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BOUSFIELDS INC.

PLANNING & URBAN DESIGN RATIONALE

53 AND 71 PLAINS ROAD EAST AND 1025 COOKE BOULEVARD

CITY OF BURLINGTON

PREPARED FOR:

BURLINGTON 71 PLAINS INC.



BOUSFIELDS INC.

Job Number - 17195

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INTRODUCTION

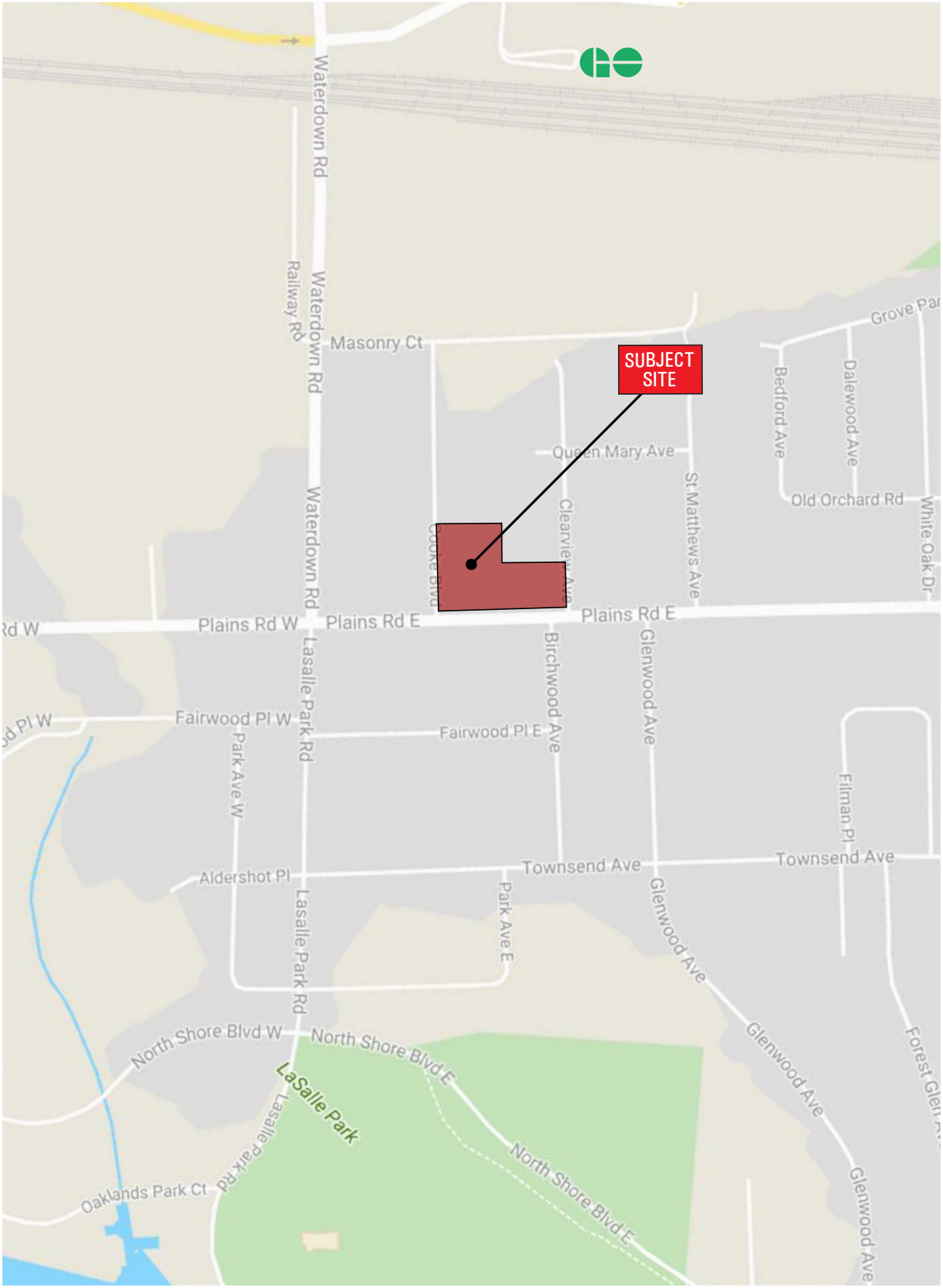


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Burlington 71 Plains Inc. to amend the City of Burlington Official Plan and Zoning By-law 2020, as amended, in order to permit the redevelopment of a 1.08 hectare (2.67 acre) site located at the northeast corner Plains Road East and Cooke Boulevard (extending eastward to Clearview Avenue) and known municipally as 53 and 71 Plains Road East and 1025 Cooke Boulevard ("the subject site"). (see **Figure 1, Location Map**).

The proposal includes the development of two mixed-use buildings, 10- and 12-storeys in height, with at-grade retail and service commercial uses and rental residential units. The buildings total 38,820 square metres (417,859 square feet) of gross floor area, of which 1,208 square metres (13,002 square feet) will accommodate the at-grade commercial uses. In total, the redevelopment will add a combined 450 new rental residential units. The buildings will accommodate a variety of unit types and sizes, including townhouse units in the podium. The site will be developed with a total of 581 parking spaces on two levels of underground parking and at-grade behind the buildings, with direct vehicular access from Cooke Boulevard and Clearview Avenue. Streetscape improvements are proposed for the sites three public street frontages, including 29 on-street parking spaces along Plains Road and Cooke Boulevard to support the at-grade commercial uses.

This report concludes that the proposed redevelopment is supportive of policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Halton Regional Official Plan, and the City of Burlington Official Plan, all of which promote intensification on underutilized sites well served by municipal infrastructure, including public transit.

From a land use planning perspective, the proposal is supportive of the policy directions promoting intensification and infill within built-up urban areas, particularly in locations which are well served by municipal infrastructure, including public transit. The site is located within an intensification corridor and the Aldershot GO Mobility Hub, which is well served by existing transit services. It is also close to major recreational and commercial amenities and employment uses. In this regard, the residential population to be added through the proposed redevelopment will be able to take advantage of these amenities and opportunities.

From a built form and urban design perspective, the proposal will contribute to the ongoing evolution of the Plains Road mixed use corridor and development of the Aldershot GO Mobility Hub. The proposed buildings will fit harmoniously within the existing and planned built form context, which includes mid-rise along Plains Road, taller building near the GO Station and appropriate transitions to existing stable residential neighbourhoods. The proposed design includes significant setbacks and landscape buffers that create an appropriate transition to the low-rise buildings to the north. In terms of design, the SRM Architects' designed building will result in a high-quality project that responds to city-building opportunities and obligations associated with mid-rise buildings. The articulated residential buildings will enhance the Plains Road corridor and the public realm with a contextually appropriate podium that includes active at-grade uses.

It is our opinion that the proposed development represents good planning and urban design, and, accordingly, the applications should be approved.

[2.0] SITE & SURROUNDINGS

2.1 Subject Site

The subject site is made up of three parcels located on the north side of Plains Road, between Cookes Boulevard and Clearview Avenue. Combined, it is a large 'L'-shaped parcel with an overall area of 1.08 hectares (2.67 acres), and frontages of 142.69 metres (468.1 feet) on Plains Road East, 99.71 metres (327.1 feet) on Cookes Boulevard, and 52.73 metres (172.9 feet) on Clearview Avenue, and a depth of 72.4 (237.6 feet) from Cookes Boulevard.

The west half of the site (1025 Cooke Boulevard) is developed with a single-storey concrete block and stucco building with surface parking in the front and rear yards, while the remainder of the site (53 and 71 Plains Road East) is vacant and grassed. The existing building is approximately 1,091.8 square metres (11,752 square feet) in size and currently accommodates an adult entertainment use and motel. The existing building will be demolished as part of the redevelopment. Trees and shrubs are located along the boundary of the site where it interfaces with the residential dwellings that front Clearview Avenue. Topographically, the site is generally flat with a slight slope (0.2 metres) from south to north.



Subject site, looking south



Subject site, looking east



Subject site, looking east



Subject site, looking west



Panorama of Subject Site



Subject site, looking south, showing two entrances from Cooke Boulevard and rear parking



Subject site, looking north along east property line abutting residential uses

2.2 Surroundings

The subject site is located in south-west Aldershot, an area generally bounded by the fishway canal (York Boulevard) to the west, Highway 403 to the north, Burlington Bay and Hamilton Harbour to the south, and the Queen Elizabeth Way to the east. South-west Aldershot is an area that is predominantly residential in character, with commercial areas located along Plains Road. There are also small pockets of lands that are used, or were previously used, for industrial purposes, generally located along the south side of the rail corridor.

The surrounding area has traditionally been a grade oriented low-rise neighbourhood; however, the 1997 Burlington Official Plan developed a policy framework that would see Plains Road transform into a mixed use corridor. As a result, mid- and high-rise residential and mixed use (commercial and residential) buildings have been developed along Plains Road East, particularly along the south side. Development applications have been filed for 35 and 92 Plains Road East,

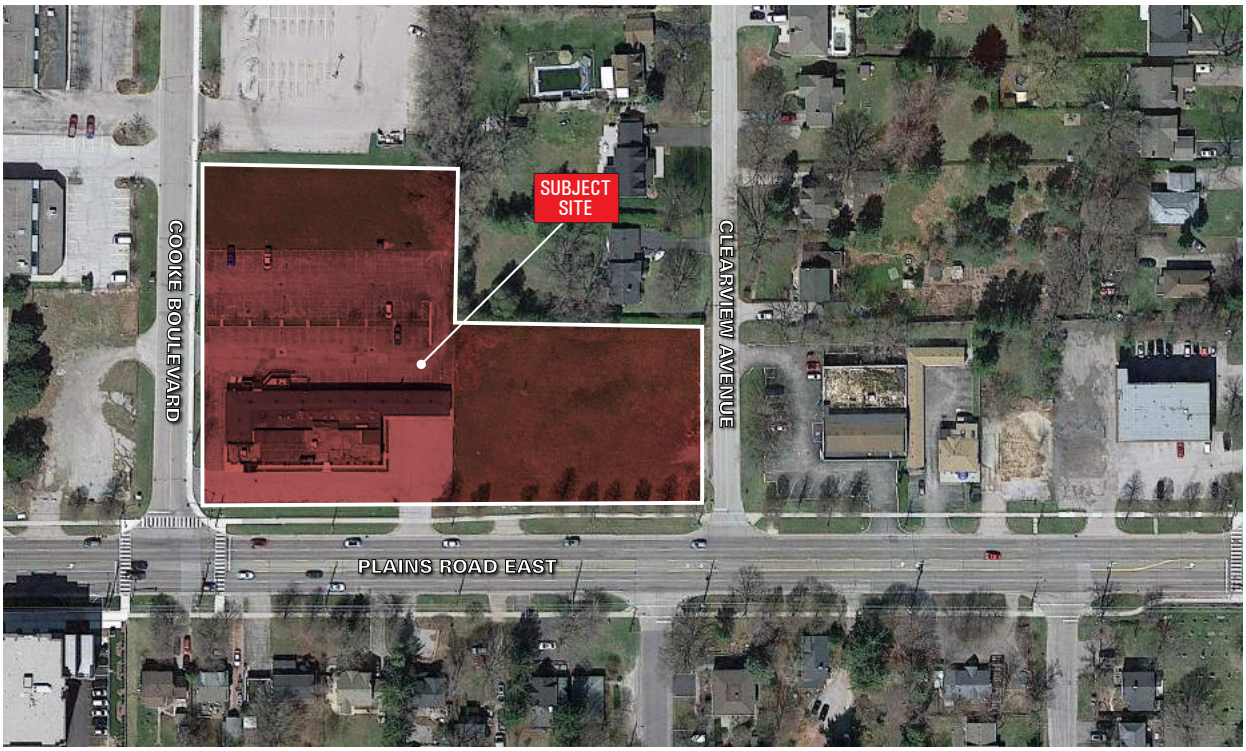


Figure 2 - Aerial Photo

which would see two more new mid-rise buildings along this corridor. The subject site is located 750 metres from the Aldershot GO Station and forms part of the Aldershot Mobility Hub, an area that is intended to accommodate intensification. Based on the foregoing and on an assessment of the surrounding land uses, it is our opinion that the subject site is located within an area in transition.

IMMEDIATE SURROUNDINGS:

The immediate surroundings include the following:

To the immediate north of 1025 Cooke Boulevard is a 2-storey office building at 1047 Cooke Boulevard which is the head office for Etratech Inc., an electronics manufacturer. To the immediate north of 71 Plains Road East is a single-storey residential building located at 1022 Clearview Avenue, which is buffered from the subject site by a row of hedges and large trees.

Continuing north are more 1- to 2-storey residential detached dwellings along Clearview Avenue. Further north along Masonry Court is an approved townhouse and mid-rise 8-storey building development known as "Stationwest" at 101 Masonry Court which is immediately to the south and west of Aldershot GO Station. This development is currently under construction and will include 249 townhouse dwelling units and 172 apartment dwelling units.



1047 Cooke Boulevard from Cooke Boulevard



1022-1032 Clearview Avenue



Looking north along Clearview Avenue at residential low-rise uses



91 Plains Road East



99-109 Plains Road East



115 Plains Road East

To the immediate east of the subject site and to the east of Clearview Avenue are a collection of low-rise retail, commercial, motel and restaurants uses at 91-115 Plains Road East. To the north of those uses are low-rise residential uses, generally in a detached form. Further east along Plain Road East, beyond White Oak Drive, low-rise residential uses begin to front along Plains Road, including a 4-storey, 79-unit mixed-use condominium known as "Jazz Condos" which was constructed in 2016.



1019-1025 Clearview Avenue

To the immediate south of the subject site at 40-84 Plains Road East and 992 Birchwood Avenue and along the south side of Plains Road are predominantly 2-storey detached dwellings on large lots fronting on Plains Road. The subject site is approximately +/- 36 metres away from the low-rise residential dwellings on the south side of Plains Road. Beyond these uses to the south are similar low-rise residential detached dwellings which continue southward towards LaSalle Park where active recreational uses such as athletic fields, a public pool, outdoor playground equipment and the LaSalle Park Marina are provided for the area residents.

An existing 6-storey residential building is located along the south side of Plains Road East at 24-36 Plains Road East, directly south of 35 Plains Road East. The building steps back at the 4th and 6th storeys to respond to the low-rise building conditions to its immediate east.



24-36 Plains Road East



40-50 Plains Road East



70 Plains Road East and 990-992 Birchwood Avenue



56-62 Plains Road East



84 Plains Road East



66-70 Plains Road East



Looking west at 35 Plains Road East (vacant site)



Looking north at 35 Plains Road East



Looking north at 15 Plains Road East

To the immediate west of the subject site on the west side of Cooke Boulevard is 35 Plains Road East, which recently received approval for an official plan amendment and rezoning (City File No.'s 505-03/16 and 520-04/16) to permit the development of a 9-storey mixed use building with at-grade retail and service commercial uses and 72 residential units above. Immediately north of 35 Plains Road East is a 2-storey office building at 1026 Cooke Boulevard currently occupied by O'Dell Associates Inc. Similar office uses are located further north-west at 1038-1062 Cooke Boulevard. Continuing west on Plains Road East towards Waterdown Road is an RBC bank at 15 Plains Roads East and low-rise residential and commercial uses at 1017 to 1033 Waterdown Road. The northeast corner of the Plains Road and Waterdown Road intersection, and more specifically the site at 1 Plains Road East, formerly housed a 2-storey local convenience store, which was demolished in 2014 and replaced with a paved public space with benches and landscaping.



Looking north at 1 Plains Road East along Waterdown Road at gateway feature

Examples of mid-rise buildings with heights in the range of 12-, 8- and 6-storeys are located further west of the subject site at 100-140 and 168 Plains Road West where the taller 12-storey buildings are located closest to the Plains Road West corridor with gradual height transitions down to 6-storeys furthest away from the street towards low-rise uses to the south. These buildings are set back from the street with surface parking between the building face and the street. Further west of the mid-rise buildings are 3-storey townhouses fronting on Plains Road West with at-grade commercial uses at 70 Plains Road West. This development included public realm improvements such as sidewalk widenings, landscaping and seating areas. A 6-storey mixed-use retirement building with at-grade retail and medical uses is located at the southwest corner of Plains Road West and Waterdown Road at 18 Plains Road West.



Townhouses at 70 Plains Road West



100-140 Plains Road West



100-140 Plains Road West



18 Plains Road West

2.3 Transportation Network

ROAD NETWORK

Schedule J – Classification of Transportation Facilities (South of No. 1 Side Road) of the City of Burlington Official Plan identifies this section of Plains Road as a Multi-Purpose Arterial road while nearby Waterdown Road to the west is identified as a Minor Arterial road. Both Plains Road and Waterdown Road are identified as Primary Bus Service roadways while the VIA/GO Transit Lakeshore Rail line as well as a Commuter Rail Station are identified to the north at Aldershot Station on the Official Plan's Long Term Transit Service Network (Appendix A – Schedule 1). With respect to the bicycle network, *Appendix A – Schedule 2 – Long-Term Cycling Master Plan* of the Official Plan provides that both Plains Road and Waterdown Road will include bike lanes, with a Bicycle Priority Street and Multi-Use Path extending north to the railway lands in the vicinity of Cooke Boulevard and Clearview Avenue.

Table 2 – Road Allowance Widths in the Official Plan outlines a right-of-way of 36 metres for Plains Road from the south side of Highway 403 to the QEW, including the subject site.

TRANSIT NETWORK

The subject site is well-served with public transit as Burlington Transit route 101 – Plains Express travels east-west along Plains Road offering Monday through Friday service, while routes 1 and 1X also provide service along Plains Road Monday through Sunday, including holidays. To the west of the subject site, route 1X also provides north-south access along Waterdown Road to Aldershot Station. In addition to local transit service, the subject site is located approximately 750 metres (approximately 8-10 minutes walking distance) south of Aldershot GO Station which offers regional train and bus service south to Hamilton and east to Toronto Union Station. Aldershot Station also offers VIA train service to several other destinations including Toronto, London and Windsor, among others **(see Figure 3, Transit Map).**

The site is located within the Aldershot Mobility Hub, a locally recognized mobility hub in which lands surrounding GO/VIA Rail Stations with frequent transit service are planned to accommodate significant residential and employment growth in the form of compact, mixed-use, and pedestrian-friendly development.

