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PLANNING JUSTIFICATION REPORT

236 PLAINS ROAD EAST
CITY OF BURLINGTON

APRIL 2023
FILE # 10593

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1. INTRODUCTION

Weston Consulting has been retained by the registered owner of the property municipally known as 236 Plains Road East (herein referred to as the "subject property"), in the City of Burlington. This Report has been prepared in support of an application for Zoning By-law Amendment and provided planning analysis and justification in support of the proposed 4-storey condominium townhouse block consisting of 6 units.

The applications and supporting materials are submitted in accordance with the Pre-Consultation Meeting held with planning staff on December 14, 2022 (extended April 18, 2024) and constitute a Complete Application as described in Sections 34(10) of the *Planning Act*. This report provides the planning rational in support of the proposed development and provides planning analysis and justification for the proposal in accordance with good planning principles.

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2. PURPOSE OF REPORT

The purpose of this Report is to outline the nature of the proposed development and to evaluate the Zoning By-law Amendment application in the context of the applicable planning policy framework. The Report evaluates the merits of the proposed development through consistency with the Provincial Policy Statement ('PPS'), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the 'Growth Plan'), the Halton Region Official Plan (the 'Regional Official Plan'), the City of Burlington Official Plan (the 'Local Official Plan'; both in-effect 1997 Plan and appealed 2020 Plan), and compliance with the City of Burlington Zoning By-law 2020. This Report provides the analysis and justification for the proposed development in accordance with good planning and urban design principles and provides the basis for the advancement of the development applications through the planning process.

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3. SITE DESCRIPTION AND CONTEXT

3.1 DESCRIPTION OF SUBJECT LANDS

The subject property is municipally known as 236 Plans Road East in the City of Burlington are legally described as:

PT LT 5, CON BROKEN FRONT, AS IN 777680; BURLINGTON/E FLAM TWP.

The subject property is located along Plains Road East, to the southwest of the intersection of Plains Road East and Shadeland Avenue. Historically, the development parcel has been utilized for residential purposes and is currently occupied by a single detached dwelling surrounded by landscaped areas. The subject property encompasses an approximate area of 1,520 square metres (equivalent to 0.37 acres) and boasts an approximate frontage of 30.54 metres along Plains Road East.



Figure 1: Aerial Photo of Subject Property

3.2 NEIGHBOURHOOD CONTEXT

The subject property is located within the Aldershot neighborhood in Burlington. The surrounding area is defined by a mix of residential and commercial land uses (Figure 2). The property is positioned in an area bordered by established residential subdivisions to the east, south, and west, with a public school and park located to the north.

Land uses within vicinity of the subject property are as follows:

North: Directly north of the subject property is the intersection of Plains Road E and Gallagher Road. North of the intersection is Holy Rosary Catholic Elementary School, followed by Holy Rosary Church. Further North is Aldershot Park and Aldershot Tennis Club.

East: Immediately to the east of the subject property is a converted listed heritage dwelling (the Roelfson House) current used for office purposes. Further east is a large residential neighbourhood mainly comprised of single detached dwellings. Continuing eastward from the subject property is the Burlington Golf and Country Club.

South: Directly south of the subject property is a single detached residential community. In addition, further south of the lands is a public school (Glenview Public School) fronting onto Townsend Avenue.

West: Directly west of the subject lands is Plains Road E and alongside a block of townhouses. Continuing westward is a commercial plaza containing a bakery, a butcher shop, a stained-glass studio, a spa, and a driving school. The Aldershot Go Transit station is approximately 782.41m north-west of the property.

3.3 RECENT DEVELOPMENT ACTIVITY

Table 1 and Figure 2 below provide a summary of the active development applications within a 1-kilometre radius of the subject lands as identified on the City of Burlington website. The applications demonstrate the land use and built form changes that are currently being proposed within the surrounding area. These applications demonstrate that numerous residential developments are being proposed within the surrounding area. The proposed development has considered the existing land use and active development activity within the surrounding area, while considering the applicable planning policies and guidelines.

Table 1: Surrounding Development Applications

City File Number		Location	Type of Application	Description of Proposal
1	Corely Developments Inc. File: 505-07/21 & 520-08/21	284-292 Plains Rd E	Official Plan & Zoning By-law Amendment Status: Under Review	• 6-storey, 117 unit apartment building (including two-storey townhouse units and amenity area on the ground level) • The total proposed gross building floor area is 9,276.0 m²
	Coletara Development File: 505-06/22 & 520-07/22	1010 Downsview Dr and 355 Plains Rd E	Official Plan & Zoning By-law Amendment Status: Appealed	• 1010 Downsview Dr: 8-storey mixed-use building with 141 residential units with retail at grade along Plains Road East and 56 stacked townhouse units at the rear of the property • 355 Plains Rd E: two mid-rise buildings, 9-storeys and 11-storeys in height with 347 units, connected by a 6-storey lower building with retail at grade along Plains Road East, and 40 stacked townhouse units at the rear of the property
2	Chelten Developments Inc. File: 505-02/16 & 520-03/16	92 Plains Rd E	Official Plan & Zoning By-law Amendment Status: Approved	• 6-storey, 49 unit apartment building with ground floor office/ commercial uses.
3	71 Burlington Plains Inc. File: 505-11/17 & 520-22/17	53-71 Plains Rd E and 1025 Cooke Blvd	Official Plan & Zoning By-law Amendment Status: Approved	• Two mixed-use buildings of 18 and 9 storeys with retail / commercial uses at the street level and residential units above
4	Infinity Development Group File: 505-02/21 & 520-03/21	40-70 Plains Rd E	Official Plan & Zoning By-law Amendment Status: Approved	• 12-storey residential apartment building with 389 units

5	Aldershot Properties Inc. File: 505-03/16 & 520-04/16	35 Plains Rd E	Official Plan & Zoning By-law Amendment Status: Approved	• Eight storey building with 72 residential units and commercial uses on the street level
6	National Homes (Plains Road) LP File: 505-06/17 520-14/17	484 - 490 Plains Rd E	Official Plan & Zoning By-law Amendment Status: Approved Under Construction	• Two eight-storey condominium apartment buildings (with 9th storey rooftop amenity) with commercial uses on the ground floor and 276 residential units above, and 110 stacked townhouse units
7	LIV Communities File: 505-01/19 & 520-02/19	1085 Clearview Ave, 1082, 1086 & 1090 St. Matthews Ave	Official Plan & Zoning By-law Amendment Status: Approved	• 6 storey, 160 unit residential apartment building is proposed. 203 parking spaces are proposed, with 154 spaces located in a below-grade parking structure, and 49 spaces provided at grade
8	Infinity Development Group File: 505-09/21 & 520-10/21	1029 & 1033 Waterdown Rd	Official Plan & Zoning By-law Amendment Status: OLT Appealed	• 29-storey, 295 unit mixed-use building • The proposed gross floor area of the development is 21,439.0 m²
9	Camarro Developments Inc. File: 505-08/22 & 520-09/22	1062-1074 Cooke Blvd	Official Plan & Zoning By-law Amendment Status: Appealed	• Two high-rise mixed-use buildings with heights of 30 storeys to the south and 32 storeys to the north, connected by a shared podium with a height of 6 storeys fronting Cooke Boulevard and Masonry Court and 3 storeys to the rear. • 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.



Figure 2: Surrounding Development Activity Map

3.4 TRANSIT AND TRANSPORTATION

The subject property is well served by both transportation and transit infrastructure to support multi-model transportation. Municipal bus service is provided by the Burlington Transit system. The nearest bus route travels along Plains Road E and is known as *1 – Plains / Fairview* with the nearest bus stop located at Plains Road E and Shadeland Ave. The *1 – Plains / Fairview* route connects east to the Brant / Guelph-Downtown Route and west to the Central Route.

In addition, it also provides connection to Aldershot GO Transit Station, located approximately 675m west from the subject property, and Burlington GO Station, located approximately 4.18 kilometres northeast from the subject property.

The subject property is abutting the Aldershot GO Major Transit Station Area. The Burlington GO Station runs on the Lakeshore West line and provides inter-regional to major destinations such as Toronto, Mississauga, Hamilton and Niagara Falls.

Highway 403 and the Queen Elizabeth Way (QEW) is a six-lane highway running east to west, located approximately 1.20 kilometers west of the subject lands and providing access to Toronto to the east and Hamilton to the west. The QEW separates into its own highway shortly west of the Brant Street interchange and provides connections to the south for St. Catharines and Niagara Falls. Highway 403 also provide direct connections to Toll Highway 407.

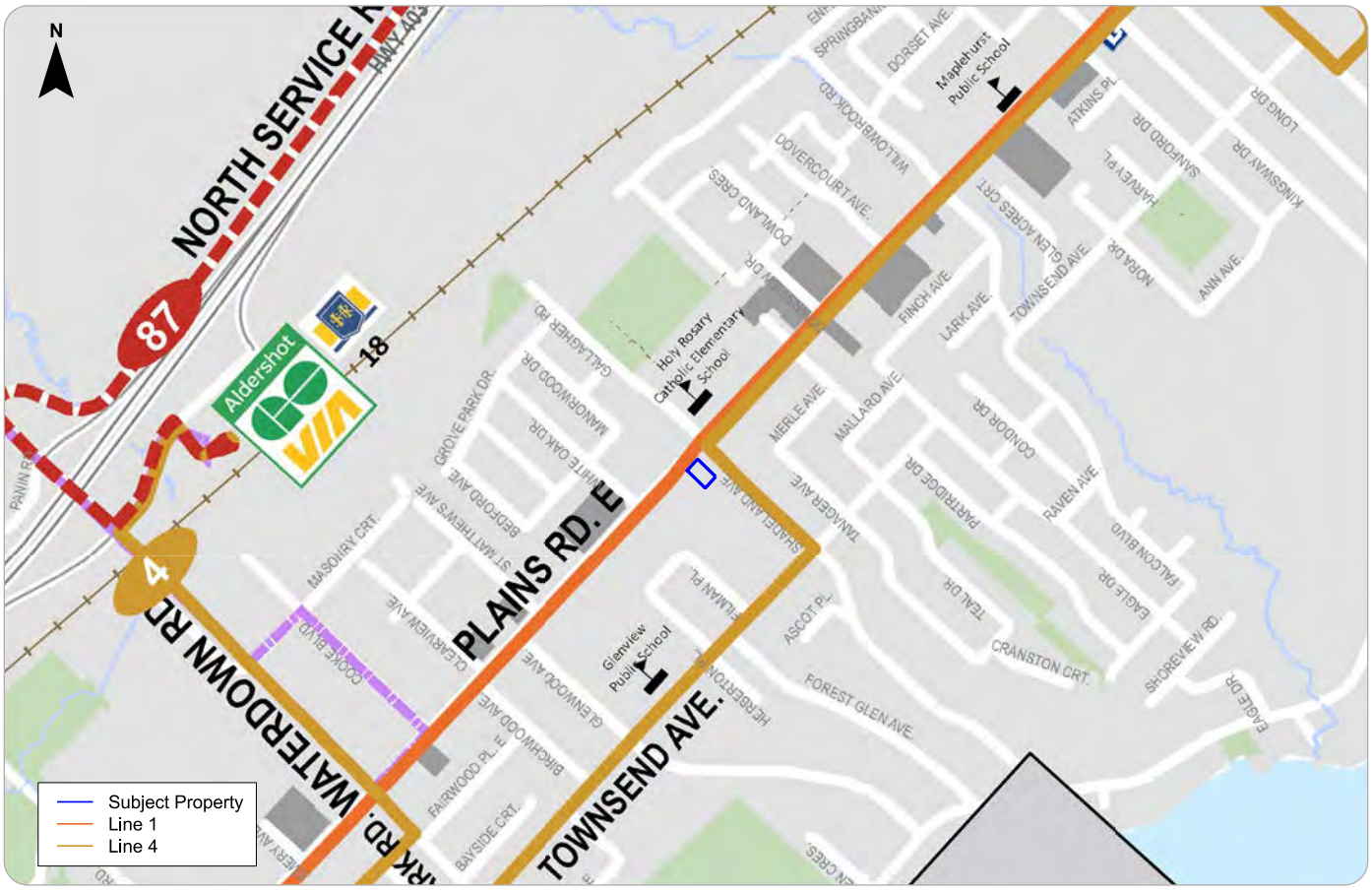


Figure 3: Burlington Transit Map

3.5 COMMUNITY FACILITIES

The subject property is situated in an area that is well serviced by community services and facilities. An overview of the nearby community services is provided in Table 2 Community facilities are generally found to the north and south of the subject lands. Refer to Figure 4 for community facilities within 1 kilometre radius of the subject lands.

Table 2: Nearby Community Services and Facilities

Community Facility, Parks, and Recreation	Address	Program/ Services / Amenities
Aldershot Park	1071 Gallagher Road	• Playground • Seating area • Open green space • Two baseball diamonds
Teal Greenway Park	881 Teal Drive	• Playground • Greenspace • Seating area
Turtle Pond, Lasalle Park	135 Belhaven Crescent	• Pond • Hiking Trail • Bike Trail • Playground
Aldershot Arena	494 Townsend Ave	• Ice skating • Hockey
Educational Institutions	**Address**	**Program/ Services / Amenities**
Holy Rosary Catholic Elementary School	261 Plains Road E	• Elementary School
East Plains Co-operative Preschool	375 Plains Road E	• Preschool
Glenview Public School	143 Townsend Ave	• Elementary School
Maplehurst Public School	481 Plains Road E	• Elementary School

Religious Institutions	Address	Program/ Services / Amenities
Holy Rosary Church	287 Plains Rd E	• Place of Worship
Burlington Church of God	355 Plains Rd E	• Place of Worship
East Plains United Church	375 Plains Rd E	• Place of Worship
St Matthew's Anglican Church	126 Plains Rd E	• Place of Worship
Municipal Services	**Address**	**Program/ Services / Amenities**
Burlington Fire Station 3	1044 Waterdown Rd	• Fire station



Figure 4: Nearby Services and Facilities

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4. PROPOSED DEVELOPMENT

4.1 DESCRIPTION OF DEVELOPMENT PROPOSAL

The submitted Zoning By-law Amendment application contemplate the development of a 4-storey condominium townhouse block consisting of 6 units. These townhouses comprise both two-bedroom and three-bedroom layouts, each equipped with individual at-grade private entrances. Each unit will have its own 64.3 square metre rooftop amenity space enclosed by a glass railing and perforated privacy screens, as well as a second-floor balcony and rear yard amenity space. A shared amenity space is provided in the south-east corner of the property, with tables and chairs, as well as trees for shade. Access for vehicles to the proposed development will be facilitated via Plains Road E from the northwest driveway of the subject property.

A two-way condominium road on the west side of the townhomes. The arrangement provides a total of 14 parking spaces at ground level; two per units with one in the garage and one on the private driveway, as well as two visitor parking spaces. A 27.5 square metre storage space for snow is provided near the south lot line of the site. The proposed development has an estimated total Gross Floor Area (GFA) of 1,451.5m2, excluding garages, a Floor Space Index (FSI) of 0.95 and a gross density of 39.5 Units per Hectare .

