shall be permitted at locations where Mixed Use Corridor areas intersect with multi-purpose arterial roads, major arterial roads or provincial freeways; or existing areas of development concentration"

"5.3.2 h) Transit-supportive and pedestrian-oriented urban design shall be required in the development of Mixed Use Corridor sites."

The proposal seeks to redesignate the Subject Lands from Mixed Use Corridor - Employment to Mixed Use Corridor - General to allow for residential intensification on the Subject Lands in accordance with the planned vision for the lands per Provincial and Regional policy as they are within a Major Transit Station Area on Higher Order Transit. The proposal will provide a mix of residential and commercial uses, with two retail units proposed at street level to animate the street and to satisfy the day-to-day needs of future residents for retail and service commercial uses. The proposal seeks to implement higher density in the form of tall buildings in an area subject to future development concentration within the MTSA. The proposal provides increased density to provide residential development that is transit-supportive and pedestrian-oriented in design.

"5.3.2 i) The design and development of Mixed Use Corridors shall encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and shall maximize personal safety by encouraging site plan features such as:

I. buildings should be oriented to the street and transit services, and buildings should be located so as to be in proximity to, and face the street, to provide a sense of human comfort and pedestrian scale and interest;

II. safe and convenient access shall be provided for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities; and

III. roads shall be designed for automobile use, efficient transit service as well as pedestrian and bicycle travel."

The proposed development provides for increased density within walking distance to higher order transit in order to encourage active transportation. The proposed building is oriented to frame Masonry Court and Cooke Boulevard with an appropriately scaled podium to provide a sense of comfort and pedestrian interest. The proposed development provides convenient access and connections from the site to the adjacent sidewalk to ensure safe and convenient access for pedestrians to transit stops and other buildings and facilities in the area.

"5.3.2 j) Proposals for the re-designation of lands to Mixed Use Corridor from another designation shall require an amendment to the Plan and shall be evaluated based on the following criteria"

I. *the impact of the proposal on adjacent land uses, particularly residential;*

II. *adequate municipal services are available;*

III. *sufficient on-site parking is provided;*

IV. *the site is served by efficient peak period public transit;*

V. *vehicular access to and from the site does not adversely affect local streets; and*

VI. *the site is located on a multi-purpose arterial or major arterial road that can accommodate the anticipated traffic."*

The proposed development has been designed to ensure there are no adverse impacts on adjacent land uses, particularly the residential neighbourhood to the south and east. Transition between the proposed development and existing and interim development in the surrounding context will be achieved through the strategic placement of the tower, adequate setbacks between the podium and lot lines, fencing and landscaping along the site boundaries to mitigate potential overlook issues. The Shadow Impact Study prepared by RAW design provides further analysis on anticipated impacts of the proposed development and shows that minimal shadow impacts are expected on adjacent properties. This is the result of the towers exceeding the 25 metre separation distance and providing floor plates sized at 750 sq. m. in accordance with the Tall Building Design Guidelines. Furthermore, the height of the podium in relation to the adjacent right-of-way width maintain a human scale development, creating a pleasant and comfortable pedestrian experience on the ground floor, and ensure a positive transition to the neighbouring properties.

As per the Functional Servicing Report, adequate municipal services are available to support the proposal.

As per the supporting Traffic Impact and Parking Justification Report, sufficient on-site parking is provided and the site is well served by efficient peak period public transit from the Aldershot Go Station and City bus routes. Vehicular access to and from the site has also been appropriate sited and design to ensure no adverse impacts to the local streets. While not directly located on a multi-purpose arterial or major arterial road, the Subject Lands are in close proximity to Plains Road to the south, a Multi-Purpose Arterial, where vehicular traffic will be directed as discussed in the Traffic Impact and Parking Justification Report.

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

Retail uses are proposed in the ground floor of the proposal fronting both Cooke Boulevard and Masonry Court.

Appendix F6: New City of Burlington Official Plan (Under Appeal)

Over the past several years, the City has been working towards a new Official Plan. The City of Burlington's new Official Plan was originally adopted by City Council on April 26, 2018. The Region of Halton identified a number of areas of non-conformity through its review and the City undertook a re-examination of the Official Plan with a focus on Downtown Burlington. The updated new Official plan was approved, with modifications, by Halton Region on November 30, 2020. Significant portions of the Official Plan were appealed and remain under appeal including the policies that would apply to the Subject Lands. While these policies remain under appeal, they are assessed for the purposes of being informative of Council's direction but are not determinative.

The following is a summary of the OP policies relevant to the proposed development and an analysis of how the redevelopment meets the City's planning objectives of the OP and serves to achieve conformity/ consistency with these higher order planning instruments.