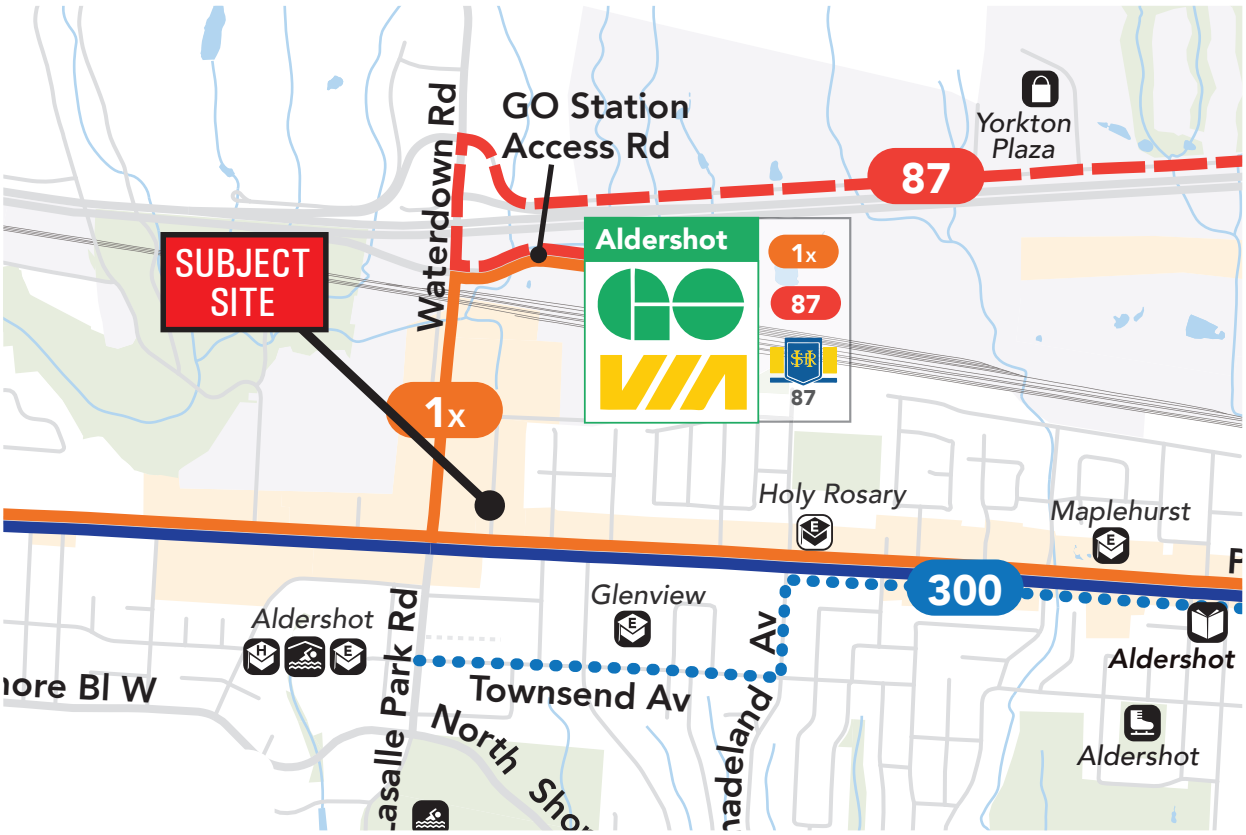


Figure 3 - Burlington Transit System

[3.0] PROPOSAL

3.1 Description of Proposal

The proposed redevelopment consists of a 12-storey building (Building A) and a 10-storey building (Building B) both of which will include a mix of residential and retail/service commercial uses **(see Figure 4, Site Plan)**. The proposed gross floor area is 38,820 square metres, made up of 37,612 square metres of rental residential gross floor area and 1,208 square metres of grade-related retail/service floor area. The resulting density is approximately 3.58 Floor Area Ratio (FAR). The proposed building height for Building A is 39.31 metres to the top of the main roof and 44.31 metres to the top of the mechanical penthouse, while Building B provides a height of 33.22 to the top of the main roof and 38.22 to the top of the mechanical penthouse (**see Figure 5 – Building Elevations**).

The overall massing of the proposed development has been expressed through a strong base podium element and a lighter glass midrise portion. The 3-storey masonry podium is broken up by vertical columns and setbacks in the building face, all of which create smaller elements. While the midrise portion is made up of heavily glazed horizontal floors broken up by framed and inset balconies.

THE PODIUMS

The podiums are comprised of a distinctive 3-storey building component housing retail and service commercial uses along the site's Plains Road East frontage and at-grade townhouses along Cooke Boulevard and internal to the site, while rental residential units occupy the remainder of the podium on floors 2 and 3. The podium height is proposed to be 13.08 metres with a 5.79 metre ground floor and a 3.04 metre 2nd and 3rd floor. The podium is contextually and architecturally appropriate given its low-rise and pedestrian-predominant height which is in keeping with the surrounding building heights, as well as its animation along the Plains Road corridor with a variety of colours and building materials which visually break up the building mass and distinguish it from the mid-rise building component.

At the ground level, Building A proposes a total of 752 square metres (8,092 square feet) of retail gross floor area while Building B proposes a total of 456 square metres (4,904 square feet) of retail gross floor area which is proposed to front on Plains Road East to activate the public right-of-way. Further, a total of 23, 1.5-storey townhouse style units are proposed on the ground floor level oriented primarily along Cooke Boulevard, Clearview Avenue and internal to the site **(see Figure 6a, Level 1 Floor Plan)**. Amenity areas are also provided on the ground floor of the buildings which is described in greater detail below.

Access to the townhouses is provided by walkway connections to the public streets and an internal corridor which provides access to each dwelling independently. With respect to supporting services, individual garbage rooms and moving areas are provided on the ground floor in each building to serve the residents. Separate entrances are provided for exterior patios for each townhouse dwelling unit. Access for the retail components of the ground floor level is provided at several locations along the Plains Road frontage.

The 2nd floor of the podium will have a total of 41 dwelling units (25-Building A and 16-Building B) with a mix of one-, one-plus den and two-bedroom units ranging in size and layout. Indoor and outdoor amenity areas are proposed along the east portion of Building A with the outdoor amenity area located on the roof of the 1st floor. Balconies are proposed to project approximately 2.0 metres off of the 2nd and 3rd floors on all sides of the building, including above the retail entrances at the ground level below, with the exception of some inset balconies along the east and west sides of the west building and at the northwest and northeast corners of the east building **(see Figure 6b, Level 2 Floor Plan).**

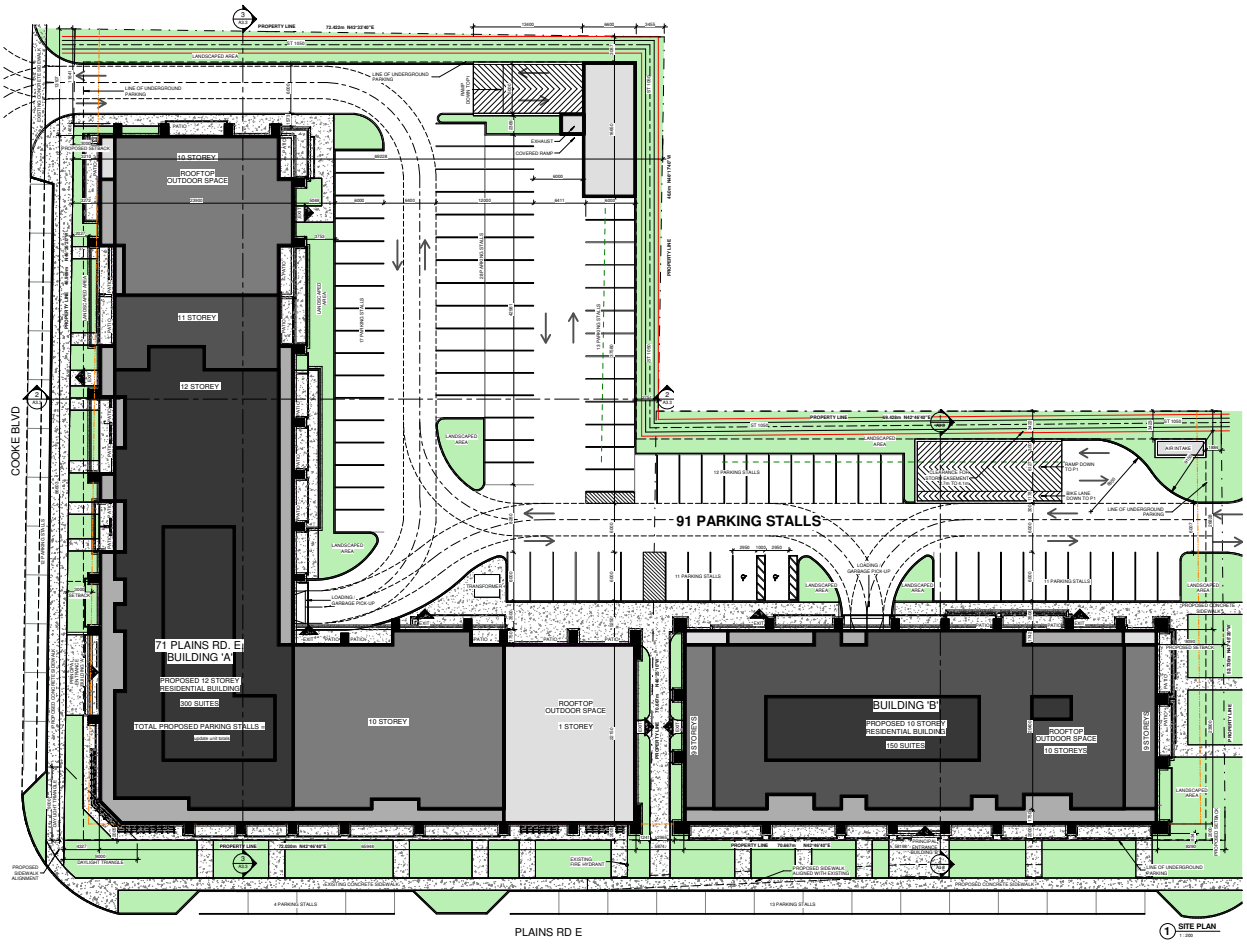


Figure 4 - Site Plan



Figure 5a - North Elevation



Figure 5b - South Elevation



Figure 5c - East Elevation



Figure 5d - West Elevation

The 3rd floor of the podium will have a total of 44 dwelling units (28-Building A and 16-Building B) with a mix of one-, one-plus den and two-bedroom units ranging in size and layout. As discussed above, balconies will project out, and in some bases in, approximately 2.0 metres on all sides of the building **(see Figure 6c, Level 3 Floor Plan).**

At grade the building is setback by 2.0 metres along the Plains Road frontage, 8.0 metres along the east property line closest to Clearview Avenue, 26.82 metres along the north property line abutting the existing residential dwellings, 12.7 metres along the north property line abutting the existing office building, and 3.0 metres along the west property line, abutting Cooke Boulevard. These setbacks are consistent with current Official Plan policies and Tall Building design guidelines which promote locating buildings on corner sites close to the public street to frame the street with ground-oriented uses, to create visual connections between the public and private realm, and to establish a street wall relationship that is consistent with other existing buildings along each street, and/or the desired condition along the Plains Road corridor.

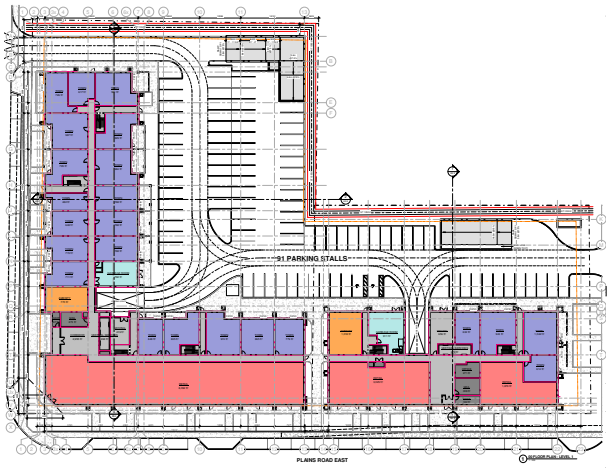


Figure 6a - Level 1 Floor Plan

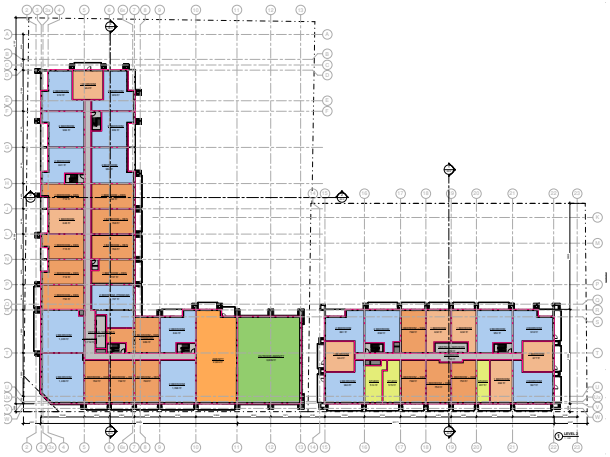


Figure 6b - Level 2 Floor Plan

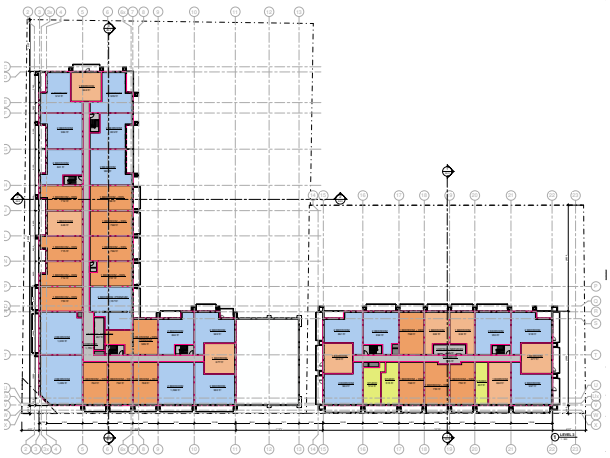


Figure 6c - Level 3 Floor Plan

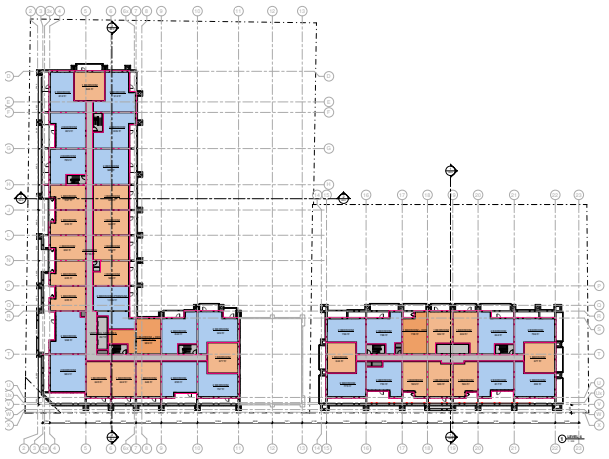


Figure 6d - Level4-9 Floor Plan

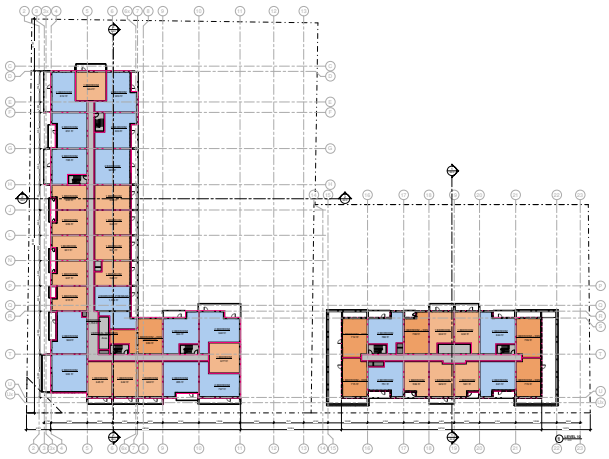


Figure 6e - Level 10 Floor Plan

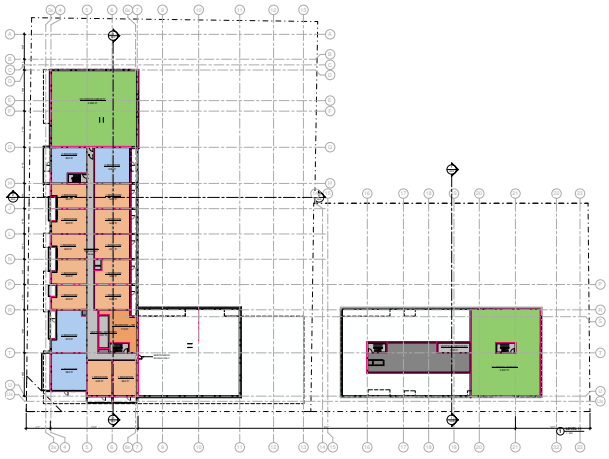


Figure 6f - Level 11 Floor Plan

MID-RISE (FLOORS 4-10/12)

At floors 4-9, the mid-rise buildings are stepped back by 1.75 metres from the podium levels on the west and south sides of the building to distinguish the podium from the mid-rise building component with a base building that is consistent with the surrounding building heights. The building facades on floors 4-9 are designed deliberately to be inset at certain points to break up the mass of the buildings and create visual interest **(see Figure 6d, Level 4-9 Floor Plan).**

Similar to the 3rd floor below, the typical level 4 to 9 floor plans include a mix of one-bedroom, one-bedroom plus den and two-bedroom units with a total of approximately 44 dwelling units on each floor. Typical dwelling unit sizes range from 54.2 square metres for one-bedroom units to 91.3 square metres for two-bedroom units. The proposed dwelling units on levels 4-9 also provide 2.0 metres balconies that either project or are inset along all sides of the building consistent with the building projections.