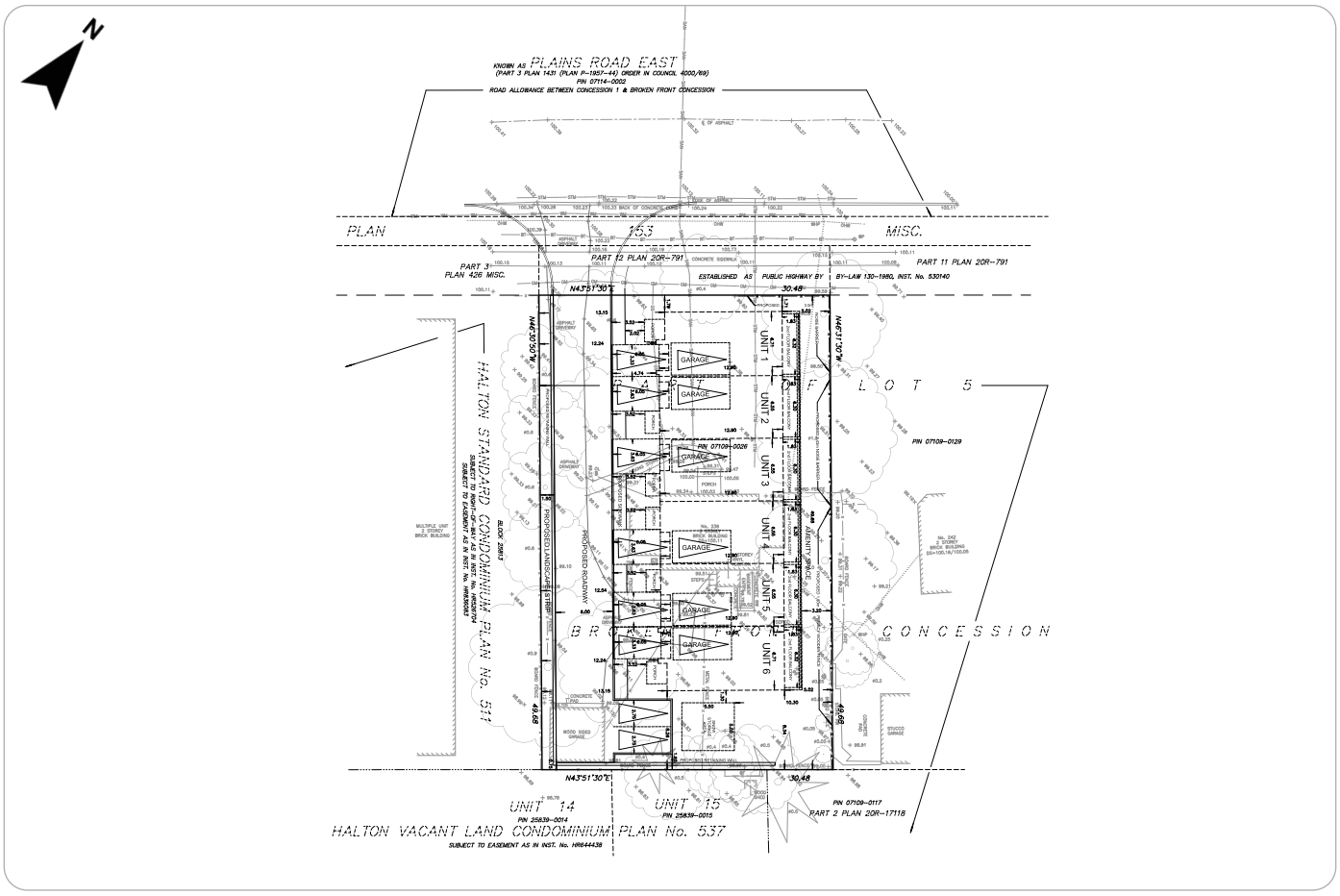


Figure 5: Site Plan Prepared by Milos Architects

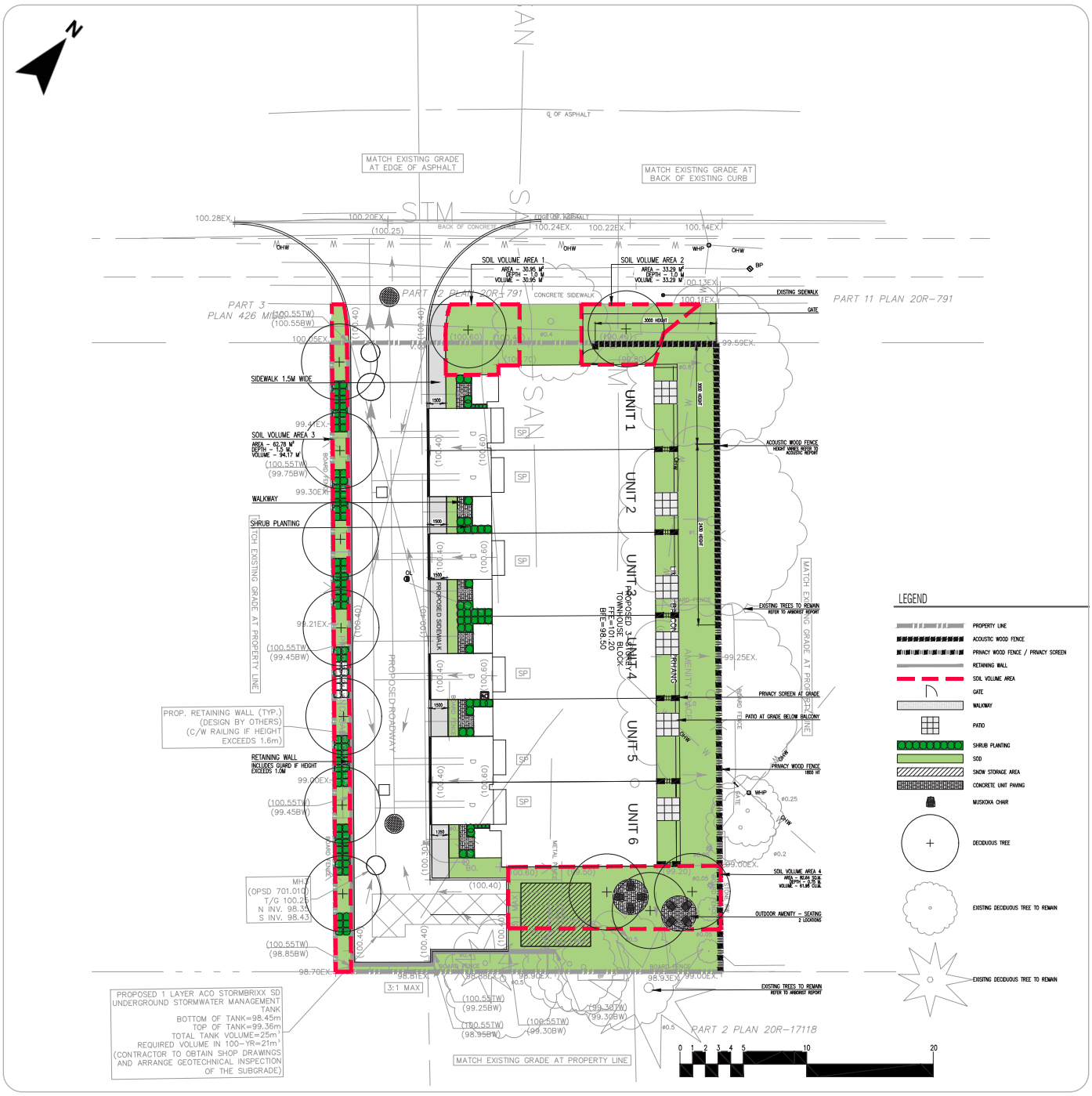


Figure 6: Landscape Plan Prepared by Urban Arboretum

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5. SUPPORTING MATERIALS

5.1 ARBORIST REPORT AND TREE INVENTORY PLAN

Urban Arboretum Tree Consulting was retained to develop an Arborist Report and Tree Inventory Plan dated April 9, 2024. This report aims to identify tree species, sizes, and conditions, as mandated by the City of Burlington Private Tree By-law 40-2022 and Public Tree By-law 68-2013. Additionally, it includes a Tree Protection Plan outlining measures in compliance with the City's Tree Protection and Preservation Specification SS12A, and Guide to Tree Protection.

The assessment covered various tree categories including Private, Neighbour, Public, and Boundary, with a total of 21 trees evaluated. As per the report and plan recommendations, 12 trees were identified as injured, 8 trees proposed for removal, and 1 tree is marked for preservation. As identified in this Report and illustrated in the Landscape Plan, 12 trees will be replanted. Moreover, the report provides recommendations for both the construction and post-construction phases. For a comprehensive understanding, please refer to the detailed Arborist Report and Tree Inventory Plan prepared by Urban Arboretum Tree Consulting.

For additional information please refer to the Arborist Report and Tree Inventory Plan prepared by Urban Arboretum Tree Consulting.

5.2 HERITAGE IMPACT ASSESSMENT

Megan Hobson Consulting was retained to provide a Heritage Impact Assessment (HIA) of the proposed development. The proposed development is adjacent to a listed heritage property (Roelfson House, c.1906) located at 242 Plains Road East, and therefore required a HIA to consider the Designation status of the proposed development. The HIA determined that the existing dwelling on the subject property was not previously identified as a heritage property, does not have significant architectural, historical, or contextual value to warrant further heritage protection, and upon evaluation according to the Ontario Regulation 09/06 does not meet the minimum requirements of the Ontario Heritage Act to be designated as a heritage property.

Mitigation was noted to explicitly protect the trees along the east property line that contribute to the heritage character of the Roelfson House and provide future visual screening between the proposed development and Roelfson House. The HIA requires the following mitigation measures of the proposed development:

1. Maintain the existing grade and preserve trees along the east property line
2. Protect existing trees along the east property line during demolition and construction; identified in the Arborist's Report as trees 2, 3, 12, 14, 15, 18, 19, and 21.
3. If a sound barrier wall is required, install an attractive wood fence in a manner that does not damage existing trees along the east property line

Additionally, since the dwelling currently occupying the subject property is a well-constructed c.1940 Suburban Vernacular dwelling, the HIA recommends the following items be salvaged prior to demolition:

- The cut stone sills and aluminum window shutters
- The front door with leaded glass sidelights
- Interior doors and hardware, including wood doors and French doors with etched glass

- Oak flooring, baseboards, and staircase components
- Cast iron radiators

Lastly, the 4-storey height and Neo-Traditional style of the proposed townhouse development is compatible with the existing built form in this area and with the adjacent heritage resources. The Neo-Traditional style combines traditional elements such as the side-gable form, brick cladding, roof dormers and traditional window shapes with contemporary elements such as large picture windows above the garages, glass railings enclosing the rooftop amenity space, vertical wood siding, and metal roofing.

For additional details please refer to the Heritage Impact Assessment prepared by Megan Hobson Consulting.

5.3 LANDSCAPE PLAN

A Landscape Concept Plan dated April 10 was prepared by Cosburn Nauboris Ltd. to support the proposed development application. The plan serves as a visual and functional guide, delineating key elements integral to the proposed development's aesthetic and functionality. The plan showcases the proposed features, including the placement of a retaining wall to the west of the proposed roadway, strategic shrub plantings beautifying the front porch for an inviting ambiance, an acoustic wood fence to enhance privacy and mitigate external noise, and the proposed gate delineating access from the side yards. This Landscape Concept Plan offers an in-depth perspective on the proposed landscaping vision and proposes the replanting of 12 trees. A seating area with tables are provided in the shared amenity space in the south-east corner of the property. For a comprehensive understanding and additional information, please refer to the Landscape Concept Plan prepared by Cosburn Nauboris Ltd.

5.4 URBAN DESIGN BRIEF

Weston Consulting was retained to prepare an Urban Design Brief to describe the proposed development's compatibility with the surrounding context and express the sites conformity with the City's urban design guidelines. In addition, the design brief provides a written analysis and summary of the architectural set prepared by Sagittarius prepared in April 2024. The enclosed Brief reviews the proposed development's support for the key urban design policies and guidelines within the City of Burlington Official Plan, 1997, appealed City of Burlington Official Plan, 2020 and the Plains Road Corridor Urban Design Guidelines. The following is a detailed summary of the Urban Design Brief:

- The proposed development conforms to the Plains Road Corridor Urban Design Guidelines by enhancing residential uses with a high-quality compact form with ample landscaped areas and preservation of on-site mature trees.
- By proposing a 9.63-metre height to match the surrounding properties, the development strategically integrates into the existing low-rise character of the surrounding Aldershot neighbourhood.
- An efficient linear configuration is proposed on the property to maximise site potential, generate pedestrian connections from a private walkway onto the public sidewalk on Plains Road, and reflect the precedent of preceding townhouse developments in the area.
- The proposed built form enables unit entrances to be well-defined by private porches, allows for generous rear yard setbacks which create private amenity spaces, and allow for private garages to be integrated into the building in order to reduce their visual impact.
- The design of the proposed development reflects the character of the area by using high-quality brick and roof materials, and a monolith sloped roof with projected windows which help to further integrate the development into the surrounding area.
- The proposed landscape design allows for mature on-site trees to define the eastern boundary of the property, it will also utilize additional coniferous and deciduous trees to enhance the urban canopy of the Aldershot Neighborhood and contribute to a pedestrian-friendly streetscape along Plains Road.

For additional information please refer to the Urban Design Brief prepared by Weston Consulting.

5.5 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

S. Llewellyn & Associates Limited was retained to prepare a Functional Servicing and Stormwater Management Report to support the development application. The primary objective of this study is to delineate a functional servicing strategy, and to provide details regarding the proposed servicing scheme for the development.

Following the assessment, the study has affirmed that the proposed development aligns with the requirements set forth by both the City of Burlington and the Region of Halton. Moreover, the study presents a series of recommendations to ensure the implementation, as follows:

- Implementation of grading and servicing in accordance with the Grading & Erosion Control Plan and the Site Servicing Plan.
- Installation of a 77mmø ICD IPEX orifice vortex outlet, as prescribed in the Site Servicing Plan and detailed within the report, to ensure effective control of stormwater quantity.
- Grading of the driveway/parking lot as per the Grading & Erosion Control Plan, ensuring stormwater surface storage capacity.
- Installation of Hydrostorm HS4 and FlexStorm Inlet filters, accompanied by Enviropod LittaTrap catchbasin inserts, as outlined in the Site Servicing Plan and within this report, to guarantee optimal control over stormwater quality.
- Placement of a perforated pipe between MH2 and MH3, serving the purpose of fulfilling the City of Burlington's water balance targets.
- Implementation of detailed erosion and sediment controls as elaborated in this report and depicted in the Grading & Erosion Control Plan prepared by S. Llewellyn & Associates Limited.
- Installation of the proposed sanitary and water servicing system as outlined in both the Site Servicing Plan and this report, ensuring optimal servicing of the proposed development.

For additional information, please refer to the Functional Servicing and Stormwater Management Report prepared by S. Llewellyn & Associates Limited.

5.6 NOISE FEASIBILITY AND VIBRATION STUDY

dBA Acoustical Consultants Inc. has been retained to conduct a noise impact assessment for the proposed site. The objective of this study is to evaluate the potential noise impact from Plains Road East, Burlington, the CN/GO rail, and the Aldershot Rail Yard in relation to the proposed site plan.

The comprehensive study analyzed noise impacts concerning the proposed site plan. The findings indicated that the outdoor road noise levels exceed the daytime criterion of 55 dBA, and the noise levels at the windows of indoor spaces surpass the 50 dBA criterion at all receptor locations.

In response to these findings, the study has recommended several noise control measures, including the installation of rear yard noise barriers and the incorporation of Warning Clauses into all Offers and Agreements of Purchase. Additionally, it suggests ventilation enhancements such as central air conditioning. These measures are imperative to align with the guidelines set forth by the Ministry of Environment, Conservation, and Parks (MECP) while also meeting the planning requirements of the City of Burlington.

For additional details please refer to the Environmental Noise Impact Study prepared by dBA Acoustical Consultants Inc.

5.7 TRANSPORTATION IMPACT BRIEF

UrbanTrans Engineering Solutions Inc. was retained to conduct a Traffic Impact Brief, Parking Study & On-site Circulation Review of the proposed development. The objective of the review was to identify potential impacts the proposed development could have on transportation infrastructure, flow, and safety of the road network in the area. It was also conducted to ensure that the proposed development could supply adequate infrastructure for the peak parking and circulation demands of the development. The analysis of the proposed development is dated November 14, 2023, and an addendum is included with this submission dated April 12, 2024 to address the revised unit count and addition of visitor parking spaces.

In their analysis of the proposed development, UrbanTrans Engineering Solutions concluded that vehicle traffic to and from the proposed development will have no future consequence on the traffic conditions, and negligible impacts to the abutting road network. Further, by showing restrain in the allotment of parking spaces, the analysis anticipates that the proposed development will encourage the use of alternative modes of travel for the occupants.

For additional details please refer to the Traffic Impact Brief, Parking Study & On-site Circulation Review prepared by UrbanTrans Engineering Solutions Inc.

5.8 GEOTECHNICAL REPORT

A Geotechnical Investigation was conducted by Niagara Testing and Inspection Ltd., and the report is dated August 4, 2023. The primary objective of this preliminary geotechnical investigation was to assess subsurface conditions at four geotechnical borehole locations and four environmental borehole locations. The aim was to interpret these findings in the context of the project's design and construction, including considerations for underground services, excavation, backfilling, foundation requirements, pavement structure design, and related earthworks from a geotechnical perspective.