In the City's new Official Plan, the Subject Lands are designated as:

- Urban Area – Schedule A – City System
- Mixed Use Nodes and Intensification Corridors and within the Aldershot Go MTSA Special Planning Area – Schedule - B Urban Structure;
- Primary Growth Area – Schedule B-1 – Growth Framework;
- Frequent Transit Corridor – Schedule B2 – Growth Framework; and
- Urban Corridor – Employment – Schedule C – Land Use - Urban Area.

The new Official Plan has been appealed by Camarro Developments as it relates to the Subject Lands, specifically with regards to the policies for Urban Corridor lands and Urban Corridor – Employment lands.

<u>Major Transit Station Areas</u>

The Subject Lands are within the Aldershot Go Major Transit Station Areas (MTSA) Special Planning Area as identified in Schedule B and is subject to the Major Transit Station Area policies of Section 8.1.2.

> *"MTSAs will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. Located in key areas served by the regional and local transit networks, MTSAs are focal points for higher intensity and mixed use development that will accommodate a significant share of the city's future population and employment growth to 2031 and beyond."*
>
> *"The Aldershot GO MTSA is also located along a higher order transit route with planned frequent transit service by way of RER, however it is not identified on a Priority Transit Corridor in the Growth Plan. It is anticipated that the majority of growth within the City's four MTSAs will occur in the three MTSAs located along higher order transit routes and with planned frequent transit service by way of RER."*

Section 8.1.2(2) outlines policies for the MTSA areas:

"a) The City shall complete area-specific plans or major planning studies to ensure that all Major Transit Station Areas are planned to implement mixed use transit-supportive development including employment uses, while ensuring compatibility with surrounding areas is achieved.

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

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

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

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

i) Multi-unit residential developments should incorporate a mix of unit sizes and types to accommodate a diverse range of household sizes and incomes.

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

k) Development applications shall incorporate minimal parking at grade or above grade through the provision of underground parking, except in areas immediately adjacent to a rail line or other areas where a buffer is required, where applicable.

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

m) Privately-Owned Publicly Accessible Spaces (POPS) may be used to augment public space but shall

not be used as a replacement to public parkland dedication.

q) Development patterns shall have regard for optimization of land, resources and public investment in infrastructure and public services. For clarity, the concept of optimization shall be applied to development patterns over the entirety of the MTSAs.

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

Section 8.1.2(3) "Development Applications Preceding an Area-Specific Plan" are subject to the following policies:

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

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

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

f) Transportation demand management (TDM) measures shall be addressed, and form part of the City's evaluation of opportunities for reduced parking standards in proposed development within MTSAs, subject to the policies of Subsection 6.2.10, Transportation Demand Management, of this Plan.

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

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

i) Established Neighbourhood Areas within MTSAs are subject to the policies contained in Subsection 2.4.2(3) of this Plan.

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

The proposal and associated Official Plan Amendment and Zoning By-law Amendment are seeking approvals prior to the adoption of the Area-Specific Plan for the Aldershot GO MTSA. The proposal is consistent with Provincial and Regional policies for MTSAs as discussed above. A mix of unit sizes is provided in the proposal to accommodate a diverse range of household sizes and incomes, ranging from studios to three bedroom units. The supporting Transportation Study addresses all modes of transportation and demonstrates how the proposal will support active transportation. It also includes TDM measures and proposes and justifies reduced parking rates to further facilitate independence from the automobile. An Urban Design Brief has been prepared in support of the proposal to demonstrate how the proposal development contributes to achieving MTSA objectives for design excellence.

Mixed Use Nodes and Intensification Corridors

"8.1.3 The lands identified as Mixed Use Nodes and Intensification Corridors, on Schedule C: Land Use – Urban Area, of this Plan, provide locations where mixed commercial, residential and employment uses will be developed and integrated in a compact built form and at greater development intensities, encouraging the efficient use of physical resources and municipal infrastructure."

8.1.3(2)

"a) The design and development of Mixed Use Nodes and Intensification Corridors shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian-

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

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

The Subject Lands are located within a Mixed-Use Nodes and Intensification Corridor, an area identified for intensification. The increased population at this area helps to maximize the usage of existing transit services while also generating demand for future system expansions and meeting growth targets. The proposal provides for ground floor retails uses, which will help contribute to accommodating employment uses, furthering the City's economic objectives.

Urban Corridor – Employment Designation

The Subject Lands are specifically designation as Urban Corridor – Employment in Schedule C – Land Use – Urban Area.