The Level 10 floor plan similar to the typical level 4-9 level floor plans with exception to a reduction of 6 dwelling units along the east and west ends of Building B compensating for the transitioning down in height from the 10th to the 9th storey **(see Figure 6e, Level 10 Floor Plan).** Similarly, the Level 10 floor plan, the Level 11 floor plan further reduces the total number of dwelling units for Building A as a result of the transitioning down in building height from 11-storeys down to 10-storeys and again from 12-storeys down to 11-storeys. The 11th floor plan contains approximately 17 dwelling units while the 12th floor plan contains approximately 15 dwelling units with a mix of one-bedroom, one-bedroom plus den and 2-bedroom units which are oriented closer the southwest corner of the subject site to mitigate against potential impacts on adjacent low-rise buildings. Further, the 11th floor plan includes the mechanical penthouse of the east building which projects approximately 5.0 metres from the roof of the 10th floor, and is situated in the middle of the roof to deliberately contribute to screening the mechanical penthouse level from both the residential areas to the north and from Plains Road. **(see Figure 6f and 6g, Level 11 and 12 Floor Plans).**

The mechanical penthouse level plan includes a 5.0 metre projection extending beyond the roof of the 12th floor. The mechanical penthouse levels of both buildings do not contain liveable area, but rather necessary services related to the function of the building **(see Figure 6h, Mechanical Penthouse Level).**

UNIT DISTRIBUTION AND AMENITY SPACE

The development proposes a total of 450 rental residential units with a mix of unit types including: 6 studio apartments (1.33%), 39 one-bedroom (8.67%), 197 one-bedroom plus den (43.78%), 185 two-bedroom (41.11%), and 23 three-bedroom townhouse units (5.11%) units are proposed within both buildings.

In addition, the buildings include a total of 768 square metres (8,266.7 square feet) of residential amenity area, consisting of 411 square metres of indoor amenity area on the ground floor of both buildings and the 2nd floor of the west building and 357 square metres of outdoor amenity area on the 1st floor roof on the west building.

ACCESS, PARKING AND LOADING

A total of 581 parking spaces are proposed for this development, consisting of underground and at-grade parking. In addition public realm improvements propose an additional 29 on-street parking spaces. Two accesses to the underground parking ramps are provided from Cooke Boulevard and Clearview Avenue, which are out of view from Plains Road and located towards the rear of the subject site. The underground parking ramps provide access to two levels of underground parking, which extend to the lot lines and contain 461 residential parking spaces.

A total of 91 surface parking spaces are located interior to the subject site which are reserved for visitors and the commercial uses.

Two on-site loading spaces are provided at-grade and internal to the site servicing each building for the purposes of moving-in/moving-out, garbage pick-up and for the retail tenants of the building.

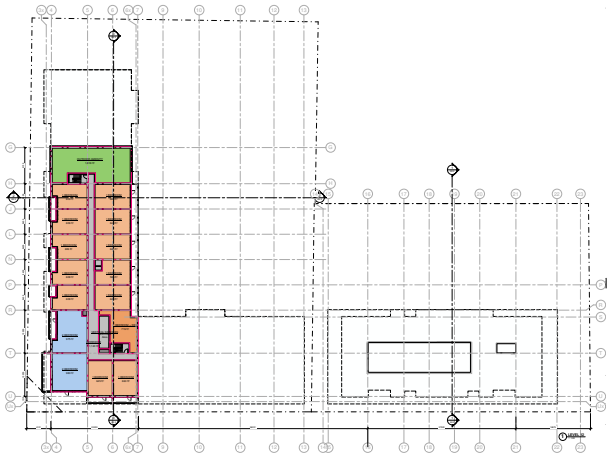


Figure 6g - Level 12 Floor Plan

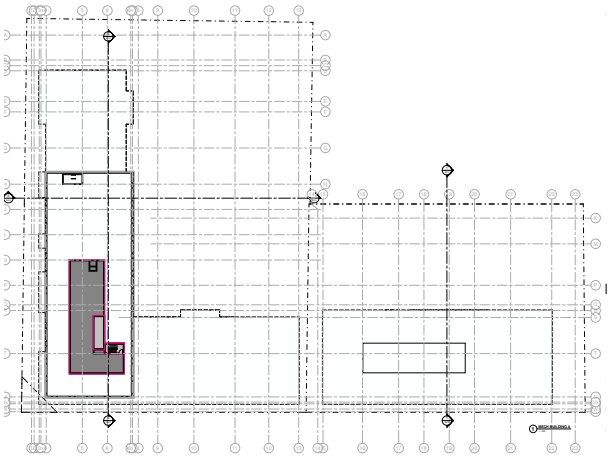


Figure 6h - Mechanical Penthouse Level

3.2 Key Statistics

Site Area	10,856 square metres (1.08 hectares)
Residential GFA	37,612 square metres
Non-Residential GFA	1,208 square metres (retail)
Total GFA	38,820 square metres
FAR (Floor Area Ratio)	3.58:1
Height	39.31 metres (12 storeys) or 44.31 metres (including mechanical penthouse) 33.22 metres (10 storeys) or 38.22 metres (including mechanical penthouse)
Residential Units	Townhouse: 23 Studio: 6 1 Bedroom: 39 1 Bedroom + Den: 197 2 Bedroom: 185 ***Total: 450***
Residential Amenity Space	Interior: 411 square metres Exterior: 357 square metres ***Total: 768 square metres***
Vehicle Parking Spaces	581 parking spaces (underground + surface + on-street)

3.3 Required Approvals

In our opinion, the proposed development conforms with the applicable provincial policies, in particular the *Built-Up Urban Area* designation policies of the Burlington Official Plan, and the Urban Area policies of the Regional Official Plan. However, the proposal requires an amendment to the in-force City of Burlington Official Plan, to re-designate part of the subject site from Mixed Use Corridor Employment to Mixed Use Corridor General with a site specific exception in order to permit the proposed height, density and land uses.

An amendment is also required to City of Burlington Zoning By-law 2020, as amended, to rezone the subject site from Mixed Use Corridor – General (MXG) Zone and Mixed Use Corridor – Employment (MXE) Zone to Mixed Use Corridor – General with site-specific exception (MXG-XXX) Zone to increase the permitted height and density, to allow the proposed uses and to revise other development standards as necessary to

[4.0]

POLICY & REGULATORY CONTEXT

accommodate the proposal.

4.1 Overview

As set out below, the re-development proposal is supportive of the policy directions established by the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, the in-force City of Burlington Official Plan, the Draft New City of Burlington Official Plan, the Plains Road Corridor Urban Design Guidelines, and the Mobility Hubs Opportunities and Constraints Study, all of which promote and encourage intensification within built-up urban areas.

4.2 Provincial Policy Statement (2014)

The current Provincial Policy Statement (PPS) came into effect as of April 30, 2014 and provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

One of the key policy directions expressed in the Policy 1.1.1 of the PPS is to build strong healthy communities by promoting efficient development and land use patterns; accommodating an appropriate range and mix of residential, employment and recreation; promoting cost-effective development patterns to minimize land consumption and servicing costs; and ensuring the necessary infrastructure. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

Policy 1.1.2 of the PPS provides that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet project needs for a time horizon of up to 20 years. Further, within settlement areas, sufficient land shall be made available to accommodate through intensification and redevelopment and, if necessary, designated growth areas.

The preamble to Section 1.1.3 of the PPS defines Settlement Areas as urban areas, including cities, towns, villages and hamlets, which vary in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available. In particular, Policy 1.1.3.1 of the PPS speaks to Settlement Areas being the focus of growth and development through promotion of their vitality and regeneration as well as Policy 1.1.3.2 that promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, including active transportation, where transit is planned, exists or may be developed. Policy 1.1.3.3 requires planning authorities to identify appropriate locations and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

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

Policy 1.3.2.2 provides that planning authorities may permit the conversion of land within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long terms and that there is a need for the conversion.

With respect to housing, Policy 1.4.1 states that 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 shall be provided for. Further, Policy 1.4.3 provides that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirement of current and future residents of the regional market by: directing new housing to

areas with appropriate levels of infrastructure and public service facilities; promoting densities which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit; and establish development standards for residential intensification, redevelopment and new residential development which facilitate compact built form.

Policy 1.5.1 of the PPS identifies the importance of healthy and active communities which shall be promoted by planning streets and spaces to be safe, meet the needs of pedestrians, foster social interaction, active transportation and community connectivity, and a full range and equitable distribution of public spaces and trails.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Sections 1.6.3, 1.6.5 and 1.6.7). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and supports the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by optimizing the use of land, resources, infrastructure and public service facilities, and by providing for an efficient, cost-effective, reliable multi-modal transportation system that is integrated with adjacent systems and is appropriate to address projected needs to support the movement of goods and people.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal is consistent with the Provincial Policy Statement and in particular, the policies relating to intensification and the efficient use of land, infrastructure and public service facilities.

4.3 Growth Plan for the Greater Golden Horseshoe (2017)

Following the Province of Ontario's Co-Ordinated Land Use Planning Review of the provincial plans which began in February 2015 and concluded earlier in 2017, an updated Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") was released on May 18, 2017 and came into effect on July 1, 2017. The new plan replaces the former Growth Plan (2006). Section 3(5) of the *Planning Act* requires that all decisions that affect a planning matter shall conform with the Growth Plan. Section 1.2.3 indicates that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation. The following provides a summary of the relevant policy changes that apply to the proposed development.

Similar to the PPS, the Growth Plan supports mixed-use intensification within built-up urban areas, particularly in proximity to transit. As noted in Section 2.1 of the Plan:

> *"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas [...]. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options."*

Policy 2.2.1(2) provides that the vast majority of growth will be directed to settlement areas which have a delineated built-boundary, existing or planned municipal water and wastewater systems

and can support the achievement of complete communities. Further, Policy 2.2.1 provides that within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, and locations with existing or planned transit, with a priority on higher order transit where it exists or is planned and areas with existing or planned public service facilities. Further, Policy 2.2.1(4)provides that applying the policies of this Plan will support the achievement of complete communities that: features a diverse mix of land uses, including residential and employment uses (among others); provide a diverse range and mix of housing options; and expand convenient access to a range of transportation options including active transportation, public service facilities co-located and integrated in community hubs, publicly accessible open spaces and recreational facilities.

Policy 2.2.2(1) provides that by the year 2031, and for each year thereafter, a minimum of 60% of all residential development will occur within the delineated built-up boundary.

Although the subject site is not located in a Major Transit Station area on a priority transit corridor or subway lines as defined in the Growth Plan, Policy 2.2.4(10) provides that lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities. The subject site is located 530 metres directly south or approximately 710 metres south (approximately 8-10 minutes walking) along the local roadways from Aldershot Station, a major regional transportation station and network offering service on the Lakeshore line as well as VIA train service to other major markets.

Policy 2.2.5(9) addresses the conversion of lands within employment areas to non-employment uses which may only be permitted through a municipal comprehensive review where it is demonstrated that there is a need for the conversion, the lands are not required over the horizon of the Plan for employment purposes, the proposed uses would not adversely affect the overall viability of the employment area, and there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

Policy 3.2.2(1) provides that the transportation system within the Greater Golden Horseshoe will be planned and managed to provide connectivity among transportation modes, offer a balance of transportation choices that reduced automobile reliance, offer multimodal access to jobs, housing, schools, etc., and provide for the safety of system users.

Policy 3.2.3(2) provides that decisions relating to transit planning and investment will be made according to the following criteria which includes: prioritizing areas with existing and planned higher residential or employment densities to optimize return of investment and the efficiency and viability of existing and planned transit service levels; increasing the capacity of existing transit systems to support strategic growth areas; expanding transit service to areas that have achieved, or will be planned to achieve transit-supportive densities, and provide a mix of residential, commercial and others uses, wherever possible; and, improving linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas.

Policy 4.2.10(1) addresses climate change policies and in particular, upper and single-tier municipalities will develop policies to: support the achievement of complete communities as well as minimum intensification and density targets; reducing dependence on the automobile and supporting existing and planned transit and active transportation; and, promoting culture conservation.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal conforms with the Growth Plan (2017) and, in particular, the policies promoting growth and intensification within built-up urban areas.

4.4 Halton Regional Official Plan (2015 Office Consolidation)

The Halton Regional Official Plan (ROP) is Halton's guiding document for land use planning and was adopted by Regional Council as Regional Official Plan Amendment No. 28 (ROPA 38) on December 16, 2009 following the review of the former Halton Regional Official Plan, 2006. In 2011, the Province modified and approved ROPA 38, which was subsequently appealed in its entirety to the Ontario Municipal Board (OMB) with the hearing process beginning in mid-2012 and still active today.

Policy 31 of ROP sets a vision for planning Halton's future by building "healthy communities" and through defining a "healthy community" as one: where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community (Policy 31(4)); and, where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes (Policy 31(5)), among others.

Policy 50.2 of the ROP discusses Halton's Regional Structure which implements Halton's planning vision for its future landscape by organizing land uses into the three broad categories, one of which encompasses the subject site, as described in Policy 50.2(1) with regard to Settlement Areas, consisting of the Urban Area land use designation. Policy 51.1 describes the Urban Area land use designation as one where urban services are provided to accommodate concentrations of existing and future development. The applicable land use designation is also depicted on *Schedule 1 – Urban Structure* of the Official Plan (see **Figure 7 – Schedule 1**).

Policy 55 of the ROP describes that the Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment for the planning horizon year of 2031, as contained in Table 1 of the ROP. Table 1 identifies a 2006 population of 171,000 for the City of Burlington with an increase to 193,000 by the horizon year of 2031 representing a 12%

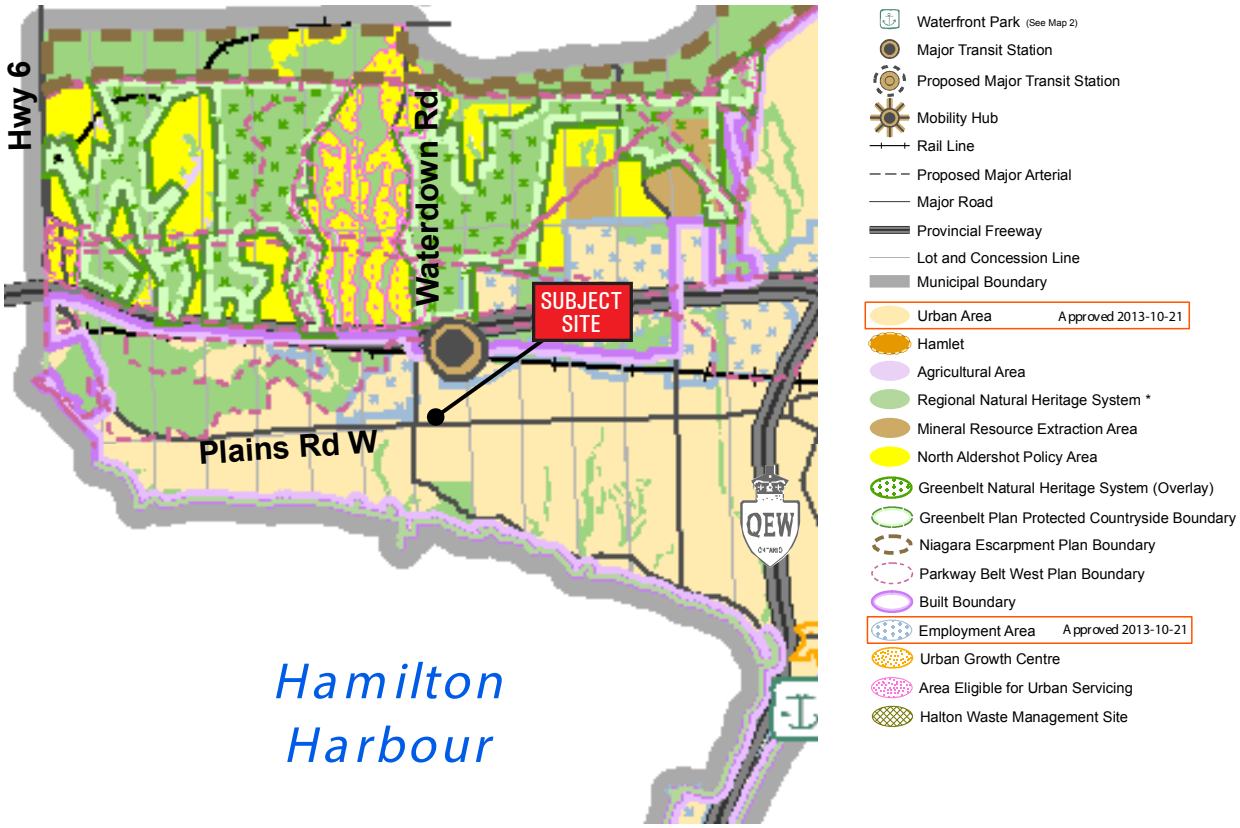


Figure 7 - Halton Regional Official Plan (2015 Office Consolidation) - Schedule 1

increase. Similar to population forecasts, the Region anticipates that the City of Burlington will increase their employment forecasts by 88,000 in 2006 to 106,000 in the horizon year of 2031 representing a 17% increase. Further, as per Table 2 of the ROP, the Region anticipates that the City of Burlington will increase their total number of new housing units in the Built-Up Area to 8,300 units between 2015 to 2031. These forecasts are further expanded in Table 2A – Regional Phasing with the City of Burlington being expected to contribute 2,757 dwelling units and 4,136 jobs in the 2017-2021 planning window.

URBAN AREA LAND USE DESIGNATION POLICIES

Policy 72 of the ROP states that the objectives of the Urban Area land use designation are to: support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel and reducing the dependence on the automobile while promoting live-work relationships (Policy 72(2)); 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 (Policy 72(3)); to facilitate and promote intensification and increased densities (Policy 72(9)); and, to provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs (Policy 72(10)). Policy 76 provides that the range of permitted uses in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws.

Policy 77(2.1) provides that a minimum of 40% of new residential development occurring annually within Halton in 2015 and every year thereafter shall be directed to the Built-Up Area.

INTENSIFICATION AREAS POLICIES

Policy 80 of the ROP refers to intensification areas as parts of the Urban Area, which consists of the following areas: Urban Growth Centres, Major Transit Station Areas, and Mixed Use Nodes as identified in Local Official Plans. Accordingly, the subject site falls just outside of 500 metres from a Major Transit Station Area (Aldershot Station) however is located within a Mixed Use designation in the local Official Plan at just east of a major node in the City (Waterdown Road and Plains Road) where a concentration of employment and residential uses exists and are contemplated further to provide significant densities that are supportive of public transit.

Policy 78 of the ROP provides that the objectives of intensification areas are to: provide an urban form that is complementary to existing developed areas, promote live-work relationships and reduce travel by private automobile and promote active transportation (Policy 78(1)); provide opportunities for cost-efficient and innovative urban design (Policy 78(2)); provide a range of employment opportunities, facilitate and service readily accessible by public transit (Policy 78(3)); provide a diverse and compatible mix of land uses, including residential and employment uses, support neighbourhoods (Policy 78(4)); create a vibrant, diverse and pedestrian-oriented urban environment (Policy 78(5)); provide high quality public open spaces with site design and urban design standards to create attractive and vibrant places (Policy 78(7)); support transit and active transportation for everyday activities (Policy 78(8)); generally achieve higher densities than the surrounding areas (Policy 78(9)); and to achieve an appropriate transition of built form to adjacent areas (Policy 78(10)).

With respect to the Region's role, Policy 81(7)(d) provides that the Region will require the Local Municipality to promote development densities that will support existing and planned transit services. Policy 81(1) provides that it is the policy of the Region to direct development with higher densities and mixed uses to the Intensification Areas, including Mixed Use Nodes. Further,

Policy 81(4) requires Area-Specific Plans or policies for Intensification Areas which include: a transportation network designed to integrate active transportation, local transit services and inter-municipal/inter-regional higher order transit services, and urban design guidelines to promote active transportation and transit-supportive land uses.

HOUSING

Policy 84 of the ROP establishes the importance of housing for the people of Halton as it is a goal of the Region to supply an adequate mix and variety of housing to satisfy differing physical, social and economic needs. Policy 86(11) provides that the Region will permit intensification of land use for residential purposes such as infill, redevelopment and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.

TRANSPORTATION

One of the primary objectives of the Region of Halton as per Policy 172(2) is to develop a balanced transportation system that will reduce automobile dependency, include a safe, convenient, and accessible public transit system and promote active transportation. Further, Policy 172(6) provides that it is also a goal of the Region to provide seamless public transit services which provide a high level of service within Halton, are connected to a higher order transit network throughout the GTA and Hamilton, and are complemented and supported by a network of active transportation facilities.

Policy 172(9.1) provides that development should be designed to support active transportation and public transit and to promote land use patterns and densities that foster strong live-work relationships and can easily and effectively be served by public transit and active transportation.

For the reasons set out in Section 5 of this report, it is our opinion that the proposal conforms with the Halton Regional Official Plan.

4.5 Halton Regional Official Plan Review (ROPR)

The Region of Halton is currently in the process of reviewing their Official Plan as part of the mandatory *Planning Act* review, that requires regional and municipal governments to undertake a review of their Official Plans every five years. The process began in early 2016 leading to Council's adoption of the *Phase 1: Directions Report* in fall 2016. A phased review, the process will involve three-phases which includes the Phase 1 Directions Report identifying key land use matters, Phase 2 involving an in-depth analysis of data and land use policies documented in a series of discussion papers, and Phase 3 involving the drafting and adoption of land use policy changes through a comprehensive amendment to the Region of Halton Official Plan. The process is expected to conclude in spring 2020.

4.6 City of Burlington Official Plan (2015)

The City of Burlington, office consolidation July 2015, was approved by the Ontario Municipal Board (OMB) on October 24th, 2008. The intent of the Official Plan is to guide the City's land-use strategy over a 20-year period to ensure that future planning and development will meet the specific needs of the community.

Part I, Section 2.0 of the Official Plan provides that the planning horizon for the Plan extends to the year 2021 and anticipates that the population of the City will not exceed approximately 182,000 people within approximately 73,600 households, by the end of the planning period. Further, it is also expected that the employment level in the City will be approximately 108,000 in the year 2021. Part I, Section 3.0(h) of the Official Plan promotes intensification of residential and other land uses in the Urban Planning Area, among others, to fulfill Provincial Growth management objectives.

The policy framework in Part I, Section 4.3 provides for a number of policy directions, which include: that stable residential neighbourhoods should be maintained; directing growth to specific mixed use corridors; a broader mix of residential

dwellings in type, size, cost and ownership in a medium density form with infill development encouraged on under-utilized lands; promoting a sense of community; a variety of commercial uses to meet the needs of residents, businesses and visitors; and an integrated transportation system consisting of roads, public transit, pedestrian walkways and sidewalks and bikeways with emphasis on other forms of transportation to reduce congestion and improve environmental conditions.

Part II, Policy 3.3.2(b) of the Official Plan speaks to road extensions and widenings. More specifically, Part VII, *Table 2: Road Allowance Widths* identifies Plains Road, from the south side of Highway 403 to the QEW as requiring a road allowance width of 36 metres. Policy 3.3.2(c) further establishes that existing roads shall be widened equally on both sides of the road, where feasible. In regard to corner sites where daylight triangles are required, Policy 3.3.2(e)(iii) provides that a 5 metre by 5 metre daylight triangle is required where a Local Street intersects (Cooke Boulevard) with a Multi-Purpose Arterial Road (Plains Road).

MIXED USE ACTIVITY AREA POLICIES

As per *Schedule A – Settlement Pattern* in the Official Plan **(see Figure 8 – Schedule A)**, the subject site is designated Mixed Use Activity Area. Part III, Section 5.0 of the Official Plan provides that in Mixed Use Activity Areas, employment, shopping and residential uses will be developed while being integrated in a compact urban form, at higher development intensities and will be pedestrian-oriented and highly accessible by public transit. One of the main land use designations that applies to Mixed Use Activity Areas is Mixed Use Corridor – General as identified on Schedule B – Comprehensive Land Use Plan – Urban Planning Area.

Under Part III, Policy 5.1(c) provides that Mixed Use Activity Areas address the demand for higher intensity employment, shopping and residential areas within the City. Further, Policy 5.2.1(a) specifies that Mixed Use Activity Areas will encourage integration of planned mixed use employment, shopping and residential uses such as retail stores, offices, hotels, institutional with residential, community facilities, cultural facilities, institutions and open space in a compact urban form, while retaining compatibility with nearby land uses. It is also the intent of Part III, Policy 5.2.1(b) to ensure Mixed Use Activity Areas are developed in a compact urban form, are pedestrian-oriented and highly accessible by public transit.

With respect to design and development, Part III, Policy 5.2.2(d) provides that Mixed Use Activity Areas shall promote these areas as focal points for community activities that are characterized by compact urban form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development. Mixed Use Activity Areas will be priority locations for the following criteria as directed in Part III, Policy 5.2.2(h): land assembly at strategic locations; infrastructure/public facility improvements; preparation of comprehensive traffic and parking studies and strategies; and provision of higher levels of transit service compared with other areas of the City.

Part III, Policy 5.2.2(i) provides that is it the intent of the Official Plan to ensure that Mixed Use Activity Areas be held subject to a high quality of urban design and that reference to urban design guidelines (where applicable) will be used in the evaluation of all development proposals within the Mixed Use Activity Area. In terms of integrating with surrounding neighbourhoods, the City may ensure the proper integration of Mixed Use Activity Areas with surrounding neighbourhoods through measures such as pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.

In regard to reductions in parking, the City may consider the use of reduced parking rates for Mixed Use Activity Areas in order to encourage greater reliance on non-automobile forms of transportation.

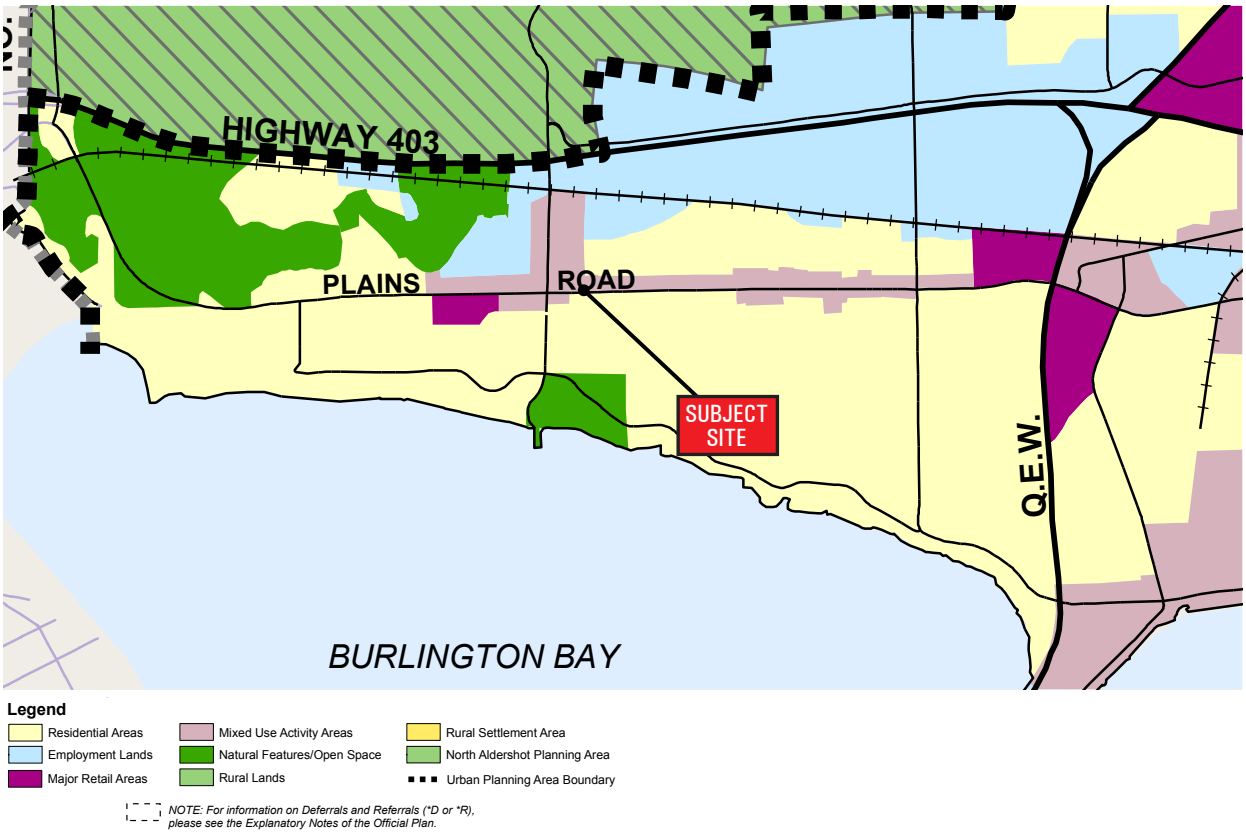


Figure 8 - City of Burlington Official Plan Schedule A - Settlement Pattern

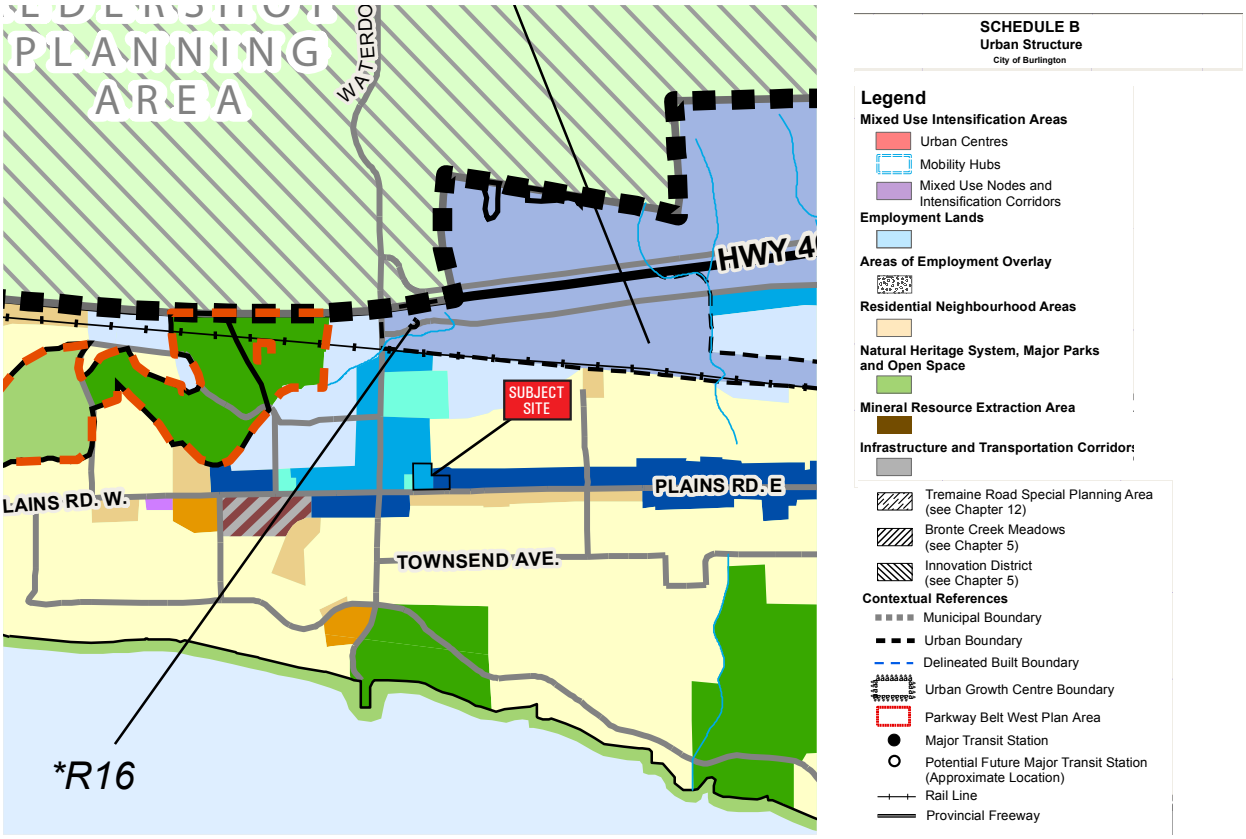


Figure 9 - City of Burlington Official Plan Schedule B - Comprehensive Land Use Plan

MIXED USE CORRIDOR POLICIES

The subject site is designated 'Mixed Use Corridor - General' for the portion of the site known as 71 Plains Road East and designated 'Mixed Use Corridor – Employment' for the portions of the site known as 1025 Cooke Boulevard and 53 Plains Road East as per *Schedule B – Comprehensive Land Use Plan – Urban Planning Area* **(see Figure 9 – Schedule B)**. Part III, Policy 5.3.1 outlines some key objectives for Mixed Use Corridors which include identifying suitable locations along multi-purpose arterial roads that can serve as areas of concentration for mixed use developments with high-density residential, retail, and service commercial uses in a transit-supportive and pedestrian-oriented manner, particularly when located in the vicinity of a major transit station.

The general policies under 5.3.2, in particular policy criteria (a), outlines the following permitted uses as being permitted within both the Mixed Use Corridor – General and Mixed Use Corridor – Employment designations:

i. a wide range of retail, service commercial and personal service uses, financial institutions and services, a broad range of office uses, and daycare centres, among others; and,
ii. high density residential uses in a mixed residential/ commercial building form.

Further, Policy 5.3.2(b) provides that Mixed Use Corridors shall serve an important retail function with day-to-day and weekly shopping opportunities, located at street level, provided for residents in proximity to the corridor.

Policy 5.3.2(d)(i) refers to the zoning regulations that apply to Mixed Use Corridors which establishes a maximum floor area ratio of 1.5:1 on any given site. Council may consider higher floor area ratio in conjunction with a site-specific rezoning application, subject to satisfying servicing, parking, public realm, built form and other compatibility criteria. Further, Policy 5.3.2(d)(ii) establishes that the minimum building height for Mixed Use Corridors shall be 2-storeys and the maximum building height shall be 6-storeys, with the potential requirement for building terracing from residential areas and the main street, when the proposal is in the 4-6 storey range. In addition to height and density, Policy 5.3.2(d)(iv), building entrances shall be provided from the façade closest to the corridor street (Plains Road).

Policy 5.3.2(k) provides that retail and service commercial as well as other pedestrian-oriented uses shall be encouraged at the street level.

In respect to the proposed re-designation of 53 Plains Road East and 1025 Cooke Boulevard from Mixed Use Corridor – Employment to Mixed Use Corridor – General, Policy 5.3.4(k) of the Official Plan provides that such requests shall be evaluated in conjunction with the following criteria:

i. the proposal shall only be considered in conjunction with a Municipal Comprehensive Review, as identified in the PPS and the policies of the Growth Plan;
ii. the proposal shall not affect the short-term and long-term employment land needs of the City;
iii. the intensity and characteristics of the proposed non-employment uses shall not impact the viability, desirability, or the proper servicing of existing and future surrounding land uses;
iv. the re-designation shall meet the following criteria: the amount of land affected is minor in area based on the project land requirements within the planning horizon of the plan; and, the proposal will have beneficial impact on the surrounding uses and the broader community.

4.7 City of Burlington New Official Plan Project (Draft November 2017)

Consistent with the Planning Act's requirement to review the Official Plan every five years, the City of Burlington began their review of the Official Plan in 2011. Concurrent with this Official Plan Review, the City of Burlington prepared a Strategic Plan in 2016, which was adopted by Council and brought forward new priorities and significant changes to Burlington's rural and urban areas. Through this process the City determined that the current Official Plan did not align with its new policy directions and have therefore prepared a new Official Plan which will reflect and guide its civic priorities to 2031 as it transitions from a suburban to an urban community.

On November 9, 2017, the City of Burlington released an updated draft to the proposed new Official Plan containing revisions to the draft new Official Plan that was previously released in April 2017. Some of the key changes from the April 2017 to the November 2017 draft new Official Plan include: a new approach to design policies including direction on the public realm, and urban design and built form; updated process requirements for development applications; and modifications throughout the plan to clarify the intent of policies.

The new Official Plan is anticipated to be approved in early 2018. Although the draft new Official Plan is not currently in effect, the proposed development has regard for its applicable policies.

LAND USE VISION POLICIES

Section 2.1 provides that growth will be focused in the Urban Area to protect Burlington's natural heritage and Rural Area; to build compact, vibrant, sustainable, resilient, transit-supportive and complete communities; to optimize use of existing and future infrastructure and services; to support active transportation; and to support a strong and competitive economy. A primary focus for intensification will occur in intensification areas located around the City's GO Stations (Mobility Hubs), and Mixed Use Nodes and Intensification Corridors. Development within these areas will promote connected, walkable, transit-oriented communities that offer convenient access to employment opportunities, a full range of housing, public service facilities including schools and parks, and convenient access to various daily needs.

THE URBAN STRUCTURE POLICIES

The City's Urban Structure establishes a vision for the Urban Area which is further refined in the Land Use policies – Urban Area in Chapter 8 of this Plan. Section 2.3.1 of the Official Plan describes the land use framework for Mixed Use Intensification Areas, including Mobility Hubs and Mixed Use Nodes and Intensification Corridors both of which apply to the subject site. In general, Mixed Use Intensification Areas will provide locations where a range and intensity of employment, shopping, public service facilities, residential uses and complementary uses will be developed with transit-supportive densities in compact built form and where walking, biking, transit and other transportation demand management measures will be prioritized.

As per *Schedule B – Urban Structure* (**see Figure 10- Schedule B**), the subject site is designated 'Mobility Hubs' and 'Mixed Use Nodes and Intensification Corridors'. Policy 2.3.1(i) provides that Mobility Hubs consist of areas located within walking distance to major transit station areas, including GO Rail Stations with frequent transit service providing an environment within which significant residential and employment growth can be supported. Growth within Mobility Hub areas shall occur in the form of compact, mixed-use and pedestrian-friendly areas with residential and employment intensities greater than which exist in the surrounding areas. Mobility Hubs are emerging areas in the Urban Structure that represent opportunities to intensify. The extent of the Aldershot Mobility Hub is shown in Schedule G – Aldershot Mobility Hub **(see Figure 11 – Schedule G**).

Policy 2.3.1(m) provides that Mixed Use Nodes and Intensification Corridors represent areas with concentrations of commercial, residential and employment uses with development intensities generally greater than the surrounding areas. Nodes are generally located at points where two or more transit routes intersect. Policy 2.3.1(n) identifies Intensification Corridors of areas with street-oriented uses incorporating a mix of commercial, residential and employment and serving as important transportation routes along higher order transit corridors. Mixed Use Nodes and Intensification Areas will be the focus of re-urbanization.

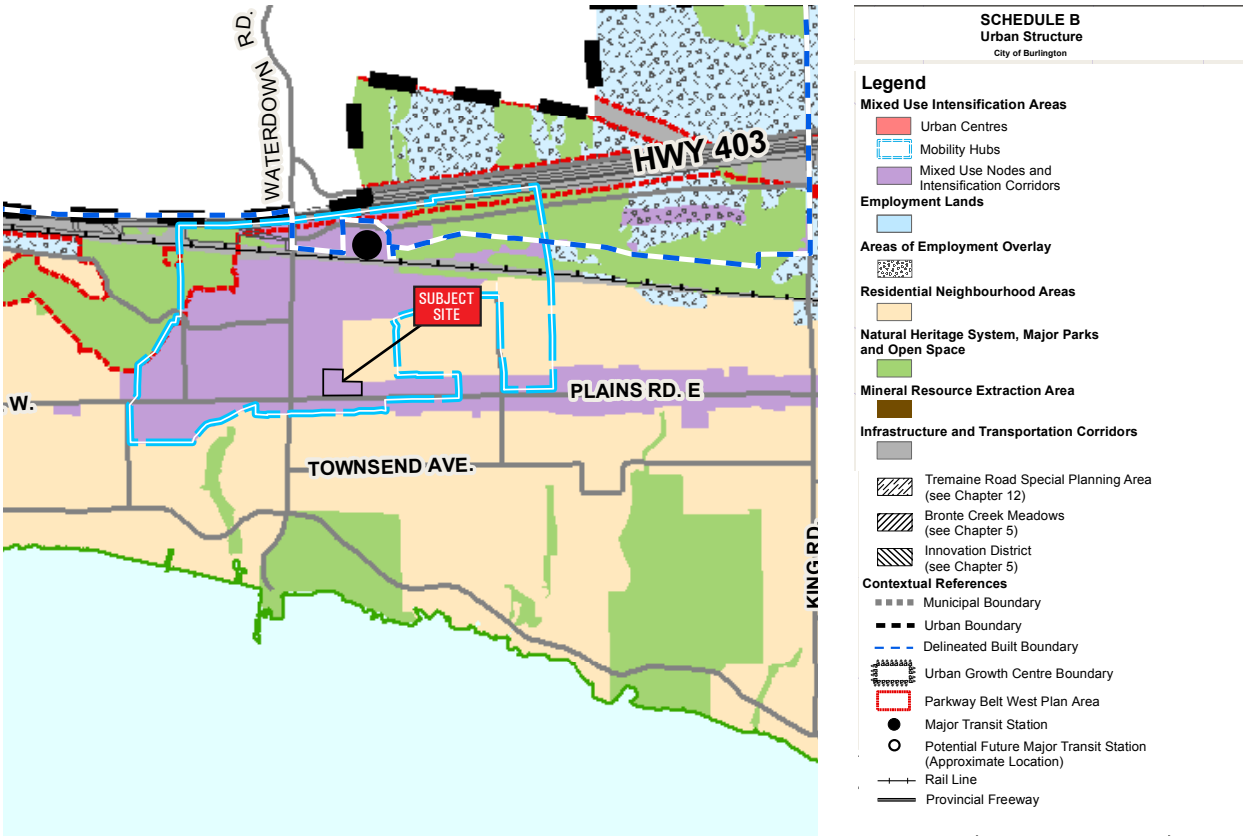


Figure 10 - Draft City of Burlington Official Plan Schedule B -

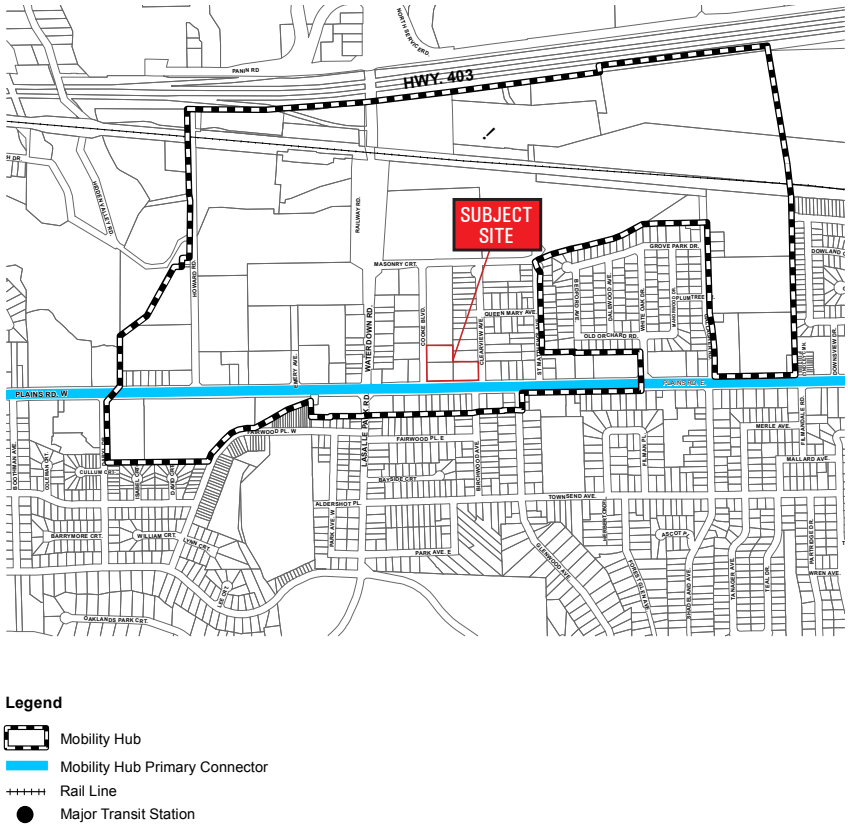


Figure 11 - Draft City of Burlington Official Plan Schedule G - Aldershot Mobility Hub

PRIMARY GROWTH AREAS POLICIES

Schedule B-1 – Growth Framework, **(see Figure 12 – Schedule B-1)** designates the subject site a 'Primary Growth Area' while Section 2.4.1 provides that these areas shall accommodate significant growth and higher intensity mixed uses to make better use of land and infrastructure. Policy (a)(iii) of Section 2.4.2.(1) provides that Primary Growth Areas shall be recognized as a distinct area within the city's forecasted growth over the planning horizon. Policy (a)(iii) provides that the Primary Growth Areas shall be regarded as the most appropriate and predominant locations for new tall buildings subject to the underlying land use designation. Policy (v) provides that Primary Growth Areas shall support frequent transit corridors and accommodate development that is compact, mixed-use, and pedestrian-oriented in nature.

Policy 5.4.5 refers to existing and emerging mixed use intensification areas which include the City's identified Aldershot Mobility Hub and adds that over the long-term, these areas will contribute significantly to accommodating employment and meeting the City's economic objectives.

MULTIMODAL TRANSPORTATION POLICIES

Section 6.2 describes policies relating to multimodal transportation in the City of Burlington. Section 6.2.1.(2), Policy (b) provides that public rights-of-way widths in Chapter 14, Table 2: Public Right-of-Way Widths shall be protected and secured through the processing of development applications, unless waived by the City in accordance with Subsection 6.2.7.(2) of the OP. Further, Policy (g) provides that opportunities for the sharing of parking will be encouraged between compatible uses where feasible.

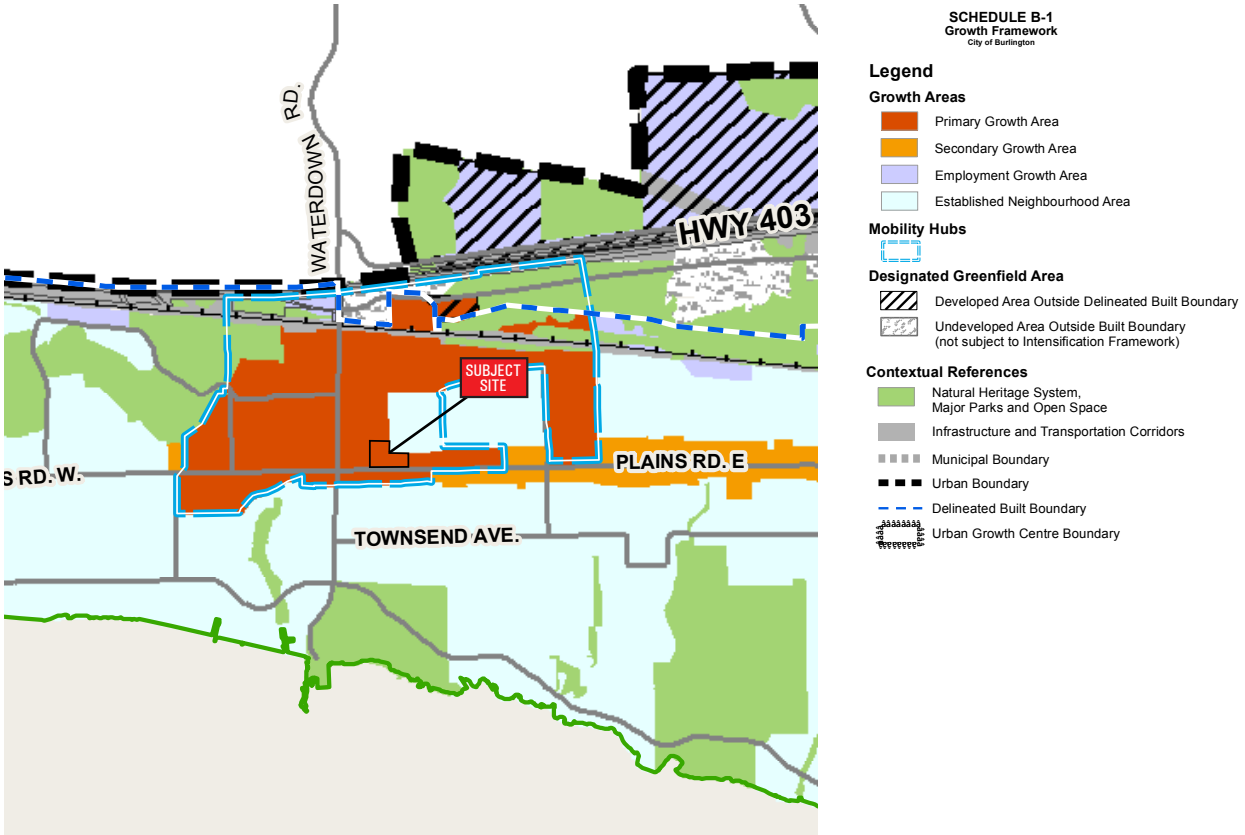


Figure 12 - Draft City of Burlington Official Plan Schedule B-1 - Growth Framework

With respect to transit, Policy 6.2.3.(2)(b) provides that long range transit planning will support the City's Intensification Areas with long term frequent transit corridors and priority will be placed on providing the highest level of transit service in the City's Primary Growth Areas. The subject site is identified within the Aldershot Mobility Hub and a Primary Mobility Hub Connector (Plains Road).

Policy 6.2.4.(2)(i) refers to active transportation and requires that streets, sidewalks, and walkways shall be designed to provide more direct active transportation access to the interior of blocks to transit locations and public right-of-way.

In regard to public right-of-way allowances, Policy 6.2.7.(2)(g) provides that public right-of-way allowances identified in Chapter 14, Table 2: Public Right-of-Way Widths, shall be conveyed to the City as a condition of development, unless waived according to Subsection 6.7.2.(2). Further, Policy (i) provides that where the City determines that a public right-of-way allowance widening is not required to be conveyed to the City, any required setbacks may be measured from the property line, rather than the edge of the deemed width of the allowance identified in Table 2.

Policy 6.2.9.(2)(b) provides that enhanced levels of transit service and facilities such as frequent transit corridors shall be provided on mobility hub primary connectors, which includes Plains Road. Policy (c) provides that area-specific plans will evaluate the role of the mobility hub connectors and provide recommendations on any works required along the connectors to support individual hub objectives and to achieve transit-supportive land uses.

DESIGN EXCELLENCE POLICIES

The preamble in Chapter 7 outlines the role that urban design plays in promoting a sense of place and community and by inviting people to share a collective vision for where they want to live, work, visit and enjoy. Policy 7.1.2(d) provides that any City-approved design guidelines may be developed for building forms, land uses, streetscapes, streets and roads or specific areas in the City, which shall be utilized in the review and evaluation of development applications. Further, Section 7.1.2(e) provides that development proponents may be required to prepare and submit an urban design brief to the satisfaction of the City that demonstrates how the proposed development meets the relevant policies of the OP and addresses the relevant design guidelines.

PUBLIC REALM POLICIES

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

i. improving the quality of public spaces;
ii. providing appropriate and consistent treatments for streetscape elements such as sidewalks, lighting, signage, and street trees, among others;
iii. improving the quality and convenience of active transportation;
iv. creating attractive and comfortable environments for pedestrian movements;
v. implementing AODA design measures;
vi. Incorporating CPTED principles

URBAN DESIGN AND BUILT FORM POLICIES

Policy 7.3.2 refers to existing community areas, which are Growth Areas defined on Schedule B-1 – Growth Framework of the Official Plan. In this regard, the following should be considered for development applications:

i. ensuring site and building design are compatible to the surrounding areas, enhancing its physical character;
ii. providing appropriate built form transition in scale between buildings, the public realm and abutting development, though a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass;
iii. providing appropriate screening and landscape buffering to mitigate impacts;
iv. providing pedestrian comfort and human scale at the street level reflecting the established planned streetscape using a variety of design methods including the use of a podium in mid-rise and tall buildings;
v. providing façade articulation and avoiding blank walls;

vi. implementing measures to minimize the impacts of wind, shadows, interruption of sunlight on the streetscape, neighbouring properties, parks and open spaces and natural areas; and,

vii. minimizing the adverse effects of noise, vibration, odour or dust on adjacent uses

Policy 7.3.2.(1) speaks specifically to the urban design and built form characteristics of buildings that are located in Primary Growth Areas. Policy (a) adds that urban and architectural design in Primary Growth Areas will have a significant contribution on how the next generation of buildings helps to create a distinct identity in the City. Policy (i) provides that development shall address additional considerations such as: locating buildings generally parallel to the public street to define the street edge; provide appropriate transitions; and creating a continuous streetscape, among other relevant policies discussed throughout the Official Plan.

Policy 7.4.1 addresses sustainable design measures that should be addressed in development applications. Official Plan and Zoning By-law Amendments for high and medium density residential and mixed-use developments shall address numerous sustainable design measures including, but not limited to: on-site connections to public transit; on-site bicycle facilities; a waste management plan; and bird-friendly design measures for glass buildings, among others.

LAND USE POLICIES – URBAN AREA

The subject site is currently designated 'Urban Corridor' for the lands located at 71 Plains Road East and 'Urban Corridor – Employment' for the lands located at 53 Plains Road East and 1025 Cooke Boulevard on *Schedule C – Land Use – Urban Area* of the Official Plan **(see Figure 13 – Schedule C).** Urban Corridor objectives in Policy 8.1.3.(7.1) recognize lands within this designation as locations along Multi-Purpose Arterial Streets that will serve as areas of concentrated mixed-use development in a compact built-form with residential, medium-scale retail, service commercial, office, entertainment, public service facility and institutional uses.

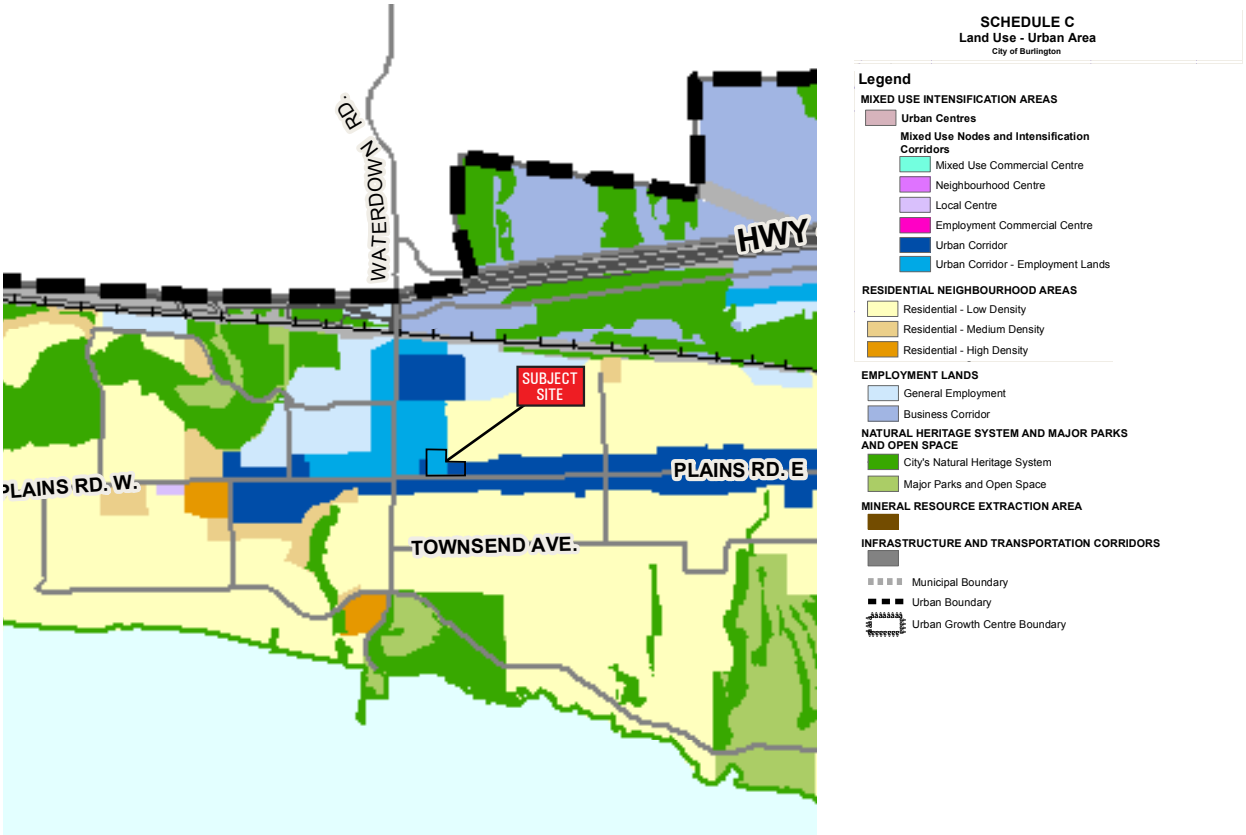


Figure 13 - Draft City of Burlington Official Plan Schedule C -

Further, transit-supportive and pedestrian-oriented design will serve as key elements of development within Urban Corridors as per Policy 8.1.3.(7.2)(a). Policy (b) provides that lands within Urban Corridors are intended to provide for the day-to-day and goods and services needs of residents and employees within and in close proximity to the Corridor as well as the broader city-market.

Within Urban Corridors, Policy (c) identifies the following uses as uses that are permitted within the Urban Corridor designation:

i. retail and service commercial uses;
ii. automotive commercial uses, excluding large-scale motor vehicle dealerships;
iii. residential uses with the exception of single and semi-detached dwellings;
iv. office uses;
v. entertainment uses;
vi. recreation uses

Further, Policy (d) provides that other forms of ground-oriented dwellings may only be permitted as a component of an overall development of mixed residential/commercial building forms, where ground-oriented residential portion of the development: does not abut a Multi-Purpose Arterial Street; is developed accessory to or in conjunction with a mixed-use building form; does not compromise the long-term objectives of the Urban Corridor.

Policy 8.1.3.(7.2)(f) requires a minimum of 30% of residential units contained within a development in an Urban Corridor designation to be two-bedrooms or more. With regard to Floor Area Ratio (FAR), Policy (g) provides that a maximum FAR of 2.0:1 is regarded as appropriate built form with this designation, however an increase to the maximum permitted FAR can be requested through a Zoning Amendment or minor variance application, without the need to amend the Official Plan.

With respect to maximum permitted building heights, Policy (h) sets the minimum permitted building height at 2-storeys and the maximum permitted building height at 6-storeys. Buildings in the range of 4-6 storeys may require terracing from adjacent residential areas as well as from the street.

4.8 City of Burlington Zoning By-law 2020

Pursuant to Zoning By-law 2020, the subject site is dual zoned with the MXG Zone (Mixed Use Corridor – General) applying to the lands at 71 Pains Road East and MXE Zone (Mixed Use Corridor – Employment) applying to the lands at 53 Plains Road East and 1025 Cooke Boulevard, as shown on the City's interactive map. The underlying MXG zone permits a wide range of residential (including apartment building), retail, service commercial, office, and entertainment and recreation uses. Townhouse units are permitted, however not within 55 metres of a public street with a deemed width of 26 metres or greater, and thus are not permitted along Plains Road. Specific use restrictions pertain to some of the permitted uses, including retail which can only be located on the ground floor. The MXE zone does not permit residential uses.

In terms of on-site density, the maximum permitted density in the MXG Zone is 1.5:1 FAR and the MXE Zone is 1.0:1, with retail or service commercial uses being limited to a maximum floor area of 1,800 square metres in the MXG Zone and 500 square metres in MXE zone. The maximum permitted building height in the both zones is 6-storeys, while the minimum building height is 2-storeys. Amenity area for residential purposes is required at a rate of 20 square metres/unit for one-bedroom units and 35 square metres/unit for two or more bedroom units. Parking for the townhouse units are required at a rate of 2 spaces per unit and 0.5 spaces per unit for visitors. Parking spaces for the dwelling units are broken down based on the number of bedrooms proposed.

For the reasons outlined in Section 5.0 of this report, it is our opinion that the permitted uses, height and density set out in Zoning By-law 2020 are not consistent with the Provincial Policy Statement (2014) and do not conform with the Growth Plan (2017) and the evolving regional and local official plans. The zoning is out-dated and has not been updated to reflect the more recent planning policy documents.

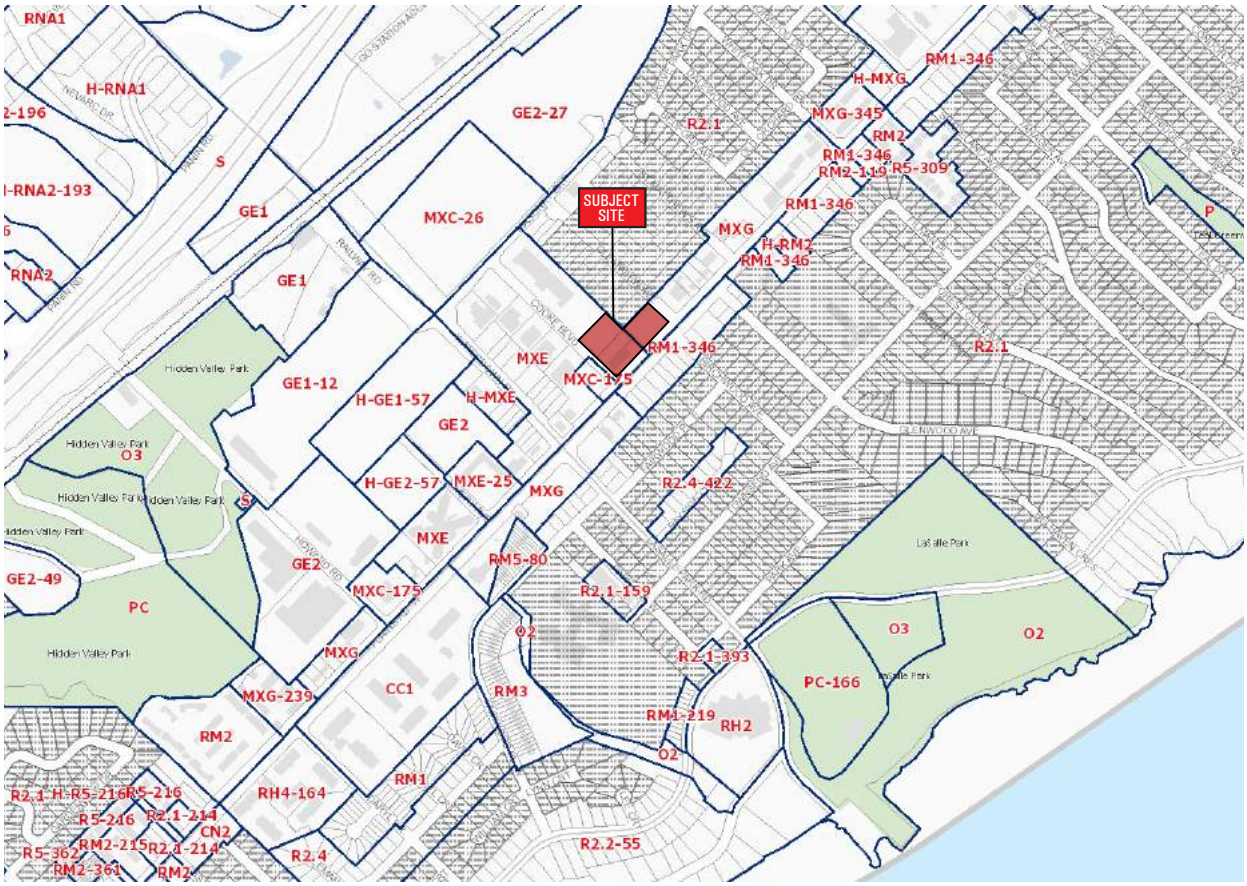


Figure 14 - City of Burlington Zoning By-law 2020

4.9 Plains Road Corridor Urban Design Guidelines (2006)

The Plains Road Corridor Urban Design Guidelines were prepared in 2006 to guide public and private sector infrastructure investment and private sector redevelopment proposals along the road corridor. The main components of the document include a community vision and land use analysis of the corridor, overall urban design goals and objectives, design guidelines to direct redevelopment initiatives and recommendations for future actions. A total of seven districts are identified along Plains Road in the guidelines, including the Shadeland District which encompasses the subject site as per Section 3.5. The Shadeland District is defined as the segment of the Plains Road corridor between Cooke Boulevard and Filmandale Road and is characterized by an eclectic mix of land uses on the north side of the corridor and primarily residential and home office uses on the south side. The section goes on to say that *"the underutilized sites as Cooke Boulevard and Plains Road could be redeveloped to provide an improved gateway/entry point to the industrial park. Redevelopment should capitalize on the attractive landscaping along Cooke Boulevard."*

With respect to the General Streetscape Guidelines in Section 5.1 of the document, it is important to note that these guidelines are intended to apply to all planned changes within the publicly owned street right-of-way throughout the corridor and to the abutting private properties. In this regard, the following design guidelines apply to the redevelopment of the subject site:

> *5.1.3.1 Existing street trees along the Plains Road corridor should be preserved, protected and enhanced through additional planting.*
>
> *5.1.3.2 New proposed street trees should be hardy and tolerant of urban conditions.*
>
> *5.1.5.5 Bicycle racks should be placed where they will create minimal conflict with pedestrians and cyclists and should be visible from the inside of buildings, if possible.*

5.1.6.2 Visible parking spaces should be minimized and screened from view with a landscape buffer.

5.1.6.6 Trees should be planted in all parking lots to provide shade, visual relief, and screening.

Section 5.2.5 of the document outlines specific design guideline considerations for the Shadeland District, which encompasses the subject site. The district specific design guidelines describe the Shadeland District as being characterized primarily by high quality residential development on the south side that reflects the residential character of the Aldershot area and a mix of commercial and institutional uses on the north. The intent of these district guidelines is to improve the streetscape character on the north side of the corridor. More specifically, existing street trees should be retained and interplanted with new trees spaces at 8 metre intervals to "green" the corridor. The landscape treatment on private property should be harmonious with the existing character of the streetscape.

In terms of the Site Planning and Built Form Guidelines in Section 5.3 of the document, the subject site could apply the guidelines of both the commercial and residential areas given that the proposal represents a mixed-use character and built form. A such, the following design guidelines apply to the proposed development:

5.3.1.1 Built form is located closer to the front of the property line and oriented to create a well-designed street edge and streetscape.

5.3.1.1(1) Mixed-use development animates the streetscape and provides a variety of uses, which is encouraged.

5.3.1.1(2) The front building face and entrances are oriented to Plains Road.

5.3.1.2(1) The primary building face is oriented to Plains Road and have store entrances and display windows and appropriate architectural details that respect the scale of the building and public realm.

5.3.1.2(2) Built form on the corner site addresses both street frontages.

5.3.1.2(5) Mechanical equipment is screened from view in a manner consistent with the materials and architectural style of the building.

5.3.1.3(1) Major parking areas are located at the rear of the buildings.

5.3.1.4(1) Loading, service and garbage areas are located at the rear of the building and not visible from the public street.

5.3.2.2(6) For this corner lot, access to parking are from Cooke Boulevard rather than Plains Road.

5.3.2.2(7) Walkways from the main building entrances to the public sidewalk are provided to encourage pedestrian-connectivity.

5.3.2.2(8) The proposed building is setback less than 4 metres from the front property line and provides appropriate step backs at the third storey to mitigate impacts for the adjacent residential to the south.

For the reasons set out above and in Section 5 of this report, it is our opinion that the proposal meets the intent of the Plains Road Corridor Urban Design Guidelines.

4.10 Sustainable Building and Development Guidelines (Draft November 2017)

Sustainable Building and Development Guidelines were released November 2017 building upon the draft from April 2017. The purpose of the guidelines is to encourage sustainable design approaches through Planning Act applications, in keeping with the City's declaration as a sustainable community, and in alignment with Burlington's Strategic Plan 2015-2040. The guidelines apply specifically to city-wide development applications proposing mixed-use, and high and medium density residential buildings and will be administered primarily through major Site Plan applications.

The guidelines address sustainability approaches related to site design, transportation, the natural environment, water, energy, water and building materials, and maintenance, monitoring, and communication. The guidelines are meant to act as a tool to encourage voluntary sustainable development practices and to highlight required sustainability measures identified by the Official Plan, Zoning By-law and other city by-laws. As the Sustainable Building and Development Guidelines

form part of the new Official Plan Project, they will be considered for adoption concurrent to the adoption of the new Official Plan, which is anticipated early in 2018.

Of the required site design measures outlined in the draft Sustainable Building and Development Guidelines, only five of the measures pertain to Official Plan and Zoning By-law Amendment applications. Those consists of site connections from the public to the private realm (i.e. building to public sidewalk); bicycle storage which is to be provided in line with the Zoning By-law requirements; stormwater quality with respect to stormwater runoff; urban heat island which requires vegetated landscape areas in hard surface areas (where applicable); and, waste management plans to provide and implement waste management practices in accordance with Regional requirements, generally finalized during the Site Plan approval process.

The sustainability measures will be implemented at the required site plan control stage.

4.11 Mobility Hub Opportunities and Constraints Study (2014)

The City of Burlington is currently undergoing a review of its Official Plan. As part of this review, the City recognized the importance of considering its role in implementing The Big Move, and initiated the Mobility Hub Opportunity and Constraints Study. The purpose of this study was to identify the opportunities and constraints related to the development of Burlington's mobility hubs, including the Aldershot Mobility Hub.

The main objective of this study was to delineate mobility hubs and major transit station areas and determine the opportunities and constraints at each, including land use and site development, transportation, public realm, green infrastructure and the environment. Furthermore, the study aims to identify key urban design principles for the mobility hubs, to provide guidance to the City for the review of current development applications, and to set the framework for future design guidelines and master plan work.

- ***Elements of Mobility Hubs***

The critical elements for the Aldershot Mobility Hub which promote development, and create a strong sense of place are:

- ***Walking, Cycling and Transit Connections***

The proposed development contributes to the network of enhanced boulevards, cycling connections and pedestrian pathways that over time, as other sites continue to develop, will provide improved connectivity to Aldershot Station.

- ***Street-Oriented Development***

The proposed buildings frame the street, with high amounts of glazing at street level, enhanced facade articulation, and street trees and landscaping within the boulevard to create a strong transition between the public and private realm.

- ***Attractive Public Realm***

The proposed street trees and landscaping contribute to an attractive public realm and a memorable pedestrian experience.

- ***Nodes/Entryways***

The proposed development is located east of a major node (Waterdown and Plains) however, it facilitates transfers between different modes of transit and contributes to a walkable pedestrian network in proximity to major transit along Plains Road and to nearby Aldershot Station.

- ***Key Destinations***

The proposed development contributes transit-supportive amenities, such as retail/commercial uses that will encourage users to travel to the mobility hubs for reasons in addition to transit.

- ***Landmark Buildings***

The proposed development incorporates highly visible built form and architectural elements that act as landmarks and distinguish it from other buildings in the area. The proposed building design, open space and public realm help reinforce the identity of the Aldershot mobility hub area.

- *Opportunity Sites*

The buildings promote redevelopment on an underutilized site along an intensification corridor, in the form of a multi-storey, mixed-use development that contributes positively to its environment and to the Aldershot Mobility Hub area.

- *Transit-Oriented Development*

The proposed development contributes to the mixed-use residential and commercial area that is envisioned surrounding the Aldershot Mobility Hub to encourage and maximize the use of public transit.

ALDERSHOT MOBILITY HUB

Aldershot Mobility Hub has strategic importance as a focus area for mixed-use infill (retail, office, residential) along Plains Road while protecting existing stable employment areas on Cooke Boulevard. The built form potential for the subject site as determined by the study is predominantly mid-rise (up to 6-storeys) along Plains Road with front and rear angular planes to reduce the perceived mass and minimize shadow and privacy impacts. Further, the study outlines that buildings along Plains Road should establish a pedestrian-scaled podium (2-4 storeys) and development should support improved transit functions. In response to this, the buildings propose a mix of uses and are considerate of their context, being a stable residential area in proximity to high order transit. Further, the articulation of the human scaled 3-storey podium create a comfortable and feel for pedestrians that is relatable to the surrounding context.

4.12 Aldershot GO Mobility Hub Study (2017)

As discussed previously in this report, the subject site is located within the Aldershot Mobility Hub. The Aldershot GO Mobility Hub Study was initiated by the City of Burlington and their consultant team in January 2017. In May 2017, the City hosted a Visioning Workshop to introduce the team members, discuss the framework for Mobility Hubs and to gain public feedback on what is most important to them within the Mobility Hub study area.

In September 2017, a second presentation occurred to present the draft Mobility Hub Concepts for the Aldershot Mobility Hub. Both Concept 1: Waterdown Road Oriented and Concept 2: Retail Corridor Oriented identify the subject site as a 'Mixed Use 1' (low mid-scale intensity) designation with mid-rise heights in the range of 4-11 storeys. Concept 1 would see the majority of the anticipated highrise (20+ storeys) heights along the Waterdown Road corridor transitioning heights down away from the corridor to the east and west and south. Concept 2 on the other hand would see the majority of the anticipated highrise heights along the rail corridor transitioning heights down to the south, away from the rail corridor.

Following the feedback received from the September and October meetings, a preferred concept will be presented by Planning staff to the Planning and Development Committee at a Statutory Public Meeting on December 4, 2017 for consideration. The preferred land use concept to be presented at the public meeting designates the subject site as 'Mixed Use 1' (low-mid scale intensity) while the preferred building heights concept proposes mid-rise heights between 7-11 storeys for the subject site.

4.13 Tall Building Design Guidelines (May 2017)

The City of Burlington, in conjunction with Brook McIlroy prepared the Tall Building Design Guidelines, dated August 2016 and approved by Council on October 3, 2016 as "interim guidelines". The purpose for the "interim" status was to accommodate further consultation with the public and development industry and to facilitate revisions, as needed, prior to enacting the guidelines on a permanent basis. Following public and industry workshops in January 2017, revised Tall Building Design Guidelines were prepared in April 2017. A final roundtable discussion was organized by City staff with the development industry on May 15, 2017 which led to the preparation of the final Tall Building Design Guidelines, dated May 2017 and approved by City Council on July 10, 2017.

The intent of Burlington's Tall Building Design Guidelines is to provide guidance for developers and architects designing tall buildings in the City of Burlington, and will be used by City staff as one tool in evaluating development applications and mobility hub planning. The guidelines are applicable to all tall buildings (over 11-storeys) across the entire City and are broken down by the components of a tall building which include: building base (podium); building middle (tower); and, building top. Although the proposed Building A is defined as a tall building, based on the fact that it is 12-storeys (greater than 11-storeys), it should be noted that both buildings have been designed to reflect a mid-rise built form typology, which is also evident given their slab-style architecture rather than a true podium, tower and top built form design. As such, some of the guidelines do not apply.

The relevant Design Guidelines are addressed in Section 5.5 of this report.

[5.0]

PLANNING & URBAN DESIGN ANALYSIS

5.1 Intensification

Intensification on the subject site in the form of the proposed mixed-use residential mid-rise buildings is appropriate and desirable, and is in keeping with the policy framework set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Halton Regional Official Plan, and the City of Burlington Official Plan. Each of these policy documents promotes intensification, redevelopment and compact built form, particularly in areas that are well-served by public transit. The proposed mixed-use, mid-rise development will result in an appropriate level of intensification that will help to achieve the forecasts set out in the Growth Plan, the ROP and the Burlington Official Plan.

Within this context, it is important to make efficient use of sites that are well-suited for intensification in order to reduce the rate of outward urban expansion, to minimize the use of private automobiles and support the use of existing and planned public transit. As the subject site is located along the evolving Plains Road corridor and in proximity to the Aldershot GO Transit Station, it is well situated to accommodate a higher density development for which walking, cycling and public transit will be viable alternative modes of transportation.

The subject site is significant in size (1.08 hectares) and frontage (142.69 metres along Plains Road East, 99.71 metres along Cooke Boulevard, and 52.73 along Clearview Avenue), which provides a unique opportunity for increased height and density, while ensuring that appropriate transitions to surrounding properties can be achieved. In this regard, the City of Burlington Official Plan identifies the subject site as a 'Mixed Use Activity Area' (Schedule A) and designates the site as 'Mixed Use Corridor - General' and 'Mixed Use Corridor – Employment' (Schedule B). The Official Plan policies related to the urban structure and land use designations provide that 'mixed use' lands are to be developed with a range of uses in compact, pedestrian-oriented urban forms, that are at higher development intensities and highly accessible by public transit. At the Regional level, the ROP provides that intensification areas, which are identified as mixed-use nodes in local official plans including the subject site, shall generally achieve higher densities than the surrounding areas and should achieve an appropriate transition of built form to adjacent areas.

Furthermore, the draft new City of Burlington Official Plan (November 2017), which is not yet in effect, identifies the subject site as a 'Primary Growth Area' (Schedule B-1), which is intended to accommodate significant growth and higher intensity mixed uses to make better use of land and infrastructure. Additionally, the draft new Official Plan designates the subject site as part of a 'Mobility Hub' and as 'Mixed Use Nodes and Intensification Corridor', both of which are intended to be the focus of re-urbanization and intensification.

It is within this evolving context, as set out above, that the zoning applying to the site is out-dated. The permitted height (6-storeys) and the permitted densities (1.5 and 1.0 times Floor Area Ratio) are not transit-supportive and, in fact, are not reflective of historically-developed heights and densities in the area, including the 12-storey buildings at the Royal Gardens, and recently approved 9-storey building at 35 Plains Road East to the immediate west (approximately 4.4 FAR). In our opinion, the existing zoning is not consistent with provincial policy or give full effect to the evolving regional and local official plan policy framework. Accordingly, a rezoning to allow residential uses throughout the subject site and increase the permitted height and density is appropriate.

5.2 Land Use

The proposed mixed-use development achieves the intent of the land use permissions set out in the current ROP and City of Burlington Official Plan, which envision a mixed use corridor along Plains Road. However, the proposal requires an amendment to the City of Burlington Official Plan in order to re-designate a portion of the subject site from 'Mixed-Use Corridor - Employment' to the 'Mixed-Use Corridor – General' designation, which currently applies to the remainder of the subject site. This re-designation would permit residential uses on the 'Mixed-Use Corridor – Employment' lands. Site specific amendments are also required to increase the height and density on the subject site to be more aligned with the evolving policy framework, related to the sites strategic location as a Mobility Hub.

The current designation of a portion of the subject site as 'Mixed-Use Corridor - Employment', is inconsistent with the evolving planning framework for Plains Road and the Aldershot GO Station Mobility Hub. While it is important to recognize the role and contribution of the existing employment uses along Cooke Boulevard, the subject site, which has its primary frontage along Plains Road, is better suited to accommodate a mix of uses, including residential, in order to achieve intensification targets and to provide the necessary residential population to support the local transit routes along Plains Road, as well as the inter-regional transit services offered at Aldershot GO Station.

It is recognized that the preferred concept for the Aldershot GO Mobility Hub designates the subject site as 'Mixed Use 1' (Low-Mid Scale Intensity), and re-designates the abutting industrial property to the north along Cooke Boulevard as a conceptual/proposed park or open space. The remainder of the nearby properties that are currently within the 'Mixed-Use Corridor - Employment' designation have likewise been identified as either mixed use (low-mid scale or high scale intensity) or some form of park or open space. While it is unlikely that all of the existing employment uses in this area will redevelop in the short term, the proposed development will conform to the overall preferred vision for the Mobility Hub and will establish a high standard for the redevelopment of existing employment lands in the Aldershot community.

Policy 5.3.4(k) of the Burlington Official Plan sets out the evaluation criteria to be applied to proposals for the re-designation of lands designated 'Mixed Use-Employment' to allow non-employment uses. These criteria include, among others:

- the proposal shall not detrimentally affect the short and long-term employment lands needs of the city;
- the intensity and characteristics of the proposed non-employment uses shall not detrimentally impact the viability, desirability, or the proper servicing of existing and future surrounding lands uses;
- the site's physical and natural characteristics, development constraints and location shall justify the consideration of non-employment uses at the subject locations; and,
- the proposal will have a beneficial impact on the surrounding uses and the broader community.

Through the work completed as part of the City's New Official Plan, the Mobility Hub Opportunities and Constraints Study (2014), and the Aldershot GO Mobility Hub Study, the subject site will not detrimentally affect the short and long-term employment lands needs of the City, and the proposed development will not impact the viability, desirability or proper servicing of existing and future surrounding uses. Also, the subject site's location along a Mixed-Use Corridor with approved and planned commercial and residential uses justify its consideration for non-employment uses, and the proposal will have a beneficial impact on the surrounding uses by providing commercial amenities and achieving the evolving planning policy goals of the City.

As this transition occurs over the medium to long term, the proposed residential uses on the subject site will not impact the function of the existing employment uses in this area, as the mid-rise buildings are oriented towards Plains Road with adequate setbacks and built form transitions to the adjacent employment uses.

Overall, the proposed change in land use will have a beneficial impact on the surrounding uses and the broader community, through the redevelopment of significantly underutilized parcels of land into well-designed and well-integrated mixed-use buildings. The buildings will contribute to the public realm and will be animated towards the Plains Road corridor with active retail uses while promoting increased residential densities to support the evolving character of the Aldershot community.

5.3 Height, Massing and Density

In our opinion, the height, massing and density of the proposed mixed-use residential development conforms with the Mixed Use Corridor - General designation policies, is appropriate and desirable and would fit harmoniously with the existing and planned built form context.

In terms of height, the current Official Plan, in particular Policy 5.3.2(d)(ii), notes that the minimum and maximum building heights shall be 2-storeys and 6-storeys respectively and that proposals in the range of 4-6 storeys would be

required to provide a design response to ensure that they are compatible with surrounding area development. The minimum and maximum heights referred to above are also noted in Policy 8.1.3.(7.2)(f) of the draft new Official Plan. We note that building heights along the Plains Road corridor range in height from low-rise 1-4 storey heights, mid-rise heights in the range of 4-8 storeys and high-rise buildings up to 12-storeys. A 9-storey mixed-use residential building was recently approved directly west of the subject site at the northwest corner of the Plains Road and Cooke Boulevard intersection (35 Plains Road East).

The growth framework under the draft new Official Plan, in particular Policy 2.4.2.(1)(a)(iii) for primary growth areas, provides that these areas will be regarded as one of the most appropriate and predominant locations for new tall buildings in the City, subject to the underlying land use designation, and with compact, mixed-use and pedestrian-oriented development. The proposed building responds to this policy intent by directing a tall building (over 11-storeys) at an appropriate corner site where the design has been thoughtfully carried out to maintain a pedestrian-oriented approach at the street, while being sensitive to the nearby low-rise uses to the north. The proposed building heights are well-proportioned in relation to abutting streets and are not expected to result in any unacceptable impacts on the public realm or surrounding private areas.

In general, the areas along the Plains Road corridor have experienced and are continuing to experience building heights that exceed the maximum of 6-storeys. Through the draft new Official Plan, there is increased emphasis on the role of Plains Road as a mixed-use corridor, to fulfill the City's policy objectives for new tall buildings along with greater densities, which is also evident through the Aldershot Mobility Hub study and preferred concepts. The preferred concepts, designate the subject site as 'Mixed Use 1' with a mid-rise height range of 7-11 storeys to accommodate the anticipated growth where there is greater emphasis on public transit and other forms of active transportation.

As shown in the table below, mid- to high-rise buildings are becoming more prominent along this stretch of the Plains Road corridor and are expected, over time, to become the predominant building form.

Site	Height (storeys)
100-140 Plains Road West	6-, 8- and 12-storeys (existing)
35 Plains Road East (active application)	9-storeys (approved)
484-490 Plains Road East (active application)	8-storeys (proposed)
18 Plains Road West	6-storeys (existing)
540-550 Plains Road East	6-storeys (existing)
26-34 Plains Road East	6-storeys (existing)
101 Masonry Court (active application)	6-storeys (draft SPA)
92 Plains Road East	4-storeys (existing)

From a massing perspective, the proposed development has been designed and sited to improve the pedestrian experience along Plains Road while sensitively fitting within its surroundings and respecting the existing and planned physical character of the low-rise properties to the north.

The proposed development provides an appropriate transition between areas of different development intensity through building siting and appropriate setbacks. The proposed 3-storey podium steps back by 1.75 metres along the Cooke Boulevard and Plains Road frontage which visually breaks up the mass of the building between the podium and the mid-rise building component and creates a human-scale for pedestrians. The buildings have been sited to provide a strong built form along Plains Road East and at the corner of Cooke Boulevard. Increased setbacks are provided to provide an appropriate transition, where Building A is setback 13.1 metres from the low-rise employment uses to the north along Cooke Boulevard and Building B is setback 26.8 metres from the low-rise residential to the north along Clearview Avenue.

From a density standpoint, it is our opinion that the proposed density of 3.57:1 FAR is appropriate and desirable, as it is in keeping with the provincial and municipal policy objectives that seek to accommodate the majority of new growth in Built-Up Areas, along Mixed Use corridors, in close proximity to public transit and in a mixed-use compact form. Furthermore, Part III, Policy 5.3.1 the Official Plan directs that Mixed Use Corridors will be suitable locations for high density residential development. In regard to establishing greater floor area ratios than what is currently permitted, Policy 5.3.2(d)(i) of the Official Plan provides that although the permitted FAR is limited to 1.5:1, Council may consider greater floor area ratios through a site-specific rezoning application if specific matters are satisfied, including: servicing, parking, public realm, built form, and compatibility criteria. Based on the foregoing, the it is anticipated that the above-referenced criteria will be met through the request for greater height and density.

There are other examples, both proposed and existing, along Plains Road where densities exceed the permissions of the Official Plan and Zoning By-law. Some notable examples include 35 Plains Road East to the immediate west with an approved FAR of 4.4 and 484-490 Plains Road East further east with a proposed FAR of 2.14. As the site is situated within the Aldershot GO Mobility Hub area, Policy 2.3.1(i) of the draft new Official Plan provides that residential and commercial intensities will be greater in Mobility Hub areas than those that exist in the surrounding areas.

5.4 Built Form Impacts

In our opinion, the proposed development will improve the streetscape conditions along Plains Road East, while having no unacceptable built form impacts on nearby properties in the adjacent Residential – Low Density designation to the north.

Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigating measures between buildings. In our opinion, such impacts will be minimal in this case given the mid-rise building typology, as well as appropriateness of the proposed building setbacks and the separation distance of the proposed buildings from neighbouring buildings.

As a matter of good urban design practice, a minimum distance of 11 metres is generally used as an appropriate separation distance between main windows of low- and mid-rise residential buildings (or 5.5 metres to side and rear property lines). For tall buildings, City of Burlington Tall Building Guidelines recommend a separation distance of 25 metres between tower faces, measured to the external walls of the building (i.e. balconies are permitted within this setback zone). Building A would qualify as a tall building based on its ultimate 12-storey height however, Building B falls below that threshold at 10-storeys, thus classifying it as a mid-rise building. As such, the building separation requirement of 25 metres between the tall and mid-rise components of the two buildings should be re-evaluated based on the actual built form typology of the buildings. The proposed buildings propose a separation distance of 21.9 metres which is sufficient to mitigate impacts of overlook and shadows.

Furthermore, the location and orientation of the buildings have been organized in a manner that will provide adequate separation distances to adjacent buildings, should the sites to the north along Cooke Boulevard redevelop.

In addition to the significant building setback to the lands to the north, 3.1 metre to 3.4 metre landscape strip along the entire north property lines will provide additional buffers. Based on these setbacks and mitigation measures, in combination with the proposed building heights, it is our opinion that the proposed development will have an appropriate and compatible built form relationship with the adjacent properties to the rear, and there will be no unacceptable impacts in terms of shadowing, overview or loss of sky view.

SHADOW IMPACT

A shadow study was prepared by SRM Architects for March 21st/September 21st (the equinoxes) and June 21st/December 21st (the solstices) in two hour increments between 8:00am and 6:00pm (except for the winter solstice) to assess the incremental shadow impact of the proposed buildings.

From a policy perspective, the in-force Burlington Official Plan policies define compatibility as *"Development or re-development that is capable of co-existing in harmony with, and that will not have an undue physical (including form) or functional adverse impact on, existing or proposed development in the area or pose an unacceptable risk to environmental and/or human health. Compatibility should be evaluated in accordance with measurable/objective standards where they exist, based on criteria such as aesthetics, noise, vibration, dust, odours, traffic, safety and sun-shadowing, and the potential for serious adverse health impacts on humans or animals."* These policies require that new development be compatible with its surrounding context.

At the equinoxes, Building A would result in incremental shadowing of the low-rise employment uses along the west side of Cooke Boulevard and some of the low-rise residential dwellings fronting on Waterdown Road between 8:00 am-12:00 pm. By 12:00 pm, the shadows shift eastward covering a small portion of the Cooke Boulevard right-of-way and a small portion of the parking lot of 1047 Cooke Boulevard. The shadow continues east and begins to cast an incremental shadow on the rear yard of 1022 Clearview Avenue at 4:00 pm and by 6:00 pm the shadows occupy the treed south-west corner of the rear yard of Clearview Avenue and begins to cast a shadow on the south side of Plains Road East, including the residential lands fronting the street. Building B creates incremental shadow impacts beginning at 10:00 am on the rear yard of 1022 Clearview Avenue and a small portion of the rear yard of 1032 Clearview Avenue, by noon incremental shadow occurs on the interior south side yard of 1022 Clearview Avenue and by 2:00 pm the shadow continues east and begins to cast an incremental shadow on the Clearview Avenue right-of-way. The shadow continues east and casts an incremental shadow on 91 Plains Road East at 4:00 pm and at 6:00 pm an incremental shadow is cast on the south side of Plains Road East, including the residential lands fronting the street.

On June 21st, some incremental shadowing occurs on the west side of Cooke Boulevard which is generally contained on three properties, 35 Plains Road East (north portion), 1026 Cooke Boulevard and the south portion of 1038 Cooke Boulevard at 8:00am. Furthermore, a relatively small portion of the rear yard of 1022 Clearview Avenue (southwest corner) has an incremental shadow at 8:00am. By 10:00am, the proposed development's shadows are significantly reduced with minor incremental shadowing along the Cooke Boulevard right-of-way and a relatively small portion of the southwest corner of the parking lot at 1047 Cooke Boulevard. Shadows are generally self-contained until 4:00pm where some incremental shadowing occurs within the Plains Road and Clearview Avenue rights-of-way. At 6:00pm, the shadow shifts southward over the north facing residential properties along the south side of Plains Road East (50-84 Plains Road East).

On December 21st, shadows extend over the employment uses to the immediate north and east as well as some residential properties to the north at 8:00am. By 12:00pm, the shadow has shifted dramatically away from the majority of the residential dwellings on Clearview Avenue covering a large portion of the parking lot to the north, portions of the residential properties at 1022 and 1032 Clearview Avenue, portions of the rear yards at 1032 to 1050 Clearview Avenue and the front portions of some residential properties along the east side of Clearview Avenue (1019 to 1035 Clearview Avenue). By 2:00pm, the shadows continue to shift to the east over portions of the residential properties along the west and east sides of Clearview Avenue. By 4:00pm, the shadows continue to shift to the east over some residential properties along Clearview Avenue, including the Clearview Avenue right-of-way, and the low-rise commercial uses along the north side of Plains Road East, towards St. Matthew's Avenue.

With respect to sunlight for pedestrians on adjacent streets, the shadow study indicates that during the spring and fall equinoxes, portions of the east sidewalk along Waterdown Road would be in shadow at 8:00am, however not by 10:00am. At 6:00pm, portions of the south sidewalk along Plains Road East are in shadow, as well as some portions of the right-of-way along Birchwood Avenue, although it does not have public sidewalks. On September 21st, at 4:00pm, the shadow extends slightly onto the north sidewalk of Plains Road East just east of Clearview Avenue, while at 6:00pm, the shadow extends east to the Glenwoods Avenue right-of-way, although similar to Birchwood Avenue, Glenwoods Avenue does not have public sidewalks.

With respect to nearby parks, there are no nearby parks that would be impacted by shadows resulting from the proposed development.

Based on the foregoing analysis, it is our opinion that the incremental shadow impact on adjacent residential properties and on neighbouring streets, properties and open spaces would satisfy the Official Plan criterion of "not having functional adverse impact" and would be acceptable for the planned urban character of the Plains Road corridor, which includes numerous existing and planned mid-rise and tall buildings.

WIND IMPACT

A Pedestrian Wind Assessment was prepared by Rowan Williams Davies & Irwin Inc. (RWDI) on December 18, 2017 to assess the wind effects at pedestrian areas around the proposed development. The objective of the current assessment is to provide a qualitative evaluation of pedestrian wind comfort conditions around the updated design of the proposed development.

In regard to sidewalks and parking lots, the report predicts that winds would accelerate around the building corner at Plains Road East and Cooke Boulevard, resulting in wind conditions that would be of a strolling rating in the summer and walking rating in the winter along the two streets. It is anticipated that the passageway between the buildings would be protected from the predominant southwest winds by the buildings. Further, wind conditions in the parking area and sidewalks on Clearview Avenue are expected to be comfortable for standing in the summer and strolling in the winter.

In regard to building entrances, the report indicates that the recessed townhouse entrances are a positive feature and as such, wind conditions at all residential entrances are expected to be appropriate for pedestrian use. The retail entrance is more exposed to prevailing winds and would be windier than desired for idling pedestrians. The report makes note of the positive contribution of the proposed canopy wrapping around the southwest corner above the entrance and suggests other possible wind mitigation measures such as wind screens along the entrances or recessed entrances, similar to the townhouses.

In regard to the level 2 outdoor amenity area, the report indicates that from time to time, the area may be windier than desired due to winds being redirected by the east facade of the west building and channelled between the two buildings. As such, the report suggests tall and dense landscaping or a 2.0 metre guard rail be placed along the north and south exposed edges of the terrace as well as canopies or trellises to be placed over activity areas along the north half of the terrace.

5.5 Urban Design

In our opinion, the proposed development is appropriate and desirable in urban design terms. From an urban design perspective, the proposed development will maintain an appropriate transition to the lower scale buildings to the north through appropriate setback. The key elements of the urban design approach are summarized below:

- The proposed 3-storey podium building is in keeping with the scale of the buildings to the north, east and west, which generally range in height from 1-3 storeys. The podium proposes a human scaled building providing a comfortable pedestrian environment and scale at the street level, as well as introducing retail commercial spaces and a residential lobby that will animate the street edge.
- The mid-rise building elements are well articulated to minimize impacts on the surrounding area. The mid-rise building orientation frames the north and west lot lines and animates the building to the mixed-use corridor.
- The siting of the podium and mid-rise building components provides an appropriate transition to the immediately adjacent low-rise buildings to the north, northeast and northwest.
- The proposed buildings step in from the podium level to the 4th floor and step in at various points along the 9th, 10th and 11th floors creating an appropriate interface with the existing low-rise residential uses on the south side of Plains Road and well as the north facing conditions.
- The proposed buildings provide setbacks of 1.5 and 3.0 metres along the frontages of Plains Road and Cooke Boulevard respectively, which will allow for widened sidewalks and streetscape improvements, including connections between the public and private interfaces as well as landscaping.

Furthermore, the proposed development will improve an underutilized site located along an important intensification corridor in a manner that will significantly contribute to the vitality and ongoing revitalization of the corridor. The proposed development will contribute architecturally significant landmark buildings within the Aldershot GO Mobility Hub area.

In our opinion, the proposed development conforms to the with the applicable built form and urban design policies of the Official Plan, in particular Policies 78(5), 78(7) and 78(10) of the Halton Regional Official Plan, Policy 5.3.2 of the in-force City of Burlington Official Plan and Policies 7.3.2, 7.3.2(1) and 7.4.1 of the draft new City of Burlington Official Plan (draft November 2017), as follows:

- The proposed buildings are compatible to their surrounding areas;
- The proposed buildings are located close to the public street to define the street edge;
- The buildings provide appropriate built form transition in scale between the proposed 10-12 storeys heights and surrounding low-rise buildings primarily through an increased setback and orientation of the buildings;
- The proposed development incorporates landscape buffers along the northern edges to mitigate impacts to the existing low-rise buildings to the north;
- The podium design creates a comfortable, human-scaled building animated to the pedestrian levels and distinguished from its taller mid-rise component;
- The design of the buildings creates visual interest through façade articulation;

The proposed buildings mitigate impacts of wind, shadows, overlook and noise through various recommendations addressed in the respective reports.

TALL BUILDING DESIGN GUIDELINES

In our opinion, the design of the proposed development is generally in keeping with the applicable guidelines set out in the relevant Tall Building Design Guidelines, as set out below. As noted earlier in our report, the proposed building typology reflects those of mid-rise buildings rather than tall buildings; however, as the Tall Building Guidelines are applicable to buildings with heights greater than 11-storeys they do apply for Building A. In this instance, not all of the tall building design guidelines are applicable,; those that are, are summarized below.

SECTION 2.0 – BUILDING BASE (PODIUM)

The podium of a tall building anchors the tower and defines the pedestrian experience at the street. Its location and height should frame and create a positive relationship to the street. It should be carefully designed, including a mix of horizontal and vertical elements, to reinforce a human scale.

As such, the following guidelines apply to the subject site:

Guideline 2.1 – Podium Location

a. the podium is located to frame and animate both streets on a corner lot;
b. the proposal establishes a streetwall that is consistent with other recent developments along the corridor, which is a desirable condition along Plains Road as it continues to evolve;

Guideline 2.2 – Podium Height and Massing

a. the proposed height of the podium (12.67 metres) occupies only 35% of the adjacent right-of-way width and less than the recommended maximum of 20 metres;
b. the proposed floor-to-ceiling height of the ground floor is 5.79 metres which exceeds the minimum recommended 4.5 metres to accommodate internal servicing/loading and active commercial uses at-grade;

Guideline 2.31 – Shadows/Sky Views

a. as shown in the shadow study, the height and massing of the podium (not including the mid-rise component) ensures a minimum of 5 hours of sunlight on the opposite side of the street at the equinoxes (March 21 and September 21);

Guideline 2.4 – Podium Design and Articulation

a. all sides of the proposed podium are designed with the highest quality of architectural design and materials;
b. the podium proposes the use of heavy materials such as brick to anchor the building and to complement the established character of the street;
c. the podium roof level proposes interior/exterior amenity areas to provide interesting views from Plains Road;
d. the mixed-use podium is visually broken into smaller components to reflect the proposed active retail/commercial spaces at-grade;
e. main building entrances are clearly demarcated;
f. architectural elements such as overhead canopies help to highlight individual units and entrances;
g. the ground floor retail podium consists of predominantly clear-glazing (with brick accents) to provide visual connections between the public and private realm;

Guideline 2.5 – Site Design, Open Space and Streetscaping

a. proposed parking and loading are screened from the street;
b. access to parking, loading and servicing is provided from Cooke Boulevard and Clearview Avenue, the secondary streets in this instance.

SECTION 3.0 – BUILDING MIDDLE (TOWER)

The tower is the most substantial and impactful component of a tall building as it enhances the skyline and provides a defining landmark throughout the City. The tower's design and massing should be carefully considered to minimize adverse impacts on adjacent neighbourhoods, parks and open spaces and to maximize sky views and access to sunlight through slender floorplates and setbacks.

As such, the following guidelines apply to the subject site:

Guideline 3.1 – Tower Location

a. with exception to the ground floor retail and outdoor amenity area above, the proposed buildings achieve a minimum separation distance of 21.97 metres to maximize sky views and to mitigate the cumulative effects of shadowing;
b. the tower and podium components are stepped back at various points to create a clear separation from each element and create usable amenity area at the top of the podium;

Guideline 3.2 – Tower Height and Massing

a. the massing of the towers and their relationship to the building bases mitigate against any adverse wind impacts, as demonstrated in the Wind Study prepared by RWDI.

Guideline 3.3 – Shadow/Sky Views

a. the design and placement of the tower has been carefully considered to reduce the impacts of shadowing on the surrounding streetscape and low-rise uses as shown in the Shadow Study prepared by SRM Architects Inc.
b. as described above, a Shadow Study has been prepared demonstrating that shadow impacts are acceptable;

Guideline 3.4 – Tower Design and Articulation

a. the mid-rise building component's design and materials incorporate horizontal and vertical accents to create visual interest and distinguish the building from others along the Plains Road corridor;
b. the mid-rise building component's design utilizes a high percentage of glass to minimize the perceived mass with heavier accents (brick) to define elements of the building;
c. 2.0 metre wide balconies are proposed to provide additional articulation and useful amenity space for individual units;

SECTION 4.0 – BUILDING TOP

The top of the building defines the mid-rise building component while further distinguishing a unique and interesting skyline. Roof top amenity areas are recommended to create activity at the upper levels and it is important to consider how the mechanical penthouse integrates into the theme of the building so as not to be visible from the ground level.

As such, the following guidelines apply to the subject site:

Guideline 4.1 – Rooftop Design and Articulation

a. the mechanical penthouse (top) of the building is designed to appear as an extension of the principal tower and is setback in order to mitigate any potential impacts onto adjacent low-rise areas.

Guideline 4.2 – Mechanical Penthouse

a. the mechanical penthouse is screened from view from nearby low-rise areas to protect and enhance views from other buildings and the public realm.

As such, the proposed tall building, at its various base, tower and top building levels achieves the intent and purpose of the Tall Building Design Guidelines as described above and further expanded in the Sections 5.3 through 5.5 in our Planning and Urban Design Rationale report.

5.6 Transportation and Servicing

A Transportation Impact Study (TIS) and Parking Study & Transportation Demand Management (TDM) Options Report were prepared by Paradigm Transportation Solutions Limited in December 2017. The purpose of these studies is to determine the impacts of the development traffic on the surrounding road network and to identify any improvements necessary to accommodate this traffic.

The TIS and Parking/TDM reports identify a series of conclusions and recommendations, including that the development be approved, subject to specific off-site improvements. The report concludes that the study area intersections are anticipated to operate with similar levels of services for the horizon years assessed.

With respect to the report recommendation as noted in Section 7.2 of Paradigm's report, some of the recommendations include:

- constructing a sidewalk along the west side of Clearview Avenue from Plains Road East to the proposed driveway;
- City of Burlington to monitor the on-street parking spaces proposed along the site's frontage along Plains Road East and Cooke Boulevard to ensure proper turnover, as well as adding proper signage to prevent long-term parking;
- the proposed driveway connection to Cooke Boulevard to operate under two-way control stop;
- the site driveway approach be designed with 25 metres of clear throat length;

- a 3 metre by 3 metre daylight triangle be provided on the site driveway approaches;
- traffic controls, signage and pavement markings be developed for the parking structure and at-grade parking spaces;
- review the parking structure ramp design; and implement TDM measures such as cycling infrastructure (i.e. bike room and short-term spaces), walking infrastructure (i.e. sidewalks, conforming to AODA standards), transit infrastucture (i.e. discounted transit passes, transit information), parking infrastructure (i.e. reducing parking requirements in proximity to transit, shared parking supply for visitors and non-residential uses), carshare spaces, wayfinding, travel planning and education and promotion programs.

A Functional Servicing & Stormwater Management Report was prepared by Odan/Detech Group Inc. on December 13, 2017. The purpose of the report is to evaluate the serviceability of the site with respect to sanitary waste water, water and stormwater management (SWM) and to implement the design criteria set forth by City Staff.

With respect to the proposed sanitary servicing, the report adds that it is proposed to service the subject development with a new sanitary service connection to the existing 250mm sanitary sewer beneath Plains Road. Further, the report goes on to say that the receiving sanitary sewers have capacity for the proposed development, therefore no improvements are necessary to existing sanitary sewer infrastructure to accommodate the proposed development.

With respect to water distribution, the Odan/Detech report provides that it is proposed to service the subject site from the existing 300mm cast iron watermain beneath the north boulevard of Plains Road. It is also proposed to provide a 200mm fire service connection for the proposed buildings and a 150mm domestic water service connection.

In regard to stormwater management, there is an existing 1050mm concrete storm sewer which presently passes through the subject site from east to west in an existing 4.50 metre easement. Further, the report adds that it is proposed to realign the existing 1050mm storm sewer in the western segment within the site, from EX STM MH1 to EX STM MH8 such that it is adjacent to the site's north property line.

In the report conclusions, the Odan/Detech report provides that based on the foregoing investigation, the site is serviceable utilizing existing sanitary, storm and watermain infrastructure within and adjacent to the site. Further, stormwater management can be accommodated with on-site storage.

[6.0]

CONCLUSION

For the reasons set out in this report, it is our opinion that the proposed development is appropriate and desirable. The proposed policy framework at the Provincial, Regional and Municipal levels supports residential/mixed-use intensification on the subject site while the buildings will contribute in a positive manner to the ongoing growth and evolution of the Plains Road corridor, an important intensification corridor that has is continuing to evolve.

From a planning policy perspective, the subject site is an appropriate location for mixed-use intensification, given it is within a Primary Growth Area and Mobility Hub area. The proposed intensification of the subject site will contribute to the minimum required provincial and regional intensification targets. The proposal conforms with the settlement pattern and mixed use corridor land use policies of the City of Burlington Official Plan and will provide a range and mix of uses, including ground floor retail space, which will provide commercial amenities to the surrounding neighbourhood and complement nearby employment uses on Cooke Boulevard.

From and urban design perspective, the mid-rise buildings will appropriately anchor the Plains Road and Cooke Boulevard intersection and will enhance this important corridor with streetscape improvements and ground-oriented and pedestrian activated uses. The proposed height will fit within the broader urban structure of mid-rise buildings along the Plains Road corridor and within the Aldershot Mobility Hub area and will have no unacceptable built form impacts on adjacent properties.

Accordingly, it is our opinion that the proposed development is appropriate and desirable and we recommend approval of the Official Plan and Zoning By-law Amendments.



BOUSFIELDS INC.