The investigation has determined that the soil conditions encountered at the borehole locations are generally suitable for supporting the proposed building using conventional spread footings, which will be founded on the compact silty sand layer at a depth of approximately 3.0 meters below the current grade. It is important to note that the subsoil descriptions and borehole information provided for the eight borehole locations in the investigation are intended to guide the design team. Further due diligence is recommended before commencing operations.

For additional details please refer to the Geotechnical Report prepared by Niagara Testing and Inspection Ltd.

5.9 PHASE ONE AND TWO ENVIRONMENTAL IMPACT ASSESSMENT

Niagara Soil Solutions Ltd. was engaged to conduct a Phase One Environmental Site Assessment (ESA) for the site. The primary objective of this Phase One ESA was to identify any indications of existing or potential contamination on the site by evaluating information obtained through a comprehensive review of records, on-site inspections, and interviews.

The Phase One ESA revealed the presence of four Potentially Contaminating Activities, leading to the identification of two on-site Areas of Potential Environmental Concern within the Phase One property. These areas encompass the historical coal furnace located in the basement of the residential dwelling and the storage of gasoline and associated products in fixed tanks on the site. The other two areas of concern, gasoline and associated products storage in fixed tanks, and textile manufacturing and processing, are located off-site.

The Phase Two ESA concluded that no impacted soil was identified at the sampled locations. All soil test results met the Ontario Ministry of the Environment, Conservation, and Parks Table 2 Full Depth Generic Site Condition Standards for Use in a Potable Groundwater Condition for Residential/Parkland/ Institutional land use, coarse textured grained soils. Therefore, based on the information and results from the Phase Two ESA Niagara Soils Solutions Ltd. is of the opinion that no further environmental investigations or work is required at the Subject Site.

For additional details please refer to the Phase One and Two Environmental Site Assessments prepared by Niagara Soil Solutions Ltd.

5.10 CONSTRUCTION MANAGEMENT PLAN

UrbanTrans Engineering Solutions Inc. was retained to conduct a Construction Management Plan of the proposed development. Dated April 12, 2024 the plan outlines necessary steps to carry out the installation, operation, and removal of traffic control devices and the management of construction vehicles and activities. Initially, contractors are required to utilize work vehicles equipped with flashing lights or arrows to signal ongoing activities or obstacles to drivers, positioning these vehicles 30 meters upstream of the work area. The installation of traffic control devices should commence at the upstream end of the work zone, moving downstream to ensure visibility and effectiveness. These devices must always remain unobstructed and clearly visible, with signage being covered, turned down, or removed when not in use to prevent confusion outside of working hours. The Management Plan specifies that pedestrian access will be uninterrupted and sidewalks will be kept clear and passable.

Further, construction-related vehicles and activities are to be conducted in strict adherence to local regulations, including the Ontario Traffic Manual Book 7 for temporary traffic signs and pavement markings, and a traffic control person must be present to oversee the safe entry and exit of trucks to the construction site. Moreover, adherence to designated times for delivery activities, prohibition of construction vehicle parking on city streets, and the requirement for a road occupancy permit underscore the importance of minimizing the impact on daily life for the surrounding neighborhood. The goal of this plan is to ensure that construction and delivery activities are carried out safely, efficiently, and with minimal inconvenience to public and city functions.

For additional details please refer to the Phase One Environmental Site Assessment prepared by Niagara Soil Solutions Ltd.

5.11 SOLID WASTE MANAGEMENT PLAN

Residents will place waste, organics, and recycling outside along Plains Road for weekly pickup. The City of Burlington is responsible for waste collection and will inform residents of any changes in pickup schedules. The collection method aligns with similarly designed townhouse developments in proximity to the subject property.

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6. POLICY CONTEXT

6.1 PLANNING ACT, R.S.O. 1990 (AS AMENDED 2019)

The following sections outline and analyze the relevant statutory policy documents to determine whether the proposed development is supported by the planning framework, and whether the proposed development represents good planning. The following documents have been reviewed and considered in this evaluation:

- Planning Act, 1990
- Provincial Policy Statement, 2020
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020
- Halton Region Official Plan (2021 Office Consolidation)
- City of Burlington Office Plan (1997)
- City of Burlington Official Plan (2020 Office Consolidation)
- City of Burlington Zoning By-law 2020

In consideration of the proposed land use planning applications, Section 2 of the *Planning Act* must be considered as it provides the general direction to all land use planning decisions made in the Province of Ontario.

Section 2 Provincial Interest

The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

e. the supply, efficient use and conservation of energy and water;
f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
h. the orderly development of safe and healthy communities;
h.1 the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
j. the adequate provision of a full range of housing, including affordable housing;
k. the adequate provision of employment opportunities;
o. the protection of public health and safety;
p. the appropriate location of growth and development;
q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.
r. the promotion of built form that,
i. is well-designed,
ii. encourages a sense of place,
iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The policies and direction of Section 2 of the *Planning Act* inform the Provincial Policy Statement, thereby ensuring that consistency with the PPS equates to consistency with Section 2. The Provincial Policy Statement is given consideration in Section 6.2 of this Report. The proposed development will utilize existing services of sewage and water, and transportation infrastructure located on Plains Road East. The proposal supports the orderly development of safe and healthy communities, provides a range of condominium townhouses to support housing supply in Aldershot neighbourhood within the City.

The proposal conforms to all accessibility standards set out in the Building Code. Public health and safety is protected through a pedestrian oriented design with suitable connections to the existing built form. The location of the proposed of 4-storey condominium townhouses is appropriate given that it abuts the Aldershot GO Major Transit Station Area and Plains Road is identified as a *Frequent Transit Corridor* that suports residential and mixed-use intensification. Public transit is provided in close proximity through Burlington Transit's Bus Line 1 and the Aldershot GO Station on Waterdown Road. The design of the building is oriented towards pedestrians and provides suitable connections within the site and to external connections.

Consultation

(3.1) The council or planning board,

a) *Shall permit applicants to consult with the municipality or planning board, as the case may be, before submitting requests under subsection (1) or (2); and,*
b) *May, by by-law, require applicants to consult with the municipality or planning board as described in clause (a).*

The project team attended a Pre-Consultation meeting with the appropriate City of Burlington staff to discuss the proposed development, as described in Section 1 of this Report. The enclosed submission provides all drawings and reports identified through the pre-consultation checklist.

Section 22 (6.8) authorizes members of the public to submit written submissions to Council prior to a decision being made on the application. Members of the public are also able to provide oral comments and/or questions at the statutory public meeting prior to a decision being made.

Section 34 (10) Zoning By-law Amendments

Section 34 (10) of the Planning Act authorizes Zoning By-law Amendments and regulates the process, specifically consultation, materials required and notice to the public.

Consultation

(10.0.1) The council,

a. *shall permit applicants to consult with the municipality before submitting applications to amend by-laws passed under this section; and*
b. *may, by by-law, require applicants to consult with the municipality as described in clause (a). 2006, c. 23, s. 15 (3).*

The project team attended a Pre-Consultation meeting with the appropriate City of Burlington staff to discuss the proposed development, as described in Section 1 of this Report. The enclosed submission provides all drawings and reports identified in the pre-consultation checklist.

Prescribed information

(10.1) A person or public body that applies for an amendment to a by-law passed under this section or a predecessor of this section shall provide the prescribed information and material to the council. 1996, c. 4, s. 20 (5).

As determined at the Pre-Consultation, the City requested various materials be submitted in support of the rezoning application, those materials have been submitted and are summarized in Section 5.0 of this Report.

Written and oral submissions

(10.11) Clause (10.10) (a) applies to,

a. any written submissions relating to the application that were made to the council before its decision; and

b. any oral submissions relating to the application that were made at a public meeting. 2015, c. 26, s. 26 (3).

Section 34 (10.11) authorizes members of the public to submit written submissions to Council prior to a decision being made on the application. Members of the public are also able to provide oral comments and/or questions at the statutory public meeting prior to a decision being made.

It is our opinion that the proposed development has appropriate regard to the above provisions of the *Planning Act.*

6.2 PROVINCIAL POLICY STATEMENT (2020)

The current version of the Provincial Policy Statement (PPS) came into effect on May 1, 2020 and provides policy direction on matters of provincial interest related to land use planning and development. The PPS aims to promote appropriate development while ensuring that resources of provincial interest, public health and safety, and the quality of the natural environment are protected. All decisions affecting planning matters in Ontario "shall be consistent with" the policy statements issued under the *Planning Act.*

The PPS encourages efficient land use planning and growth management to create and maintain strong communities and a healthy environment while encouraging economic growth over the long term. The PPS also encourages the efficient use of existing infrastructure and public service facilities and requires that municipalities plan for an appropriate range and mix of land uses and built forms throughout the Province. The PPS supports intensification, infill and redevelopment where appropriate in order to promote the efficient use of land where infrastructure and public services.

Building Strong Healthy Communities

Section 1.0 of the PPS provides direction related to "Building Strong Healthy Communities" and is applicable to the subject lands. It generally encourages a variety of land uses within communities and encourages initiatives that make efficient use of development by promoting strong, livable, healthy and resilient communities.

Managing and Directing Land Use

Section 1.1.1 contains requirements for managing and directing land use to achieve efficient and resilient development and land use patterns. This Section directs that *"healthy, liveable and safe communities are sustained by:*

a. promoting efficient development and land use patterns which sustain the financial wellbeing 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;*
c. *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
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;*
f. *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
g. *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

The above noted policies in Section 1.1.1 directly apply to the proposed development. These policies encourage development which supports a range of land uses including residential uses, the efficient use of land and accessibility to servicing to meet the projected needs of a community. The proposed development provides 6 units ranging in size from two-bedroom to larger three-bedroom units. In addition, the proposed development is to be serviced by existing sanitary and water infrastructure.

Settlement Areas

Section 1.1.3 of the PPS provides direction on future growth and development within designated Settlement Areas and recognizes Settlement Areas *as critical to the long-term development and prosperity* of Ontario's communities. The PPS promotes efficient development patterns within settlement areas, which are locations where growth and development is to be focused. The following policies are relevant to the proposed development:

Section 1.1.3.1

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

Section 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) *Support active transportation;*
d) *Are transit-supportive, where transit is planned, exists or may be developed; and*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Section 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.

Section 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.

The subject property is located within the Settlement area of the City of Burlington and the proposed development includes a modest increase in density within the Aldershot neighbourhood which will support active transportation. The subject property is in close proximity to a range of community services and facilities as outlined in Section 3.5 and Figure 4.

Housing

The PPS encourages a range and mixture of housing types and densities in order to meet the current and projected needs of residents. The following policies are relevant:

Section 1.4.1

To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

a. *Maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary lands which are designated and available for residential development; and*
b. *Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Section 1.4.3

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

a. *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities.*
b. *permitting and facilitating:*
    1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
    2. *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;*

The PPS directs development of new housing towards locations where an appropriate level of infrastructure and public service facilities exist in order to accommodate anticipated residential growth. The proposed development will add new residential units on an underutilized property within an existing settlement area that has access to municipal infrastructure and public facilities. The proposed development provides 6 units ranging in size from two-bedroom to three-bedroom with private backyards that are consistent with the adjacent context. The proposed development is located in an area that predominantly consists of residential and commercial uses and will support the social, health, and economic changes of this area of Aldershot neighbourhood in the City of Burlington.

Infrastructure and Public Service Facilities

Section 1.6 Planning for infrastructure and public service facilities shall be integrated with planning for growth so that infrastructure and facilities are available to meet current and projected population and demographic needs, as outlined in the policy below:

Section 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*

The proposed development allows for the optimization of the subject property, the use of existing public service facilities, and infrastructure. The PPS provides policy direction related to sewage, water and stormwater. The following policies are relevant:

Section 1.6.6.2

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

Section 1.6.6.7

Planning for stormwater management shall:

a. *Minimize, or, where possible, prevent increases in contaminant loads;*
b. *Minimize changes in water balance and erosion;*
c. *Not increase risks to human health and safety and property damage;*
d. *Maximize the extent and function of vegetative and pervious surfaces; and,*
f. *Promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The proposed development will be serviced utilizing existing sanitary sewer, storm sewer and watermain infrastructure adjacent to the subject site as per the Functional Servicing and Stormwater Management Report prepared by S. Llewellyn & Associates Limited.

1.6.7 Transportation Systems

Section 1.6.7.2

Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies.

The proposed development will help to support existing transit infrastructure. A Burlington Transit Bus Line 1 - *Plains / Fairview* runs along Plains Road East with stops in close proximity to the subject property and provides connections to the Aldershot Go Transit Station on Waterdown Road.

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 proposed development proposes intensification on an underutilized property that support transit and active transportation. Furthermore, the proposed allocation of two parking spots per unit aims to support alternative modes of transportation while also accommodating additional vehicle parking needs. The Transportation Impact Study prepared by Urban Trans provides the Transportation Demand Management Strategy and is summarized in Section 5 of this Planning Justification Report.

Long-Term Economic Prosperity

Section 1.7 of the PPS includes policies relating to the supporting long-term economic prosperity.

Section 1.7.1

Long-term economic prosperity should be supported by:

- *b. encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- *c. optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- *e. encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

The proposed development provides a 4-storey townhouse block ranging in size from two-bedroom to three-bedroom. The additional residents housed by this development have the potential to support new employment and economic opportunities created within the nearby MTSA and other growth areas within the City.

Heritage

Section 2.6.3

> *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

The proposed development has taken into consideration the heritage property located to the east of the site with the aim of preserving its heritage attributes. It is important to note that the heritage property will be conserved, as detailed in the Heritage Impact study prepared by Megan Hobson.

6.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

Summary

The submitted applications facilitate the development of residential and retail uses on a property which is planned for development in provincial and municipal planning policies. The applications contribute to providing a total of 6 townhouse units ranging in size from two-bedroom to three-bedroom.

Based on our review of the applicable policies of the PPS, it is our opinion that the proposed development is consistent with the PPS. The proposal is located within an existing settlement area and has access to existing infrastructure and public transportation. The proposal provides for residential intensification and contributes additional residential units in the City of Burlington.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) was prepared and approved under the Places to Grow Act, 2005 and provides a framework for implementing the Provincial Government's vision for building stronger and more prosperous communities by better managing growth in the Greater Golden Horseshoe. The current Growth Plan took effect on August 28, 2020.

The Growth Plan provides policy direction regarding how land is developed, resources are managed and protected and public dollars are invested based on the guiding principles of Section 1.2.1 of the Growth Plan. Some of the guiding principles include the following:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

The proposed development is consistent with the above-mentioned guiding principles of the Growth Plan as the proposal provides for a mix of housing types within the neighbourhood and meets the Growth Plans objective of assisting in creating complete communities. Climate resilience is promoted by proposing increased densities on the subject property.

Where and How to Grow

Section 2.2 outlines Policies for where and how to grow within the Greater Golden Horseshoe and Section 2.2.1 provides policy direction for the management of growth through development. The relevant policies are included below.

Section 2.2.1.2

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

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

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

Managing Growth

Section 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*
b. *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
c. *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
d. *expand convenient access to:*
   i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
   ii. *public service facilities, co-locatedand integrated in community hubs;*
   iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,*
   iv. *healthy, local, and affordable food options, including through urban agriculture;*
e. *provide for a more compact built form and vibrant public realm, including public open spaces;*

The proposed development adheres to the policies of Section 2.2.1 of the Growth Plan. The subject property is located in the delineated built-up area of the Growth Plan with access to municipal water and wastewater systems. The proposed development is adjacent to a Major Transit Station Area (MTSA), which promotes and encourages higher-density developments and additional intensification in the area. It allows for convenient walkable access to public services and facilities, and proposes a high quality, compact built form. The proposed development will make efficient use of the subject property by maximizing the development potential of the lands through modest intensification that is compatible with the neighbourhood context.

2.2.2 Delineated Built Up Area

Section 2.2.2.1 a) of the Growth Plan directs that:
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.*

The intent of this policy is to encourage greater intensification within the delineated built-up area. The proposed residential development conforms to the intent of this policy by proposing increased residential densities within the built-up area to assist the Region of Halton in achieving the minimum intensification targets. The proposed development provides 6 townhouse units ranging in size from two-bedroom to three-bedroom to help meet density targets.

Section 2.2.2.3 requires that all municipalities develop and implement strategies to achieve the minimum intensification targets and intensification throughout delineated built-up areas which will:

c. *encourage intensification generally throughout the delineated built-up 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 meets the above noted policies as it encourages intensification within the delineated built-up area and supports the achievement of complete communities by proposing higher densities within the neighbourhood. The future residents will also have convenient access to public service facilities in the City of Burlington.

Housing

Section 2.2.6

The Growth Plan provides policy direction related to providing a range and mix of housing, as included below:

a. *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
   i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
   ii. *establishing targets for affordable ownership housing and rental housing*

The proposed development will provide for residential density with 6 units ranging in size from two-bedroom to three-bedroom units in the City of Burlington. The new housing supply will diversify the existing housing stock of predominantly single detached dwellings and accommodate a range of individuals at different stages of life.

Distribution of Population and Employment for the Greater Golden Horseshoe to 2051

	POPULATION	EMPLOYMENT
	2051	2051
Region of Durham	1,300,000	460,000
Region of York	2,020,000	990,000
City of Toronto	3,650,000	1,980,000
Region of Peel	2,280,000	1,070,000
Region of Halton	1,100,000	500,000
City of Hamilton	820,000	360,000
GTHA TOTAL*	11,170,000	5,360,000
County of Northumberland	122,000	44,000
County of Peterborough	82,000	26,000
City of Peterborough	125,000	63,000
City of Kawartha Lakes	117,000	39,000
County of Simcoe	555,000	198,000
City of Barrie	298,000	150,000
City of Orillia	49,000	26,000
County of Dufferin	95,000	39,000
County of Wellington	160,000	70,000
City of Guelph	203,000	116,000
Region of Waterloo	923,000	470,000
County of Brant	59,000	26,000
City of Brantford	165,000	80,000
County of Haldimand	75,000	29,000
Region of Niagara	674,000	272,000
OUTER RING TOTAL*	3,700,000	1,650,000
TOTAL GGH*	14,870,000	7,010,000

Note: Numbers rounded off to nearest 10,000 for GTAH municipalities, GTAH Total and Outer Ring Total, and to nearest 1,000 for outer ring municipalities.
**Total may not add up due to rounding*

Figure 7: Schedule 3 of the Growth Plan

According to Schedule 3, the Growth Plan projects that the Region of Halton will growth to a population of 1,100,000 by 2051. In order for the Region to accommodate this growth, new housing units must be available. The proposed development contributes to accommodating the new growth by providing new housing stock in the form of 6 townhouse units through infill development in an existing established neighbourhood.

Infrastructure to Support Growth

The Growth Plan recognizes the importance of accessible public infrastructure to maintain the vitality of communities, economic competitiveness, quality of life and delivery of services. Chapter 3 of the Growth Plan outlines the policies related to infrastructure planning and promotes coordinated land use and infrastructure planning in order to support and accommodate forecasted population and economic growth (Section 3.1). The following infrastructure policies are especially relevant:

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

a. *safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and*
b. *continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.*

The subject property is located in an area with existing public transportation which includes Burlington Transit, Hamilton Transit (HSR) and GO Transit which ae all walkable from the property. The lands are also located within close proximity to numerous community facilities and commercial uses to support active transportation.

Residents introduced by the proposed development can efficiently make use of the existing and planned community infrastructure to support the Growth Plan's growth targets.

Stormwater Management

Section 3.2.7.1 of the Growth Plan provides policy direction for stormwater management. All municipalities are required to develop stormwater master plans or equivalent for serviced settlement areas that:

a. *are informed by watershed planning or equivalent;*
b. *protect the quality and quantity of water by assessing existing stormwater facilities and systems;*
c. *characterize existing environmental conditions;*
d. *examine the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;*
e. *incorporate appropriate low impact development and green infrastructure;*
f. *identify the need for stormwater retrofits, where appropriate;*
g. *identify the full life cycle costs of the stormwater infrastructure, including maintenance costs, and develop options to pay for these costs over the long-term; and*
h. *include an implementation and maintenance plan.*

The Functional Servicing and Stormwater Management Report prepared by S. Llewellyn & Associates Limited states that stormwater management can be accommodated with on-site storage as described in this report.

2.2.4 Transit Corridors and Station Areas

Section 2.2.4 of the Growth Plan provides land use policies for growth within transit corridors and station areas. The subject property is located within the Aldershot GO MTSA.

2.2.4.8 All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:

a. *connections to local and regional transit services to support transit service integration*
b. *infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
c. *commuter pick-up/drop-off areas*

The proposed development is designed to be transit-supportive and achieves multi-model access to stations through close proximity to Burlington Transit Bus Line 1 with connections to the Aldershot GO Station on Waterdown Road. It includes a number of pedestrian sidewalk connections to promote active transportation and public transit use.

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 additional residential units and affordable housing, to support existing and planned transit service levels;*
b. *fostering collaboration between public and private sectors, such as joint development projects;*
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*

Section 2.2.4.3 identifies minimum density targets for Major Transit Station Areas dependent on the type of transit being provided. The subject lands are in close proximity of MTSA that is served by GO Transit. Subsection C) establishes a minimum density target of 150 residents and jobs combined per hectare for MTSAs served by the GO Transit Rail network.

The proposed development is transit- supportive by providing a compact built form located in close proximity to Burlington Transit and the Aldershot GO Station. The proposed development provides pedestrian connections and a built form to support active transportation methods. alternative development standards including reduced parking standards and pedestrian connections.

4.2.7 Cultural Heritage Resources

Section 4.2.7.1 mentions that *Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.*

A Cultural Heritage Assessment has been prepared in support of the proposed development which acknowledges the Heritage designated property to the east of the subject property. The Report notes that the proposed development is designed in the Neo-Traditional style, which includes contemporary and traditional elements to complement the existing built form of the neighbourhood, including the house to the east. As the development is oriented inward and not facing the street, to mitigate any impact on the existing character in the area, a setback has been proposed to maintain a green edge for visual screening.

6.4 HALTON REGION OFFICIAL PLAN

Summary

The Growth Plan promotes redevelopment through intensification within the built-up area and specifically recognizes the need for more efficient utilization of the property, compact form, and supports the principle of higher densities in appropriate areas, where infrastructure and community services are available.

The proposed development is situated in close proximity of the Major Transit Station Area (MTSA). Its incorporation will play a key role in providing medium-density housing through townhouse units. This will provide essential support to the goals and growth of the MTSA initiative.

The development proposal supports the policies and objectives of the Growth Plan by intensifying underutilized lands within the existing settlement and built-up area. It will also contribute a mixture of unit sizes to accommodate a diverse range of household sizes and incomes.

In summary, the proposed development conforms to the policies in the Growth Plan as it promotes a form of redevelopment that is more compact and efficient than the existing use, and will optimize the use of land, existing infrastructure, and public services available within the community. The proposed development will also provide a housing type that facilitates the principles and targets of intensification anticipated in the Growth Plan and further establishes the area as a complete community. Lastly, the proposed development is designed of the Neo-Traditional style to complement the existing cultural heritage of the neighbourhood.

The Halton Region Official Plan ("ROP") was adopted by Regional Municipality of Halton in 1994 and approved by the Ministry of Municipal Affairs in 1995. An interim Office Consolidation of the Regional Official Plan was released on November 10, 2021 and has been updated to conform to Provincial policies through the approval of ROPA 48 and 49. The policies of the Official Plan guide new planning and development in Halton Region while meeting the needs of existing residents and businesses in the Region. It provides directions and policies that guide economic, environmental and community planning decisions to manage growth. The policies in the ROP will help to direct and coordinate more detailed planning by local municipalities. In addition, it provides framework for coordinating planning with adjacent municipalities, as well as other jurisdictions.

The subject property is located within the *Urban Area* of the Regional Structure Map (Figure 8). The subject property is not designated as within a Major Transit Station Area (MTSA), however, it is still in close proximity of MTSA, and approximately 750 metre from the Aldershot GO Station.

Urban Area

Section 72.1 of the ROP provides policies for growth in complete communities, enhances mobilities, addresses climate change and improves housing affordability, sustainability and economic prosperity. Some objectives of the Urban area are:

- *To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently*

- *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*
- *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.*
- *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*
- *To facilitate and promote intensification and increased densities*

The proposed development enhances the current site by introducing intensification, employing a compact design, and making efficient use of available space. It's strategically located in close proximity to existing services, further optimizing its functionality. This proposal contributes to the region's housing supply by focusing on intensification and effectively utilizing pre-existing infrastructure, including non-motorized modes of travel.

Regional Intensification Corridor

The subject lands are located on the *Regional Intensification Corridor in Regional Urban Boundary* as identified in the Region Official Plan Map 1H – Regional Urban Structure (Figure 8). *Regional Intensification Corridor* are subject to achieve increased residential densities and serve an existing or planned higher order transit.

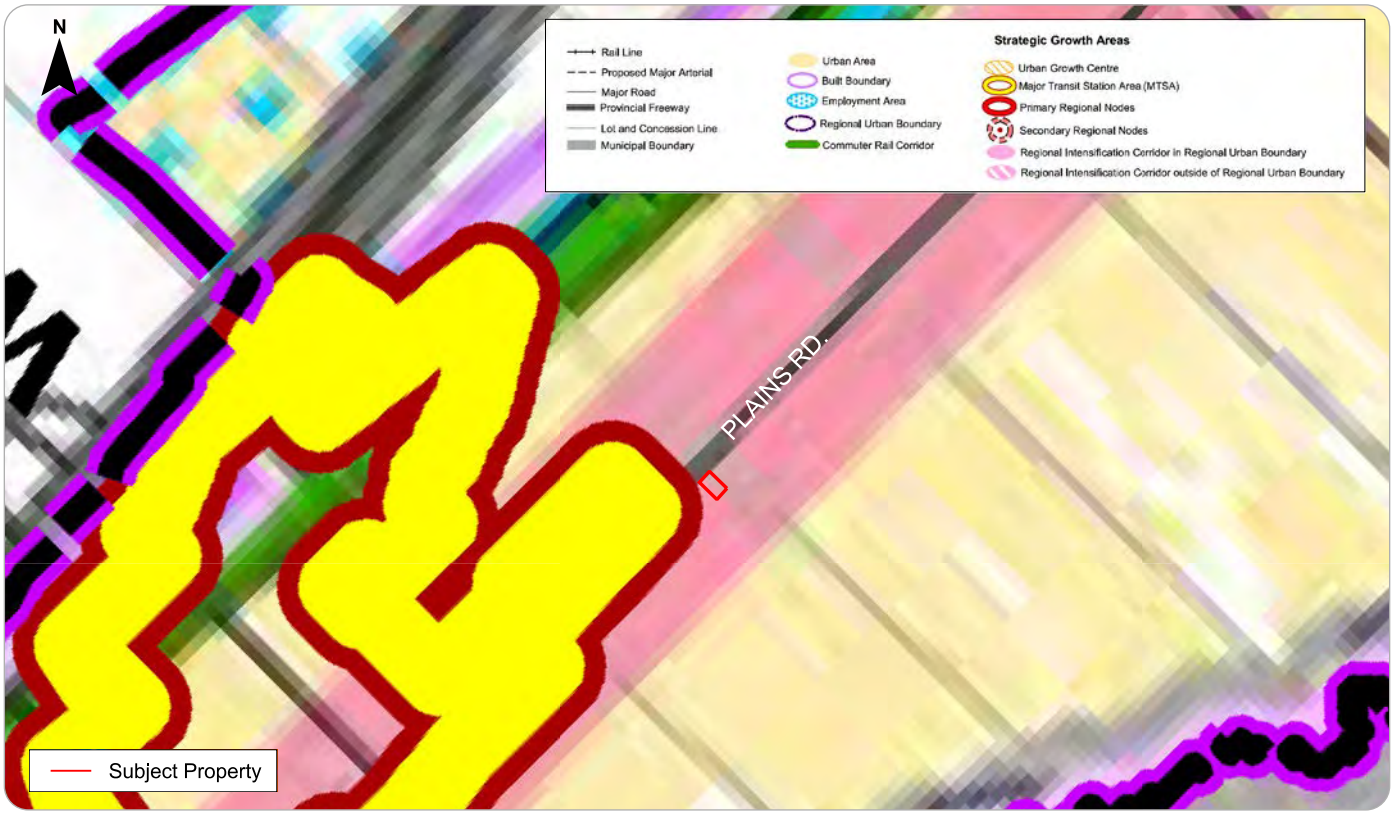


Figure 8: Regional Urban Structure

Objectives of the Regional Intensification Corridor by the Region include:

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

Section 82.7 Policies of the *Regional Intensification Corridor* by the Region is to:

- *Direct development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy identified in Section 79.2 of this Plan, and based on the level of existing and planned transit service.*
- *Encourage the Local Municipalities to:*
  a) *Identify the Regional Intensification Corridors in their official plans;*
  b) *Develop detailed policies or Area-Specific Plans that support accommodating growth at a scale appropriate for their context and existing and planned transit service;*
  c) *Identify and plan for Local Nodes along the Regional Intensification Corridors, where appropriate; and*
  d) *Identify and plan for Local Intensification Corridors as part of the Local Urban Structure, where appropriate.*

The proposed development supports the policies of the *Regional Intensification Corridor* by providing 6 townhouse units and contributes to the Regions housing and density targets for 2051 The proposed development provides housing supply near local and regional transit, which encourages higher ridership, and promotes investment in the local area.

Major Transit Station Areas

Section 81 of the Halton Region Official Plan, through Regional Official Plan Amendment 48 which was approved by the Province in Nov. 2021, designates multiple areas within the City of Burlington as Major Transit Station Areas (MTSA). MTSAs are designated with the intention of leveraging infrastructure investments, implementing transit-supported mix range of uses, and promoting complete communities. While not with an MTSA, the proposed development is in close proximity to the Aldershot GO MTSA and is situated along the *Regional Intensification Corridor*. Due to its proximity to the MTSA and approximately 750 metres from the Aldershot GO Station, it aligns with the overall objectives of the MTSA.

Objectives of the MTSAs include some of the following:

- *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.*
- *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.*
- *To achieve multimodal access to stations and support complete communities.*

- *To plan for a diverse mix of uses, including additional residential units*

The proposed development supports the objectives of MTSAs by providing transit-oriented development through compact design and intensifying existing sites. It supports the area to provide a range and mix of transit-supportive uses by providing new townhouse units. Lastly, it supports complete communities by bringing housing supply to an area with local amenities within proximity and pedestrian oriented. This includes schools, parks and retail uses.

Housing

Section 84 of the Region Official Plan provides goals, objectives and policies for Housing. Halton Region's goal for housing is to supply residents with an adequate mix and variety of housing to satisfy differing physical, social and economic needs. The Region lists a number of objectives for housing and the following are relevant:

- *To establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole.*
- *To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.*

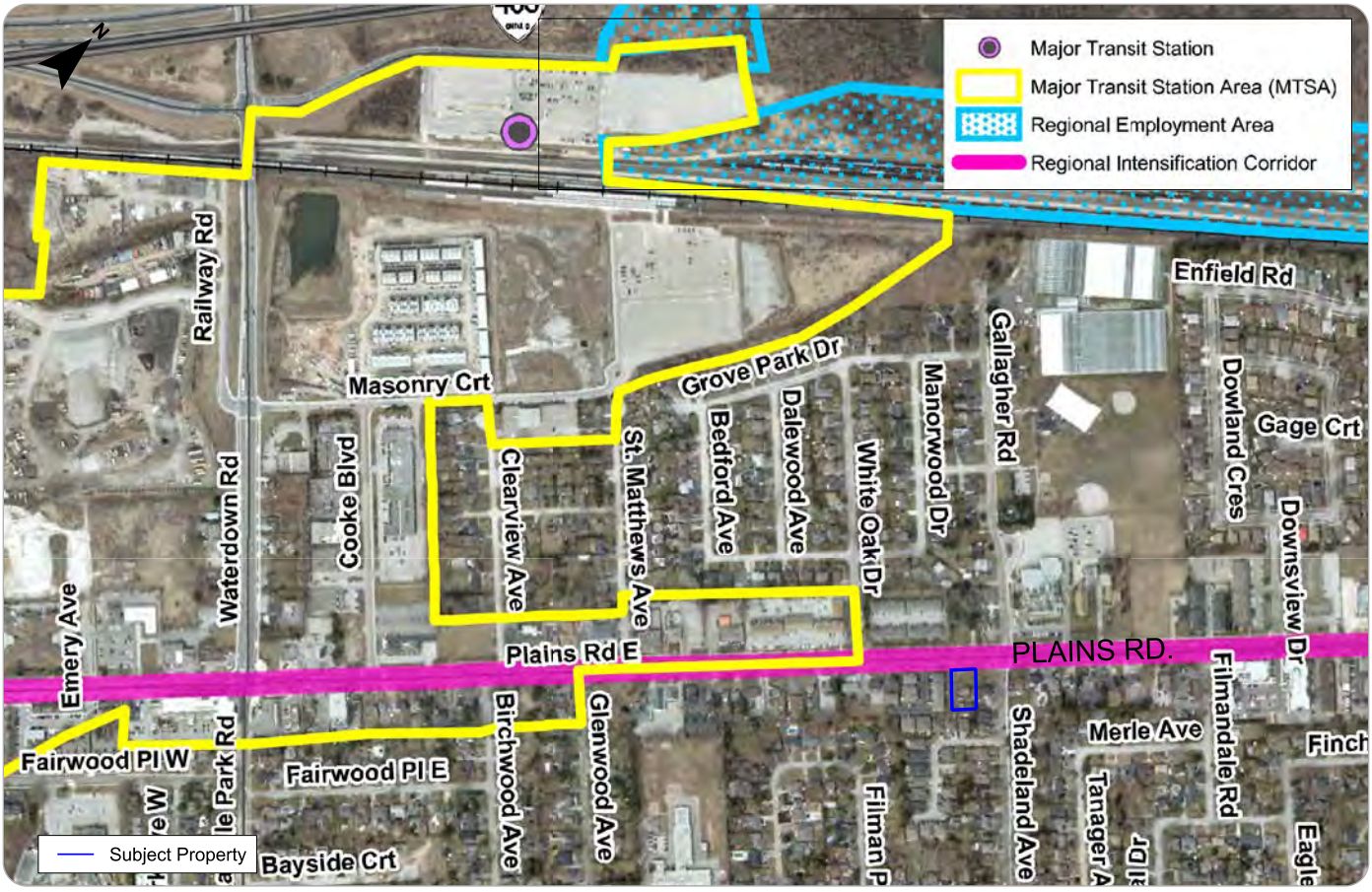


Figure 9: Halton Region Official Map 6d – Aldershot GO MTSA

- *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.*
- *To encourage the Local Municipalities and the building and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.*
- *To promote residential intensification through development or redevelopment of brownfield and grey field sites*

The Region outlines policies for housing and some of them are as follows:

- *Monitor the development approval process to achieve at all times a minimum of three-year supply of draft approved and/or registered residential units for the Region as a whole*
- *Adopt the following housing targets:*
  - *that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings;*
- *Require Local Official Plans to provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and projected demands reflecting socio-economic and demographic trends.*

The proposed development provides appropriate density for the Region of Halton by making efficient use of existing land and compatibility in design and form to the existing neighbourhood. The proposed development supports the Region's housing targets by bringing additional residential units in the form of a townhouse development.

Lastly, the intensification takes place on a site suited for higher intensify by redeveloping the existing detached property with 6 townhouse units.

Urban (Water Supply and Wastewater Treatment) Services

Section 87 of the Halton Regional Official Plan includes goals, objectives and policies for urban services. A goal for Urban Services is to ensure that the adequate provision of an economic level of urban services is to achieve regional development objectives while conscious of the need to protect the environment. A relevant objective for Urban Services is:

- *To provide satisfactory levels of urban services in the Urban Area to meet existing and future requirements.*

Section 89 notes Policies of the Region for Urban Services pertinent to the proposed development including the following:

- *Provide urban services only within the Urban Area, unless otherwise permitted by specific policies of this 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.*
- *Monitor the servicing requirements of proposed and approved development in terms of allocations of water supply and wastewater treatment capacities to ensure that total system capacities, with an adequate reserve for operational flexibility and emergency situations, are not exceeded and to provide sufficient lead time for the planning, approvals and construction of new facilities.*

It is the policy of the Region of Halton to provide urban services within the *Urban Area* only and that new development approvals will be required to have connections to the municipal services. The proposed development will be utilizing existing urban services provided by the Region of Halton and is located within the *Urban Area* as per the Functional Servicing and Stormwater Management Report by S. Llewellyn and Associates Limited, summarized in section 5 of this report.

Transportation

Section 171 of the Regional Official Plan speaks to goals, objectives and policies for Transportation in Halton Region. The goal for transportation in the Region of Halton is to provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency. The relevant objectives of the Region include:

- *To support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas.*
- *To ensure development is designed to support active transportation and public transit.*
- *To integrate transportation planning, land use planning and investment in infrastructure.*
- *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.*

The proposed development is transit-oriented and provides density to an area with existing transit routes and connections to other lines within the local Burlington Transit network Bus Line 1 (*Plains / Fairview*) and the Regional GO Transit network. Connections into the City of Hamilton can be made via HSR Route 18 – Waterdown Mountaineer which is a one minute walk west to Waterdown Road. In addition, the proposal is designed to support active transportation by being in walkable distances to community facilities and local amenities.

Cultural Heritage Resources

Section 165 The goal for *Cultural Heritage Resources is to protect the material, cultural and built heritage of Halton for present and future generations.*

Section 166 states that *The objectives of the Region are:*

(1) To promote awareness and appreciation of Halton's heritage
(2) To promote and facilitate public and private stewardship of Halton's heritage.

A Cultural Heritage Impact Report has been prepared in support of the proposed development and outlined in detail in Section 5 of this report. The proposed development is designed in the Neo-Traditional Style to complete the traditional and contemporary design of the neighbourhood, including the historical dwelling to the east of the subject property. To mitigate any impact on the cultural heritage, the proposed development includes a setback to maintain a green edge for visual screening and tree protection.

Section 167 states that *It is the policy of the Region to:*

1. *Maintain, in conjunction with the Local Municipalities, local historical organizations, and municipal heritage committees a list of documented Cultural Heritage Resources in Halton.*
3. *Require that development proposals on adjacent lands to protected Cultural Heritage Resources:*
   a) *study and consider the preservation, relocation and/or adaptive re-use of historic buildings and structures based on both social and economic costs and benefits;*
   b) *incorporate in any reconstruction or alterations, design features that are in harmony with the area's character and existing buildings in mass, height, setback and architectural details; and*

c) *express the Cultural Heritage Resources in some way, including: display of building fragments, marking the traces of former locations, exhibiting descriptions of former uses, and reflecting the former architecture and uses.*

A Cultural Heritage Impact Report has been prepared in support of the proposed development and outlined in detail in Section 5 of this report.

Municipal Comprehensive Review

Halton Region is currently ongoing a Municipal Comprehensive Review (MCR) in accordance with the legislative requirements of the Planning Act. This process is to update the Regional Official Plan (ROP) based on various technical studies, including a Land Needs Assessment, Natural Heritage System Analysis and more. The MCR is needed to ensure conformity with Provincial policies.

As part of the MCR the Region has adopted Regional Official Plan Amendments (ROPA) 48 and 49. ROPA 48 implemented a new Regional structure that is indented to guides the Region's growth. Key directions included establishing growth targets for its Urban Growth Centres and Major Transit Station Areas while also delineating their boundaries.

ROPA 49 provides policy direction on where and how growth will occur in the Region. It also provided updated growth targets for local municipalities including the City of Burlington. Table 1 establishes these minimum targets for residential and jobs until the year 2051.

TABLE 1 POPULATION AND EMPLOYMENT DISTRIBUTION

Municipality	Population[1]			Employment		
	2021	2041	2051	2021	2041	2051
Burlington	195,000	240,050	265,160	98,340	114,330	124,390
Oakville	222,000	313,460	349,990	111,980	160,880	181,120
Milton	137,990	277,000	350,870	44,390	100,120	136,270
Halton Hills	66,010	98,890	132,050	24,510	45,900	65,460
Halton Region[2]	**620,990**	**929,400**	**1,098,070**	**279,220**	**421,230**	**507,240**

[1] *Population numbers in this table are "total population" numbers including approximately 4% undercoverage from the official "Census population" numbers reported by Statistics Canada.*

[2] *Totals for the Region may not add up due to rounding.*

Figure 10: Halton Region Official Plan: Table 1 Population and Employment Distribution

Summary

The Halton Region Official Plan directs residential development in the Urban Area designation through intensification and built form that is efficient in design, medium density, connections to existing urban services and supported by transit and transportation infrastructure. The proposed development supports the direction of the Regional Official Plan by proposing 6 4-storey townhome units in a form of redevelopment that is more compact and efficient than the existing use of a single detached house, and will optimize the use of land and existing regional infrastructure. The proposed development also conforms to the new growth directions required by ROPA 48 and 49 with the development helping the Region and City of Burlington to achieve their minimum density targets set by the Province.

6.5 CITY OF BURLINGTON OFFICIAL PLAN (1997)

The Burlington Official Plan was adopted by City Council in 1994 and approved with modifications by the Regional Municipality of Halton in 1997. The Burlington Official Plan 1997 (The "OP") manages and directs the land uses for a period extending to 2021. The intent of the OP is to accommodate and to plan for the growth associated with the underlying housing, population and employment projections.

The subject property is identified as *Residential Areas* as per Schedule A of the Official Plan – *Settlement Pattern.* The subject property is also identified as *Residential – Medium Density* as per Schedule B (Figure 11) of the Official Plan – Comprehensive Land Use Plan – Urban Planning Area.

Part II Functional Policies

Transportation

Section 3.0 of Part II of the OP speaks to principles, objectives, and policies related to transportation in the City of Burlington. The main intent of the transportation policies of the Plan is to provide an integrated, diverse transportation system for all residents and businesses that is safe, convenient, affordable, efficient and energy-conserving while minimizing environmental impacts.

Section 3.2.2 mentions the follow policies crucial to the proposed development:

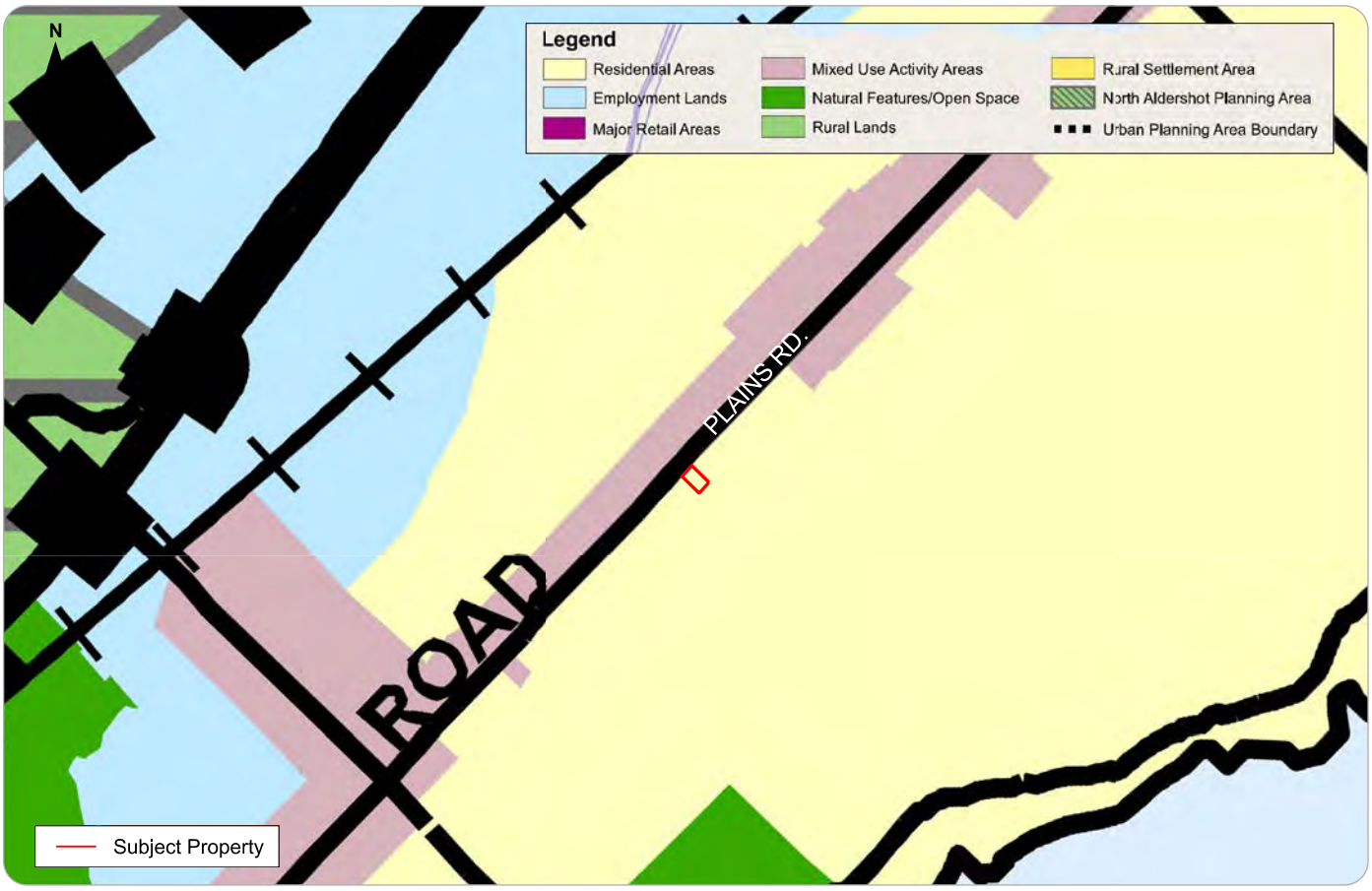


Figure 11: Burlington Official Plan Schedule B (1997)

d. *A transportation study to assess the impact of a proposed development on current travel patterns and/or future transportation requirements may be required before Official Plan amendments, subdivision approvals, rezonings, site plan approvals or other development proposals are allowed.*
e. *The City will encourage opportunities for developing travel demand management (TDM) measures to reduce single occupancy automobile use, especially during peak travel periods, such as car pooling programs, transit passes, preferential parking for carpool members, telecommuting, flex hours, intranet carpooling and fare incentives.*
j. *Reduced parking ratios and/or standards and/or on-street parking ratios and/or standards may be permitted subject to evaluation by the City of the appropriateness of such standards, and implemented.*

A Transportation Impact Brief, prepared by Urban Trans, has been included in our submission in support of the proposed development. The Brief's conclusion is that the proposed development will have minimal impact on the surrounding environment. Furthermore, Travel Demand Management (TDM) measures are integrated into our submission, aimed at reducing auto-dependence and promoting active transportation. For a summary of the Transportation Impact Brief, please refer to Section 5 of this report.

Sustainability and the Environment

Section 2.0 of Part II of the OP speaks to Sustainability and the Environment. In 1989, the Burlington City Council declared the city as a Sustainable Community. Alongside this declaration, the City Council embraced a set of principles and objectives pertaining to Sustainable Development, which would serve as a compass for forthcoming urban growth. Sustainable Development, at its core, involves crafting progress that fulfills current requirements while safeguarding the capability of future generations to fulfill their own needs. Some general policies includes:

The City will maintain a citizens' advisory committee to advise and assist Council and staff on the implementation of Principles and Objectives of Sustainable Development (see Appendix E), through the review of development applications and other matters of interest in accordance with the terms of reference adopted and periodically reviewed by Council.

Measures and guidelines that protect and enhance the environment shall be prepared and adopted by the City; these include but are not limited to:

(i) tree protection standards for site plans;
(ii) landscape plans for storm water management;
(iii) buffer and setback planting.

The Urban Design Brief, prepared by Weston Consulting, comprehensively addresses the objectives and guidelines of sustainable development. For additional details, please refer to the Urban Design Brief and Sustainability Checklist included in this submission.

Section 2.11

The effective implementation of stormwater management is essential to offer safeguards against flooding and erosion. It also plays a vital role in sustaining groundwater recharge zones, enhancing stormwater runoff quality, and ensuring proper sedimentation control. Achieving these goals necessitates a cohesive approach that encompasses collaboration between both the public and private sectors in constructing necessary infrastructure.

Section 2.11.2.1

The execution of stormwater management controls is aligned with the following principles, objectives, and policies:

To ensure that future development does not increase the risk of property damage and danger to life from flooding.

To ensure that future development does not increase the risk of property damage and danger to life from erosion.

To control the quality of storm water runoff from future developed surfaces so that the natural surface water and groundwater quality is maintained or restored.

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

As outlined in the Functional Servicing and Stormwater Management Report, prepared by S. Llewellyn & Associates Limited, the proposed development will incorporate appropriate Stormwater Management measures to provide effective precautions against flooding and erosion. Please refer to Section 5 for the summary of the report.

Design

Section 6.0 of Part II speaks to the principles, objectives and policies relating to design. Design has become an increasingly significant part of the planning process. It involves the arrangement and visual presentation of functional components in three dimensions, with the goal of achieving a harmonious and visually appealing character and structure.

The City of Burlington seeks maintaining elevated design standards. In alignment with this commitment, the City of Burlington has developed the Design Guidelines for application within the neighborhoods and planning districts of the City. The development of the City shall be guided by the following design principles, objectives, and policies:

Section 6.1

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.

Section 6.2

- *a. To ensure that the design of the built environment preserves, enhances and connects natural features and landscapes.*
- *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.*
- *h. To ensure that the principles of Sustainable Development are considered in the design of the built environment.*

The public realm policies

Section 6.4

- a. Design opportunities to enhance the quality of the public realm shall be encouraged as a part of the design of all municipal undertakings, including public parks and buildings, public streets, natural areas and all municipal engineering projects related to public spaces.
- d. Design opportunities to introduce or improve links where existing areas are inadequately connected to each other or between important public areas shall be encouraged.
- g. The design of all municipal undertakings shall promote adequate visibility of isolated areas from high traffic areas in order to promote public safety.

The Urban Design Brief prepared by Weston Consulting assesses the City's Low Density Residential Zone Guidelines, including sustainability, urban design, and public realm standards, in order to align with and support the proposed development. Through the proposed enhanced streetscape design, the development will complement Plains Road as a whole.

Cultural Heritage Resources

8.3.3(f) The City may develop provisions within the City's comprehensive zoning by-law to ensure that the development of cultural heritage resources, and the development of properties adjacent to cultural heritage resources is compatible with the existing heritage character streetscape of the area with regard to height and lot line setbacks

8.4.1(a) All development shall consider cultural heritage resources and wherever feasible, incorporate these resources into any development plans in a way that conserves the character-defining elements of the cultural heritage resource.

8.4.1 (b) Completion of a heritage impact statement shall be required prior to any approvals for proposed development where the City foresees potential adverse impacts on the cultural heritage attributes (including important vistas and streetscape) of a property designated pursuant to The Ontario Heritage Act, or on a property worthy of designation. Completion of a heritage impact statement may be required prior to any approvals for proposed development where the City foresees potential adverse impacts on the cultural heritage attributes of any other property identified on the City's Inventory of Cultural Heritage Resources. The content of a heritage impact statement may include, but is not limited to, the following:

(i) an assessment of the cultural heritage value of the resource;
(ii) a description of the proposal, including a location map showing proposed buildings, existing land uses and buildings, and existing cultural heritage landscape features;
(iii) the physical condition of the resource (including that of any adjacent resource that may be directly or indirectly affected by the proposal);
(iv) a description of the impacts that may be reasonably caused to the cultural heritage resource;
(v) identification of several conservation options taking into consideration the significance of the cultural heritage resource itself, the context of the resource and all applicable municipal, provincial or federal heritage conservation principles. The advantages and disadvantages of each option will be identified, as will a preferred option;
(vi) a description of the actions necessary to prevent, change, mitigate or remedy any expected impacts upon the cultural heritage resource.

The proposed development has considered the heritage property located east of the site. It has incorporated appropriate setbacks and design elements to ensure compatibility with the streetscape and surrounding neighborhood. The primary objective is to protect the heritage attributes of the neighboring property and minimize any adverse effects. It is important that the heritage property will be conserved, in accordance with the findings outlined in the Heritage Impact Study prepared by Megan Hobson, summarized in Section 5 of this report.

Part III Land Use Policies – Urban Planning Area

Residential Areas

The general objectives and policies include of *Residential Areas* include:

Section 2.2.1 Objectives

a. *To encourage new residential development and residential intensification within the Urban Planning Area in accordance with Provincial growth management objectives, while recognizing that the amount and form of intensification must be balanced with other planning considerations, such as infrastructure capacity, compatibility and integration with existing residential neighbourhoods.*
d. *To encourage a strong live/work relationship in the City by providing a variety of housing that reflects the existing and future socio-economic and demographic characteristics of local residents and job opportunities.*
g. *To require new residential development to be compatible with surrounding properties*

The proposed development of 6 townhouse units contributes to providing a variety of housing forms, intensification with existing infrastructure capacity and compatibility with the built form of the surrounding neighbourhood.

Section 2.2.2 General Policies

a. *Within Residential Areas, a broad range of residential dwelling types shall be permitted, including assisted and special needs housing such as group homes, rest/retirement homes and long-term care facilities, as well as uses compatible with, complementary to and serving the primary residential use of the land, such as home occupations and cottage industries, neighbourhood parks, and offices.*
b. *Land use in Residential Areas shall comply with the land use designations contained on Schedule B, Comprehensive Land Use Plan Urban Planning Area*
g. *The following building forms for residential development shall be permitted:*
   (i) *Detached and semi-detached homes, townhouses, street townhouses and stacked townhouses, back to back townhouses, attached housing and walk-up apartments shall be permitted in Residential-Medium Density areas, provided that these forms meet the density as specified in Part III, Subsection 2.2.2 d), for these areas;*
   (ii) *In Residential-Medium Density areas, either ground or non- ground oriented housing units with a density ranging between 26 and 50 units per net hectare shall be permitted.*

The subject property is designated *Residential Medium Density* as per Schedule B of the Official Plan *– Comprehensive Land Use – Urban Planning Area.* The designation permits a density range of 26 to 50 units per net hectare. The proposed development fits in the density range by providing a density of 39.5 units per net hectare, which aligns with the intent of the Official Plan.

Section 2.2.3 Site Specific Policies

The subject property is also subject to the Site-Specific Policies as per Part III, Section 2.2.3 h) of the Official Plan which states:

Notwithstanding the policies of Part III, Subsection 2.2.2 d) of this Plan, the lands designated "Residential Medium Density" on the south side of Plains Road, between Cooke Boulevard and Filmandale Road, shall be subject to site-specific zoning regulations designed to protect the existing character of this portion of Plains Road and provide compatibility with the abutting neighbourhood to the south.

The proposed development seeks to replace the detached dwelling on the property with 6 townhouse units. These units are 4-storeys in height with rooftop amenity spaces enclosed with glass railings and traditional backyards, with fronting onto a private condominium road. The subject property is situated in a neighborhood characterized by a transition from single detached dwellings to medium-density residential units, such as townhouses.

The proposed townhouse development aligns well with the existing characteristics of the surrounding neighborhood. There are several examples of similar development in proximity to the subject lands, including 218 Plains Road, 405 Plains Road and Lindley Common.

Section 2.5.1

To encourage residential intensification as a means of increasing the amount of available housing stock including rooming, boarding and lodging houses, accessory dwelling units, infill, re-development and conversions within existing neighbourhoods, provided the additional housing is compatible with the scale, urban design and community features of the neighbourhood.

To encourage the re-development of under-utilized residential lands where appropriate at the periphery of existing residential neighbourhoods for non-ground-oriented housing purposes.

The proposed development provides intensification of 6 townhouses on an existing under- developed site of one single detached dwelling. The proposed development is compatible with the existing neighbourhood comprising of townhouses, single detached dwellings and mi-rise apartments.

Summary

The proposed development aligns seamlessly with the objectives and policies outlined in the Burlington Official plan (1997). It introduces intensification, transit-supportive and pedestrian oriented townhouses of a compact form, which are also well-supported by existing infrastructure. Additionally, the development is in compliance with the permitted uses and density stipulations of the Official Plan, which is in harmony with the policy direction adopted by the Council and approved by the Region in the 2020 Plan, as discussed below.

6.6 APPROVED CITY OF BURLINGTON OFFICIAL PLAN (2020, NOT IN-FORCE)

The draft Burlington Official Plan (2020 OP) is an interim working document and was adopted by Burlington City Council on April 26, 2018 and approved by the Region of Halton on November 30, 2020. The 2020 OP provides land use and development goals, objectives and policies to guide development decision in the City of Burlington to the year 2031. Although the 2020 City's official plan is presently not in effect due to ongoing appeals, it still encapsulates the council's envisioned direction for the city's future. Additionally, we have outlined the modifications that have happened since the initial establishment of the City's official plan in 1997.

Land Use Designation

According to Schedule C (Land Use – Urban Area) (Figure 12), the subject lands is designated as *Urban Corridor.* The objectives of this designation are:

a) *To provide locations in the city along key Major Arterial or Multi-Purpose Arterial Streets that will serve as areas of concentration for mixed use development in a compact built form, with residential, retail, service commercial, office, entertainment, public service facilities and institutional uses, and open space uses.*
b) *To provide opportunities for a range of small and medium-scale retail and service commercial uses, and public service facilities in locations that meet residents' day-to-day and weekly goods and service needs.*
c) *To recognize the development of Intensification Corridors will occur over time, and that the timing of development may vary from one segment to another, depending on market conditions and community needs.*
d) *To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact built form, while retaining compatibility with the surrounding area.*

e) *To permit mixed use development on individual sites where various combinations of residential, retail, service commercial, office and other uses are located, or on sites where residential, retail, office and other uses are located next to one another.*
f) *To protect the planned commercial function within Urban Corridors.*
g) *To ensure development along Urban Corridors provides a safe, accessible and attractive pedestrian environment with connections to adjacent residential neighbourhoods and Employment Areas.*

The relevant policies of Urban Corridor are as follows:

a) *Transit-supportive and pedestrian-oriented design shall be required in the development of Urban Corridor sites.*
c) *The following uses may be permitted on lands designated Urban Corridor:*
   i. *retail and service commercial uses;*
   ii. *automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;*
   iii. *residential uses with the exception of single-detached and semidetached dwellings;*
   iv. *office uses;*
   v. *entertainment uses; and*
   vi. *recreation uses.*
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.*

The proposed development aligns with transit-supportive principles, providing density in an area already served by established transit routes and connections to other lines within the local Burlington Transit network and GO Transit network. Additionally, it is conveniently situated within walking distance of community facilities and local amenities. Furthermore, the proposed development has a height of 4-storeys, which falls well within the permitted maximum height of six stories, thus ensuring compatibility with the adjacent lands.

Mixed Use Nodes and Intensification Corridors

The subject property is identified as Mixed Use Nodes and Intensification Corridors in Schedule C, Urban Structure. Mixed Use Nodes and Intensification Corridors include regions characterized by a clustering of commercial, residential, and employment activities, often featuring higher development densities than their surroundings. These zones play a fundamental role in supporting frequent transit routes, serving as hubs of lively activity, and fostering vibrant pedestrian environments. Through detailed urban design, they promote active transportation, and additionally, these areas are well-suited for the placement of public service facilities and institutional uses, enhancing their overall functionality and appeal. The subject property is identified as Mixed Use Nodes and Intensification Corridors in the new Official Plan.

Here are the relevant general objectives of Mixed Use Nodes and Intensification Corridors:

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

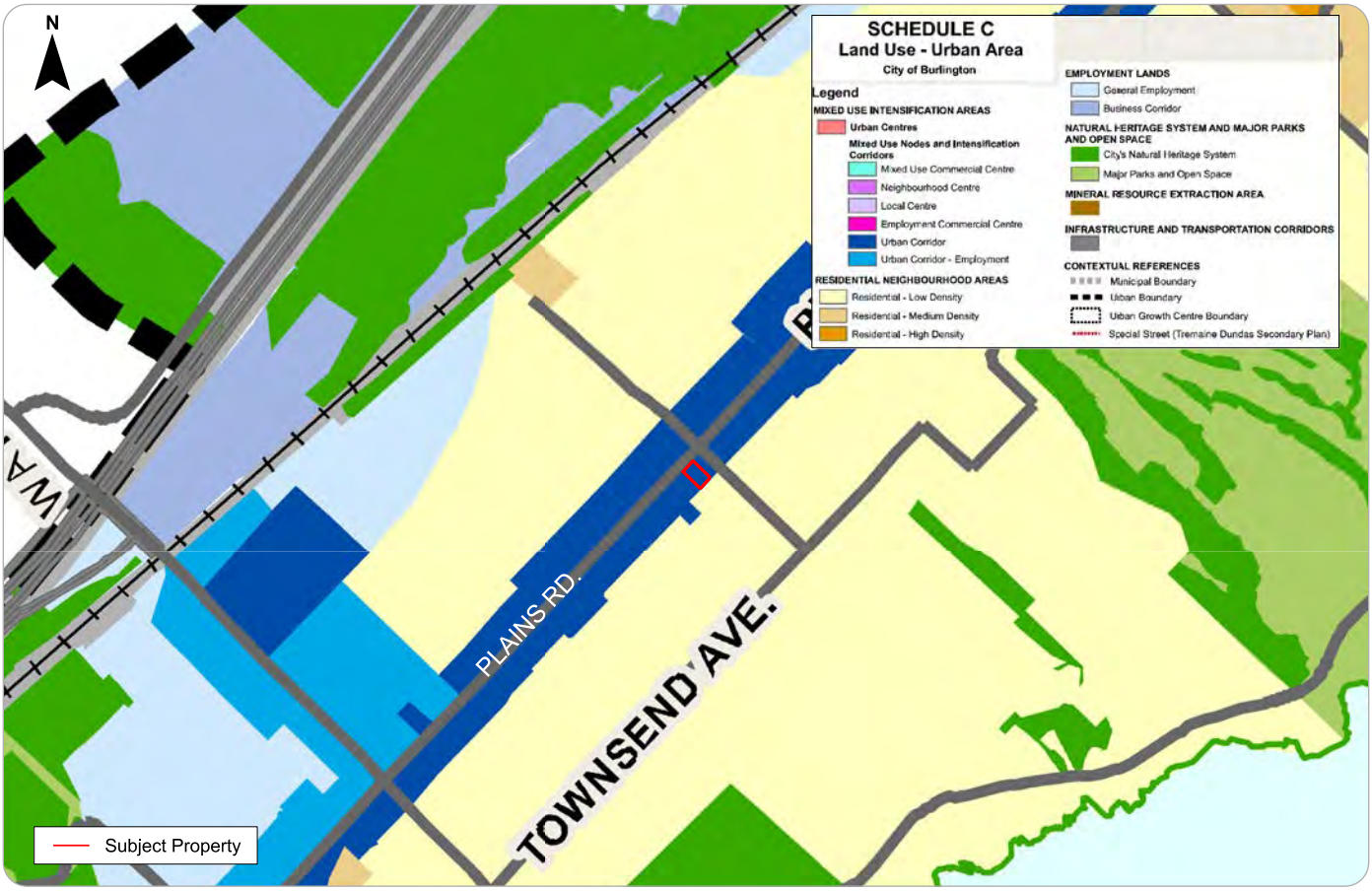


Figure 12: Burlington Official Plan (2020) Schedule C

b) *To establish for each element of the Mixed Use Nodes and Intensification Corridors the appropriate range of uses, scales of development and levels of intensity.*
c) *To provide amenities and services closer to where people live, with the objective of creating complete communities.*
d) *To ensure Mixed Use Nodes and Intensification Corridors are developed in a compact built form, are pedestrian-oriented and highly accessible by public transit.*
e) *To ensure the proper integration of Mixed Use Nodes and Intensification Corridors with surrounding Established Neighbourhoods Areas, protecting the physical character of these neighbourhoods.*
f) *To ensure that development in Mixed Use Nodes and Intensification Corridors is compatible with the surrounding area.*
h) *To encourage the accommodation of a diverse range of household sizes and incomes in Mixed Use Nodes and Intensification Corridors.*

The proposed development intensifies the existing use of one single detached dwelling, which is underutilize of the area. By proposing a 6 4-storey townhouse unit, the proposed development contributed into the intensifications of the area. The proposed development abuts a multi-purpose Arterial Road, however the massing of the development is pedestrian-oriented by fronting onto the east of Plains Road, providing convenient access to surrounding community facilities in walkable distances. The proposed townhouses range in two to three bedrooms, accommodating diverse range of family sizes and incomes.

Urban Design

The policies outlined in Section 7 of the draft Official Plan pertain to the design aspects of both the city's present and forthcoming communities, including the public realm and architectural structures. These policies highlight the importance of fostering coherence in land use, creating a superior built environment, and fostering inventive design approaches for both public initiatives and private ventures. The City expects higher standard of design and more attention to the connection between the public and private realms in the development of communities, buildings, parks, streets and open spaces. Key urban design objectives and policies outlined in this section include the following:

To ensure that the design of the built environment contributes to a sense of belonging by enhancing the physical character of established neighbourhoods.

To design places that support public transit and active transportation through the design of attractive and well-developed pedestrian and cycling environments.

To create safe, vibrant, socially active places that people are drawn to.

To achieve a high quality of design within the public realm.

To promote public interest and achieve a high quality and diverse design expression with respect to the built environment.

To ensure that buildings and open spaces are accessible to people of all ages and abilities.

To promote sustainable site and building design in keeping with the Sustainable Building and Development Guidelines, in order to:

- *(i) increase active transportation and transit use;*
- *(ii) contribute to an enhanced natural environment and public realm;*
- *(iii) improve water quality and drainage;*
- *(iv) implement effective waste and resource management;*
- *(v) reduce waste, energy and water consumption; and*
- *(vi) enhance air quality, mitigate greenhouse gas emissions and adapt to climate change.*

Public Realm

The design of the public realm shall address considerations such as, but not limited to, the following:

- *(i) improving the quality of public spaces as community destinations and public gathering places through the design of public realm facilities, such as public squares, parkettes or promenades;*
- *(ii) providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;*
- *(iii) improving the quality and convenience of active transportation;*
- *(iv) creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;*
- *(vi) designing public realm facilities to perform their diverse roles, balancing the spatial needs of people of all ages and abilities, through the application of the principles of Universal Design;*
- *(ix) enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;*
- *(xi) connecting natural areas with existing parks, open spaces, pedestrian trails and bicycle routes, where appropriate;*

The proposed development is situated within a neighborhood undergoing a modest transition, marked by a shift in built form from single-detached dwellings to a blend of medium and higher density development. This context highlights the evolving nature of the surrounding area. The Urban Design Brief prepared by Weston Consulting look into topics of urban design, public realm, and built form, all in relation to the proposed development. The proposed development includes a pedestrian sidewalk accessible to all units and amenities, with appropriate planting for visual aesthetics. A landscape buffer is located on the west side which allows for planting and privacy.

Secondary Growth Areas

The Growth Framework consists of a set of policies and a schedule meant to work with the Urban Structure, its policies, and the land use policies outlined in this Plan. The Growth Framework, in conjunction with the Long-Term Frequent Transit Corridors, highlights the City's frequent transit corridors, in addition to other Provincial transit corridors and facilities.

Here are the relevant policies pertaining to Secondary Growth Areas:

i. *shall be recognized as a distinct area within the city's Urban Area accommodating growth in accordance with the permissions and densities of the current land use designations of this Plan;*
ii. *are areas expected to transition over the planning horizon and beyond and will not result in a significant relocation of planned growth outside of the Primary Growth Areas in order to ensure that the objectives and policies of Chapter 6 Infrastructure, Transportation and Utilities can be met;*
iii. *shall be limited to a maximum of mid-rise building form, unless otherwise permitted by the policies of this Plan; and*
iv. *where applicable, shall support the frequent transit corridors and accommodate development that is compact, mixed use and pedestrian-oriented in nature.*

The proposed development falls within the Secondary Growth Areas, as delineated in the Burlington Official Plan (2020). It aligns with the official plan's growth objectives by offering medium-density housing and encouraging the frequent transit corridors. The development's design is compact and enhances the utilization of the land previously occupied by a single detached dwelling. Additionally, it prioritizes pedestrian accessibility by orienting the blocks towards a private roadway in a southwest direction.

Major Transit Station Areas (MTSA) Connectors

Major Transit Station Area (MTSA) connectors include streets and complementary active transportation pathways that establish linkages between each of the MTSAs, interconnecting them with central adjacent zones. These connectors offer the possibility of seamless and efficient connections for diverse users, includes pedestrians, cyclists, transit riders, and motorists alike. The subsequent policies hold relevance to this context:

Enhanced levels of transit service and facilities such as frequent transit corridors shall be provided on MTSA primary and secondary connectors.

The area-specific plan for MTSAs shall evaluate the role of mobility hub connectors and provide recommendations on any works required along connectors to support individual hub objectives and to achieve transit supportive land uses and improved design standards on MTSA primary and secondary connectors.

The subject property is identified as both a Frequent Transit Corridor and a Major Transit Station Areas (MTSA) Primary connector in Schedule B-2 – Growth Framework and Long Term Frequent Transit Corridors (Figure 13). The City designates MTSAs to guide growth and development efficiently. Furthermore, these MTSA connectors facilitate active transit, offering convenient transportation choices for both family members visiting residents of the retirement homes, as well as employees.

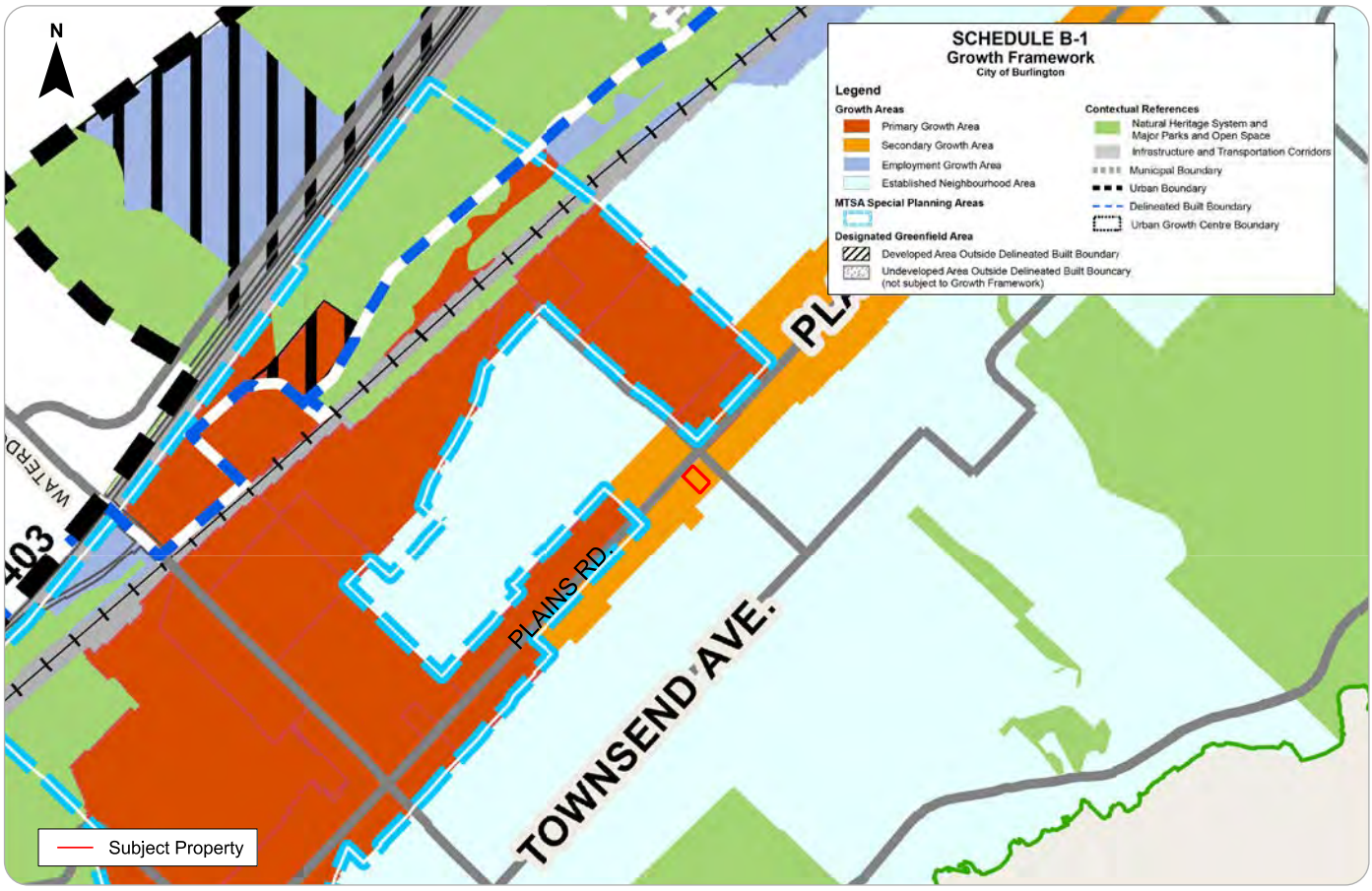


Figure 13: Schedule B-1 Growth Framework

Summary

While the proposed development is not subject to the draft 2020 Official Plan, it does provide guidance and Council's vision on how the subject lands and surrounding area is to be developed. The proposed development is located within the MTSA connector, aligning with transit-supportive principles. The proposal consists of 6 4-storey townhouse units, offering a range of two to three bedrooms to accommodate various family sizes to support the *Urban Corridor* designation objectives for transit and pedestrian supportive compact built form and residential uses.

This proposed development with increased height and density, contributes to the intensification of the area, aligning with the objectives of Intensification Corridors as identified in the Official Plan.This design contributes to increased density in a neighborhood undergoing a gradual transition from single-detached dwellings to higher-density housing options like townhouses. Furthermore, the development is within a convenient proximity to community facilities and local amenities, as align with the *Urban Corridor* designation and compatible with the surrounding land uses.

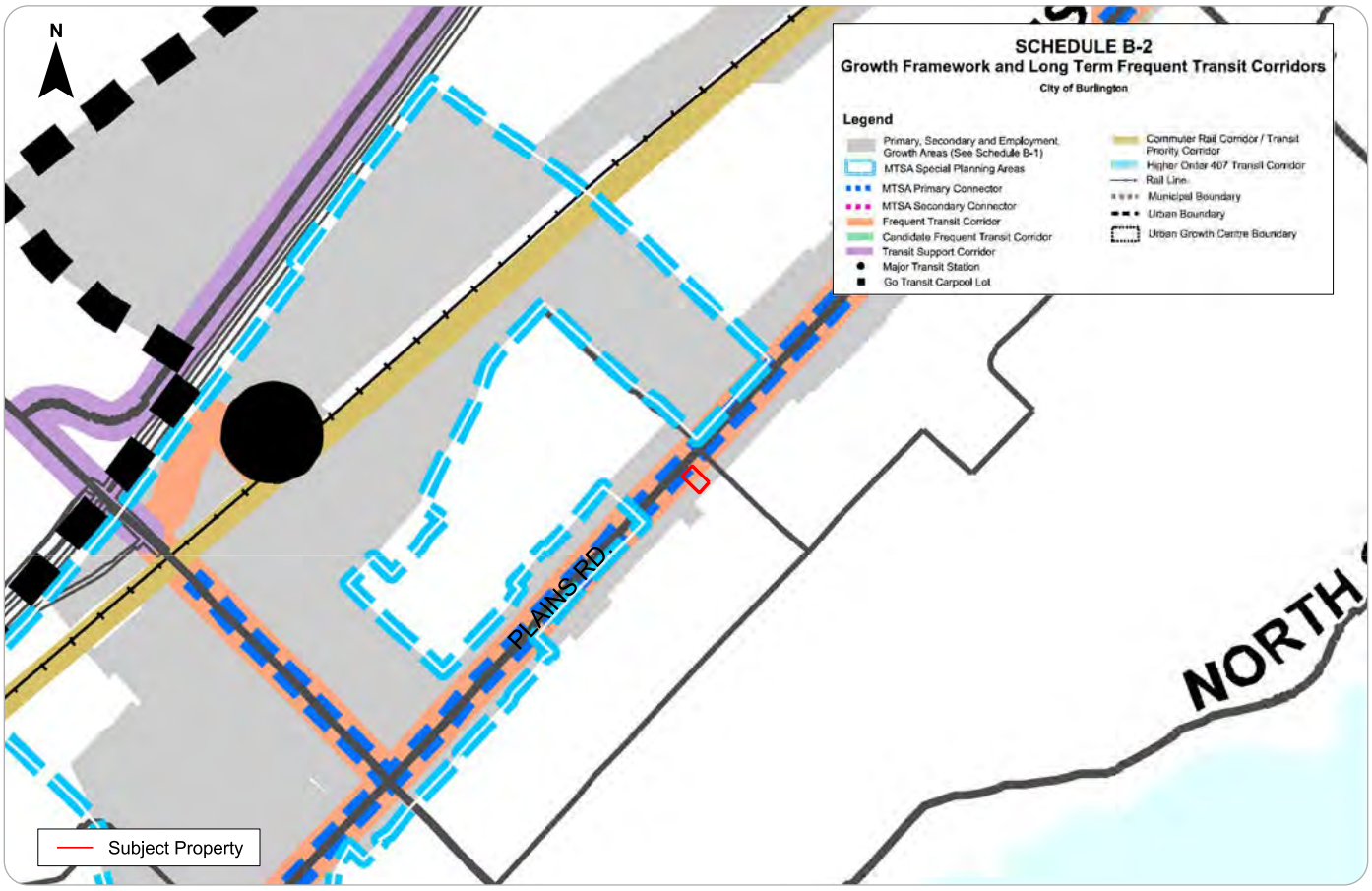


Figure 14: Burlington Official Plan (2020) Schedule B-2 – Growth Framework and Long Term Frequent Transit Corridors

6.7 CITY OF BURLINGTON ZONING BY-LAW (2020)

The Burlington Zoning By-law 2020 regulates the development of land within the City of Burlington. Under this By-law, the subject lands are zoned *Residential Medium Density (RM1-346)*. The RM1-zone permits various residential uses semi-detached, duplex and triplex dwellings. The property is also subject to except 346 which establishes development standards and adds office as a permitted use; townhouses are a prohibited use through this exception.

The proposed townhouse development is not permitted in the RM1-346 zone. A by-law amendment is needed to remove this restriction and implement the directions of the City's new Official Plan. Section 7.1 below provides additional commentary on applicable zoning regulations and amendments needed to facilitate the proposed development. Refer to summary chart below for provisions and exceptions.

Table 3: RM1 Zone Provisions Summary

Provisions	City of Burlington By-Law - RM1 zone
Permitted Uses	Detached dwelling, semi-detached dwelling, duplex building, triplex building, retirement home, Lodge, fraternity, private club, community institution
Lot Width	6m/unit
Lot area (m2)	200m2/unit
Front yard (m)	6m
Rear yard (m)	7.5m
Side yard (m)	Interior side 0m With attached garage or carport (two or more storey side): 1.8m
Street side yard (m)	4m
Landscape area	25%
Building Height	Max 2 ½ storeys

Table 4: Exception 346 Summary

Exception 346	Zone RM1	Amendment 2020.205	Enacted Apr 28/08
1. Prohibited Use: Townhouse			
2. Regulations: All permitted uses shall be subject to the following regulations: Lot width: 20 m Lot Area: 1000 m2 Front Yard: 12 m Side Yard: with attached garage or carport: 10% of actual lot width without attached garage or carport: 10% of actual lot width, 3 m on one side Street Side yard: 9 m Garages shall not project from the front elevation of a building. Landscape Area: 50% of the front yard area shall be maintained as landscape area. 25% of the rear and street side yard shall be maintained as landscape area.			
3. Additional Regulations for Office Uses: Part 1 – Section 2.19 (Office Uses in Residential Zones) shall not apply; office uses shall be subject to the following: Fencing: Solid screen fencing shall be installed along a rear lot line. Solid screen fencing shall be installed along a side lot line extending from the rear lot line to the front wall of the building, if the office use is abutting a residential property. The minimum height of the fencing shall be 1.8 m. Landscape Buffer: 6 m abutting an R2.1 and R5 zone Parking: Parking shall be provided in accordance with Part 1, Subsection 2.25, “Off-Street Parking and Loading Requirements”. Parking associated with office uses shall be located in a side or rear yard only. Parking shall be set back 1 m from a residential property line and 3 m from a street line. Storage and Display: Storage or display of merchandise, material, or equipment is prohibited. Except as amended herein, all other provisions of this By-law, as amended, shall apply.			

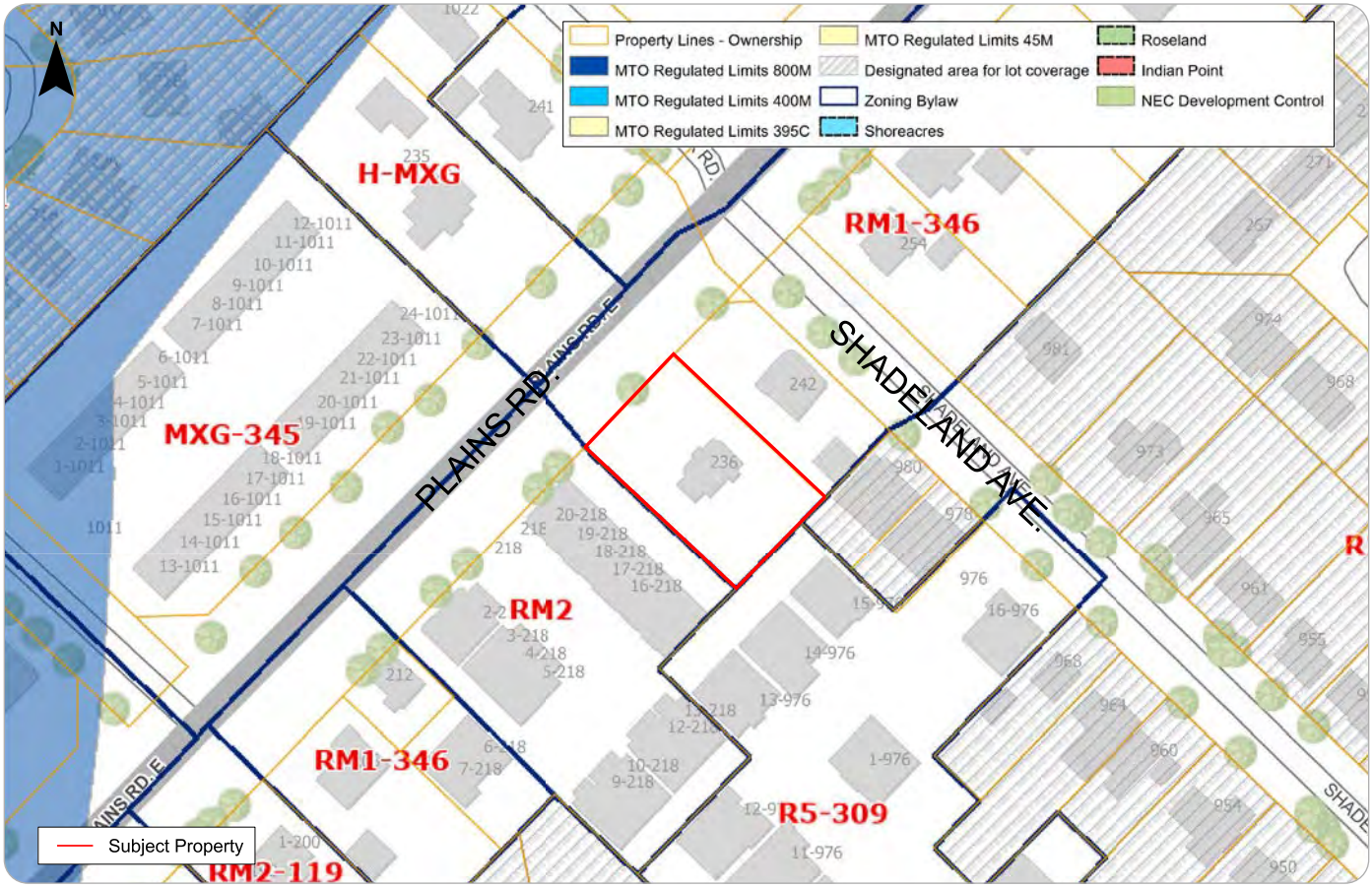


Figure 15: Zoning By-law (2020) Map

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7. APPLICATION SUBMISSION SUMMARY

7.1 DRAFT ZONING BY-LAW AMENDMENT

The submitted Zoning By-law Amendment proposes re-zone and amend the subject property from Residential Medium Density Zone One (RM1) to Residential Medium Density Zone Two (RM2) with site-specific provisions, as outlined in Table 5 and Figure 16.

The RM2 zone permits a number of residential uses, including detached dwellings, semi-detached dwellings, duplex buildings, townhouse buildings and apartment buildings. The proposed development generally meets the development standards of the RM2 zone for a Townhouse Dwelling, including required amenity area, privacy area and density (39.5 uph).

A site- specific Zoning By-law Amendment is required to facilitate the proposed development. The Zoning By-law Amendment includes the following site-specific exemptions:

1. Reduce the lot width requirement from 45 metres to 30.48 metres
2. Reduce the lot area requirement from 0.4 hectares to 0.15 hectares
3. Reduce the front yard setback requirement from 9 metres to 4.74 metres
4. Reduce the rear yard setback from 9 metres to 3.19 metres
5. Reduce the landscape area from 4.5 metres to 1.35 metres
6. Reduce the street side yard setback from 6 metres to 1.71 metres
7. Increase the building height from 2 storeys to 3 storeys
8. Increase the maximum projection of balconies into the rear from 1.6 metres to 1.83 metres

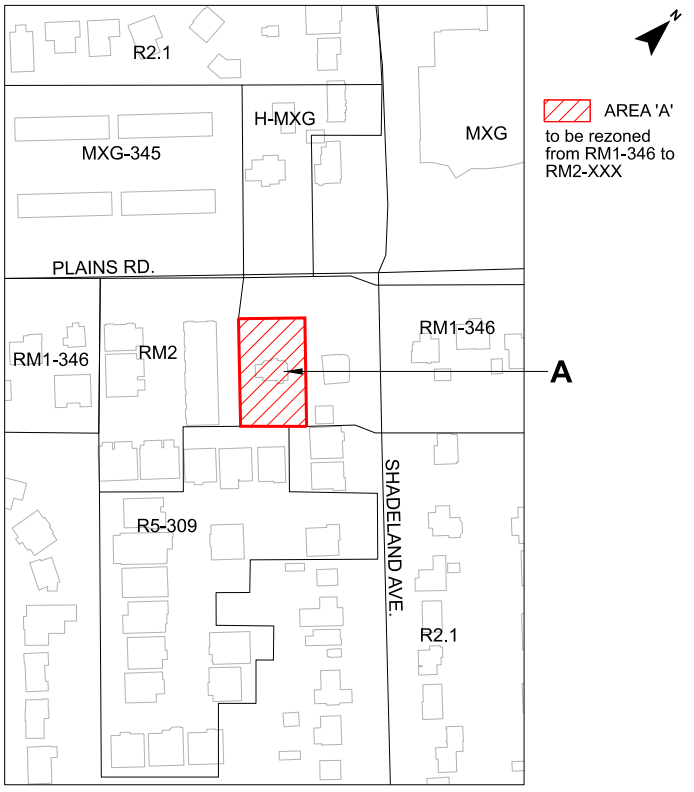


Figure 16: Zoning By-law Amendment Schedule A

Table 5: Zoning By-law Amendment Site Specific Provisions

Provisions	City of Burlington By-Law, RM1 zone (current)	RM2 zone (proposed)	Proposed Development	Compliance
Permitted Uses	Detached dwelling, semi-detached dwelling, duplex building, triplex building, retirement home, Lodge, fraternity, private club, community institution	Fourplex, Townhouse, Retirement Home	Townhouse	Y
Lot Width	6m/unit	45m	30.48m	N
Lot area (m2)	200m2/unit	0.4 ha	0.15ha	N
Front yard (m)	6m	9m	4.74m	N
Rear yard (m)	7.5m	9m	3.19m	N
Side yard (m)	Interior side 0m With attached garage or carport (two or more storey side): 1.8m	4.5m	8.34 m	Y
Street side yard (m)	4m	6m	1.71m	N
Landscape area	25%	4.5 m abutting a street having a deemed width up to 26 m OR 6 m abutting a street having a deemed width greater than 26 m	2.02m (East) 1.35m (West)	N
Building Height	Max 2 ½ storeys 3 stories to 10 metres	2 storeys	4 storeys 13.750 metres	N
Density		Minimum 25 units/ha Maximum 40 unit/ha	39.5 units/ha	Y
Amenity Space		25 m2/bedroom = 450 m2	29.07m2/bedroom Total provided: 523.28 m2, 6 units, 3 bedrooms per unit	Y

Privacy Area		20 m2 per unit	23.06 m2 per unit (includes 1st and 2nd floor balconies)	Y
Projection of Balconies onto the rear		1.6 metres	1.83 metres	N
Off Street Parking Standards		For Townhouse Dwellings: 2 occupant spaces per unit, 0.25 visitor spaces per unit = 14 spaces	14 spaces (2 per unit, 2 visitor spaces)	Y
General Parking Provisions Each parking space		Area = 16.5 square metres Width = 2.75 metres	Min. Area = 16.5 sq. m. Min. Width = 2.75 metres	Y

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8. PUBLIC CONSULTATION STRATEGY

In accordance with the requirements of Section 22 of the *Planning Act* a Public Consultation Strategy is required to support an Official Plan or Zoning By-law Amendment application. The Public Consultation Strategy that will be utilized has been outlined below.

Below is a list of all items that have been, or will be, provided throughout the public consultation

- Per City of Burlington's Public Consultation Strategy, a virtual Applicant-led non-formal public information meeting was held on June 5, 2023. Per protocol, City Staff mailed out notices to residents within 120m. Weston Consulting hand delivered notices to residents on Alfred Cres. To ensure participation and spoke with several residents about the proposal the week before the meeting. This meeting was independently moderated by a third-party and the proposed development was presented to the Public for feedback. A summary of Public comments with our responses is proved in the following subsection.
- Following the formal submission of the applications, a development sign will be posted on the subject lands, in a visible and informative way per City standards which will summarize the proposed development and provide the contact information of the Applicant's agent;
- Application details and supporting reports/ plans will be provided and posted on the City's website for the development applications for public review;
- A notice of Complete Application will be mailed to residents within 120 meters of the subject lands;
- A Statutory Public Meeting will be held with the Community Planning, Regulation and Mobility Committee at the appropriate time;
- Residents within 120 meters of the subject lands will be notified via mail of the Public Meeting date and details;
- Notice of a Statutory Pubic Meeting shall include the Local Planning Appeal Tribunal to dismiss an appeal if an appellant has not provided Committee of the Whole with oral submissions or written submissions before a decision is made on the development application;
- Following the statutory public meeting, the public will be notified of future Council meetings regarding the recommended decision.

We trust the above Public Consultation Strategy is satisfactory and in compliance with Provincial legislation and implements the procedure outlined in the Official Plan. Weston Consulting remains committed to facilitating a public engagement and will assist in engaging the public though the process outlined in this Report.

8.1 SUMMARY OF PRE-SUBMISSION NEIGHBOURHOOD MEETING

A Pre-submission Neighbourhood Meeting was held on June 5, 2023 with City of Burlington Staff and members of the public. The purpose of this meeting was to discuss the proposed development and provide an opportunity for members of the public to ask questions and share feedback. City staff provided an overview of the application/planning process and Weston Consulting provided a presentation of the proposed development. The following questions/ feedback was provided by members of the public and subsequently answered by Weston Consulting:

1. *How many trees are to be removed and can the trees at the rear of property be preserved for privacy?*

An Arborist Report and Tree Protection Plan have been prepared to demonstrate the number of trees to be protected. On the subject property, one trees will be retained, 12 trees to be injured and 12 trees to be replanted. Neighbouring trees on the property lines to the east, west and south will be retained where possible.

2. *What is the possibility of a 10 ft. fence for privacy and onlooking?*

The maximum height allowed for a fence is 6 feet. An increased height will be explored with the City as it will be a change to City zoning standards.

3. *Please elaborate on the need for the proposed development to be 3 storeys instead of 2 storeys similar to the neighbouring property to the west.*

The proposed height of 4-storeys is in conformity to the Official Plan policies that promote intensification and a maximum height of 6-storeys. In addition, the increased height is to provide flexibility in housing options and family-sized units.

4. *How many parking spaces will be provided, including visitor spaces, and where will they be located?*

Parking spaces will be provided at a rate of two per unit, in the respective garage and balconies of each unit. Two visitor parking spaces are provided.

5. *The importance of a school in close proximity to the proposed development was mentioned.*

A number of schools, as well as community facilities, are in close proximity to the proposed development as outlined in Section 3.5 in this report.

6. *Will a Transportation Report be prepared to demonstrate impact on traffic?*

Yes, a Traffic Impact Brief has been prepared and is summarized in Section 5 of this report. The Report concludes that the proposed development will have a minimal impact on traffic, if any.

7. *Will the proposed development include basements?*

Yes, the proposed development includes basements of a standard residential depth.

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9. PLANNING ANALYSIS AND JUSTIFICATION

9.1 POLICY CONTEXT

The subject lands are located within an existing Settlement Area as well as within the delineated Built-up Areas in the Provincial Policy Statement. Policies direct that these areas accommodate the majority of the Province's growth and development. In addition, the Region of Halton Official Plan and City of Burlington contain policies that support development that provides increase residential density to an underutilized site.

The proposed development demonstrates intensification in a built-up area of the City of Burlington and will provide townhouse units to further diversify the unit mix in the surrounding area. The proposal will be in close proximity to community facilities, commercial uses, public transit, and will be supported by municipal water and wastewater services.

9.2 COMPATIBILITY

The proposed development is contextually appropriate given it is located within a Regional Intensification Corridor and a neighbourhood consisting of single detached, townhouse, and low rise residential uses. There are several examples of similar development along this section of Plains Road. The proposed development of seven 4-storey townhouses provides an appropriate transition from Plains Road East to the single detached residential neighbourhood to the south. Townhouse units will have appropriate acoustic fences to mitigate noise from Plains Road East as implemented in the Site Plan and Landscape Plan.

The proposed development has been designed in such a way that compliments the existing built form of the neighbourhood including preserving the heritage property to the east. The Heritage Assessment concluded that the proposed development is of the Neo-Traditional design, incorporating modern and traditional designs of the neighbourhood. Traditional design elements were included in the proposed development to compliment the heritage property to the east, including side-gable form, brick gladding and traditional window shapes.

The proposed development provides intensification of built form in the delineated built-up area and remains sensitive to the surrounding context while simultaneously contributing to the unique character along Plains Road East. The proposal contributes to varying the housing supply in the City of Burlington by providing townhouse units as this section of Plains transitions into more mid-rise apartment built forms.

9.3 HEIGHT AND DENSITY

The proposed development of a 4-storey condominium townhouse block consists of 6 units with a Floor Area Ratio of 0.95. The proposed development implements both Provincial and municipal policies encouraging a greater range and mix of housing options, as well as intensification targets in built-up areas. The proposed development is compatible with the adjacent townhouse typology to the east while recognizing the heritage dwelling to the east and single detached neighbourhood to the south.

The proposed development has regard for setbacks of similar types of development near by. It is generally in keeping with heights of other low-rise residential development along Plains Road East, while maximizing the land, infrastructure, and nearby community services.

9.4 INFRASTRUCTURE AND SERVICES

The proposed development demonstrates the optimization of existing municipal water, sanitary and storm infrastructure. A Functional Servicing and Stormwater Management Report have been prepared to provide details as to how the proposed development will be serviced, and concludes there is sufficient capacity available.

Additionally, the future residents of the proposed development will benefit from being located 1-kilometre from the Aldershot Go Station (east and west bound). The subject property is located within walking distance and through the means of public transportation to community facilities, schools, and commercial uses within a 1-kilometre radius. The proposed development will support the use of active transportation and optimization of transit infrastructure by being in close proximity to existing facilities.

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10. CONCLUSION

Based on our review of the applicable land use planning policy framework, area context and the supporting application materials, it is our opinion that the proposed development and the associated application for a Zoning By-law Amendment are based on good planning and urban design principles. The application supports the City of Burlington's intensification and community building policies by providing a more compact residential development that contributes to diversifying the housing stock.

The proposed development has been designed to be compatible with the surrounding area and will bring new housing opportunities to the area. The proposed development will provide for the optimization of existing available transit, transportation, and servicing infrastructure. It is our opinion that the proposed development and associated planning applications represent good planning and should proceed through the applicable approvals process as prescribed by the Planning Act.


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