Section 8.1.3(8.1) sets out the objectives for these areas are

> *"a) To provide locations in the city along Major Arterial or Multi-Purpose Arterial Streets that are primarily intended for higher intensity employment uses.*
>
> *b) To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact built form and to ensure an employment function on these lands while retaining compatibility with the surrounding area.*
>
> *c) To ensure development of Urban Corridor-Employment Lands provides a safe, accessible and attractive pedestrian environment."*

The proposed development is compact, pedestrian-friendly, and well-connected to public transportation. The proposed mixed-use development will meet the demand for higher-density residential development while also including non-residential uses.

Section 8.1.3(8.2)

> *"a) Urban Corridor-Employment Lands are intended to provide for the retail and service commercial needs of the employment uses and their employees within and immediately adjacent to the Corridor.*
>
> *b) The following uses may be permitted on lands designated Urban Corridor Employment Lands:*
> - *industrial uses;*
> - *office uses;*
> - *accessory retail and service commercial uses which serve the day to day needs of employees;*
> - *home improvement and home décor sales;*
> - *automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;*
> - *entertainment uses; and*
> - *recreation uses.*
>
> *c) Accessory retail and service commercial uses may only be permitted provided that:*
> - *the use is located at grade level; and*
> - *the use is located within a building containing or proposed to contain employment uses above the first storey"*
>
> *f) A maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor-Employment Lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor-Employment designation are maintained.*

g) The minimum building height shall be two (2) storeys, except for industrial uses where no minimum height is required; and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street.

l) The addition of non-employment uses through a site-specific Official Plan Amendment shall only be permitted on lands outside the Region of Halton Employment Area where: the subject lands meet the overall policy intent of the Urban Corridor – Employment designation; and, the proposed development ensures the inclusion of sufficient space to retain a similar number of jobs currently located on the site, or where the site is currently underutilized or vacant, the number of jobs proposed on the site should achieve 50 jobs per net hectare; and, where the proposed development is located within an MTSA Special Planning Area and is proposed in advance of an area-specific plan the policies of section 8.1.2 Major Transit Station Areas of this Plan shall apply.

Since the Urban Corridor - Employment designation does not permit residential uses, an Official Plan Amendment to Urban Corridor - General is required to allow for residential uses on the Subject Lands to support intensification of the Subject Lands in accordance with Provincial and Regional policy. Given that the Subject Lands are designated for Employment uses, the Official Plan requires that a similar number of jobs be maintained as part of a development proposal if proposed in advance of Area-Specific Plan. However, since the new Official Plan is under appeal the Official Plan Amendment will seek to amend the in-effect Official Plan designation as it relates to the Subject Lands.

Urban Corridor Designation

Section 8.1.3(7.1) lays out the objectives for the Urban Corridor designation:

"a) To provide locations in the city along key Major Arterial or Multi-Purpose Arterial Streets that will serve as areas of concentration for mixed use development in a compact built form, with residential, retail, service commercial, office, entertainment, public service facilities and institutional uses, and open space uses.

d) To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact built form, while retaining compatibility with the surrounding area."

Policies in the Urban Corridor designation include:

8.1.3(7.2)

"c) The following uses may be permitted on lands designated Urban Corridor: retail and service commercial uses; automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect; residential uses with the exception of single-detached and semidetached dwellings; office uses; entertainment uses; and recreation uses.

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

objectives of the Urban Corridor designation are maintained.

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

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

k) Development located on sites designated Urban Corridor may contain a minimum of one permitted use as outlined in Subsection 8.1.3(7.2) c) of this Plan, except in the following locations where mixed use buildings containing retail and service commercial uses at grade shall be required on sites located within MTSA Special Planning Areas, as shown on Schedule B: Urban Structure, and Schedule B-1: Growth Framework, of this Plan."

The proposal seeks to amend the In-Force Official Plan as discussed above. However, in the context of the New Official Plan, a redesignation to Urban Corridor is required in order to permit residential uses on the Subject Lands. Similar development policies have been carried over from the In-Force Official Plan to the New Official Plan, restricting development to an FAR of 2.0:1 with heights at 6 storeys until an Area-Specific Plan has been prepared. As demonstrated above, the proposal conforms with Provincial and Regional policy that directs intensification to MTSAs and therefore proposes increased heights of 30 and 32 storeys on the Subject Lands to support the required transit-supportive densities needed to meet the Region's intensification targets. Site-specific exceptions are required to permit the proposed density and height. This level of intensification can be supported by municipal services and the transportation network as demonstrated in the supporting technical studies. The proposed development has also been designed to ensure compatibility with the residential neighbourhood to the south and east and also proposes an appropriate integration with the streetscape through thoughtful podium design and implementation of retail units at-grade to animate the streetscape and public realm and to provide for a safe and comfortable pedestrian environment.

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE