

HOUSING IMPACT STATEMENT

1989 Appleby Line
City of Burlington

Date:
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Prepared for:
Latch Residential Developments

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EXECUTIVE SUMMARY

This Housing Impact Statement (the "Statement") has been prepared in support of a proposed Official Plan and Zoning By-law Amendment to facilitate the redevelopment of the property located at 1989 Appleby Line, in the City of Burlington (the "Subject Lands"). MHBC Planning was retained by Latch Residential Developments (the "Owner") to prepare a Housing Impact Statement for the Subject Lands.

The proposed development will provide for total of 475 residential units with a mix of one-bedroom, two-bedroom, and three-bedroom condominium apartment units. The Subject Lands are currently in use as a 1-storey convenience store, gas station with a car wash facility, surface parking and a small outdoor seating area. As per the policies of the Halton Region Official Plan, the Subject Lands are part of a Strategic Growth Area and designated 'Urban Area' and 'Primary Regional Node'. In the City of Burlington's New Official Plan (2020), the Subject Lands are designated 'Urban Centres', are located within a 'Primary Growth Area', and are designated 'Uptown Core'. As the Subject Lands are located within the delineated built boundary of the City of Burlington, the proposed residential units will contribute towards meeting the City and Region's intensification targets. In addition, the proposed development will supply housing for the City of Burlington in conformance with the housing intensification policies of the Regional Official Plan and the City of Burlington's New Official Plan (2020).

In completing a Housing Impact Statement, the City of Burlington's New Official Plan (2020) identifies several components that shall be addressed. The table below summarizes these components and how they are addressed by the proposed development.

Policy	Analysis
1) Completed in accordance with Section 3.1.1(2)h) of the City's New Official Plan (2020);	
(i) How the proposal contributes to achieving the Region of Halton housing targets, including identification of any proposed new affordable or assisted housing units.	The proposed development meets the applicable goals, objectives and policies of the Region of Halton Official Plan, and represents an intensification opportunity that supports sustainable, cost-effective and transit-supportive growth. The proposal will provide for a total of 475 condominium apartment units and conform to applicable housing policies of the Halton Region Official Plan. This increased supply of housing supports overall housing affordability by increasing the range of housing options in the area to accommodate anticipated demand. The proposed unit mix will appeal to a range of residents in the City of Burlington, including young housholds.
(ii) How the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type;	The estimated potential sale price for units in the proposed development have not been determined. It is expected that the proposed units will be offered at market rate.
(iii) where construction of the units is expected to occur in phases, information regarding the number of affordable housing units to be provided per phase, where applicable; and	It is not expected that the development will occur in phases.
(iv) the proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments, and mechanisms to retain the long term affordability of units, where applicable.	It is expected that the units will be offered at market rate.
1) Comprehensive review of the proposal from an existing use and a proposed use perspective with a focus on affordability, unit/bedroom count, etc.	The Subject Lands are currently in use as a 1-storey convenience store, gas station with a car wash facility, surface parking, and a small outdoor seating area. The 475 proposed residential units will result in an increased density for the site, which supports the City and Region in meeting their housing needs. A range of unit sizes will accommodate a range of households and address a range of housing needs.
2) Identify and discuss the proposed development in the context of Halton Region's Housing policies, and the Region's most recent State of Housing Report; and	The proposed development would increase the overall supply of new housing units in the City of Burlington and in Halton Region. The proposed development also contributes to the shift in single detached residential built form in Burlington by proposing condominium apartments in a range of sizes at a location that can support this growth. The 2020 State of Housing Report states that all new affordable housing sales were comprised of townhouses and apartment units and notes the link between higher density and affordability in the Region, especially along sites with access to local and regional transit services.
3) Identify and discuss other relevant and current housing information available.	The City of Burlington is currently preparing its City-wide Housing Strategy. Action #6 states that the City of Burlington will support, permit and encourage the development of alternate forms of housing, including higher density types of housing, where feasible and appropriate. The proposed development will provide for intensification in a compact built form that is transit supportive and supports the use of active transportation.

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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Latch Residential Developments (the "Owner") to assist with planning applications to redevelop the properties located on the southeast corner of the Appleby Line and Upper Middle Road intersection, municipally addressed as 1989 Appleby Line, in the City of Burlington (the "Subject Lands").

This Housing Impact Statement has been prepared in support of proposed amendments to the in-force City of Burlington Official Plan ("In-force OP") and Zoning By-law (the "Applications") to facilitate the redevelopment of the Subject Lands with two 20-storey residential buildings connected by a 6-storey podium with at-grade retail, for a total of 475 residential units, 871m^2 of at-grade retail space, 502 vehicular parking spaces and 304 bicycle parking spaces.

1.1 Purpose and Approach

The City of Burlington requires that a Housing Impact Statement (the "Statement") be prepared when more than 100 units are included in a development proposal. Statement conforms to the Terms of Reference (TOR) provided by the City of Burlington to guide its preparation. The TOR for the Statement requires the following to be addressed:

- Demonstration of how the development addresses Section 3.1.1(2) h) and other applicable policies of the City's New Official Plan (2020);
- Comprehensive review of the proposal from an existing use and a proposed use perspective with a focus on affordability, unit/bedroom count;
- Identify and discuss the proposed development in the context of Halton Region's Housing policies, and the Region's most recent State of Housing Report; and
- Identification and discussion of other relevant and current housing information available.

Section 3.1.1(2) h) of the City of Burlington's New Official Plan (2020) provides additional clarification on the components that must be addressed as part of a Statement. This includes the following relevant policies:

(i) how the proposal contributes to achieving the Region of Halton housing targets, including identification of any proposed new affordable or assisted housing units;

(ii) how the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type;

(iii) where construction of the units is expected to occur in phases, information regarding the number of affordable housing units to be provided per phase, where applicable; and

(iv) the proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments, and mechanisms to retain the long term affordability of units, where applicable.

Note that this Statement has been prepared in the context of the City's New Official Plan (2020) ("Council-adopted OP") as per the terms of reference noted above. The Council-adopted OP is currently appeal and thus not in-force.

2.0 Existing Site & Planning Context

2.1 Site Description

As shown on **Figure 1**, the Subject Lands are located in the Uptown Urban Centre in the City of Burlington. The Subject Lands are located at the southeast corner of the Appleby Line and Upper Middle Road intersection, within the Uptown Core. The Subject Lands are municipally addressed as 1989 Appleby Line. The Subject Lands are approximately 6,009 m² in area, with approximately 69 m of frontage along Appleby Line. The Subject Lands are adjacent to a hydro corridor to the northeast, beyond which lies Upper Middle Road.

This parcel is currently in use as a 1-storey convenience store, gas station with a car wash facility, surface parking and a small outdoor seating area. There is an easement for a natural gas pipeline along the north portion of the Subject Lands which is subject to an agreement between the Owner and pipeline owner. Vehicular access is provided from both Appleby Line and Upper Middle Road.

The proposed mixed-use development consists of two 20-storey residential condominium buildings connected by a 6-storey podium with at-grade retail for a total of 475 residential units, 871m² of at-grade retail, 502 vehicular parking spaces and 304 bicycle parking spaces.

2.2 Surrounding Land Uses & Neighbourhood Context

The surrounding uses are described as follows:

NORTH: North of the Subject Lands is a hydro corridor, Upper Middle Road and beyond that, the Orchard Neighbourhood, which consists of residential uses, schools and a number of smaller residential parks.

EAST/SOUTH: East and south of the Subject Lands is a residential neighbourhood characterized by semi-detached dwellings, street townhouses and three apartment buildings immediately east and south of the Subject Lands. In the middle of this residential neighbourhood is Desjardines Park with Lampman Park further south adjacent as well as private school to Mainway.

WEST: Immediately west of the Subject Lands are commercial plazas. Further east along Ironstone Drive towards Corporate Drive are a number of employment uses.

The Subject Lands are located within Uptown Burlington. In 1994, the City of Burlington designated this area as the Uptown with the goal of creating a secondary urban centre to complement Downtown

Burlington. Commercial uses, including grocery stores, restaurants and retail shopping are located within walking distance along Appleby Line and Upper Middle Road.

The Subject Lands are well-serviced by existing and planned transit services, including two existing bus routes. Schedule B-2 – Growth Framework and Long Term Frequent Transit Corridors of the Council-adopted OP identifies Appleby Line as a MTSA Secondary Connector and a Frequent Transit Corridor. Upper Middle Road is identified as a Transit Support Corridor adjacent to the Subject Lands and as a Candidate Frequent Transit Corridor towards the west past Country Club Drive. In addition, Appleby GO Station, is located 4 km south of the Subject Lands and is accessible by the existing local bus route.

There are currently bike lanes along Appleby Line and Upper Middle Road. Sections of Appleby Line (from Upper Middle Road to Mainway) are identified as a Boulevard Trail on Schedule P: Long Term Cycling Master Plan in the Council-adopted OP with shared biking and pedestrian sidewalks.

Based on the above physical context and surrounding neighbourhood, the Subject Lands are in a location that is in close proximity to future residents' daily needs, including commercial, employment and community uses as well as existing and planned transit services.

2.3 Planning Context

The Subject Lands are designated as 'Urban Areas' in the Regional Official Plan ("ROP") on Map 1: Regional Structure (Figure 2). The Subject Lands are located within the built boundary of the Region. Map 1h: Regional Structure shows that the Subject Lands are located within a Primary Regional Node (Burlington Uptown Urban Centre) (Figure 3). Map 3: Functional Plan of Major Transportation Facilities in the ROP indicates that Appleby Line is a Major Arterial Road and as a Higher Order Transit Corridor (Figure 4).

Schedule B: Urban Structure of the Council-adopted OP, shows that the Subject Lands is designated 'Urban Centres' (Figure 5). The site is located within the delineated built boundary of the City of Burlington. Therefore, units on the site will contribute towards meeting the City's and Region's intensification targets. In addition, the proposed development has been designed to be compact, pedestrian-friendly and well-connected to public transportation.

Schedule B-1: Growth Framework of the City of Burlington Official Plan shows that the Subject Lands are located in a Primary Growth Area (Figure 6). Schedule C: Land Use – Urban Area designates the Subject Lands as Urban Centre (Figure 7). Under this designation, Policy 8.1.1(2) b) states that the design and development of Urban Centres shall promote these areas as multi-functional activity centres and focal points that are characterized by a mixed use and compact built form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development. The proposed development will provide transit-supportive residential density along a Higher Order Transit Corridor, on an underutilized site with existing municipal servicing capacity.

As discussed in the accompanying Planning Justification Report, the proposed development is appropriate for the Subject Lands and conforms to the land use planning policy context. The proposal

maintains compatibility with the surrounding area, can be accommodated with existing servicing and transportation infrastructure, supports existing and planned transit while significantly contributing to the housing supply. The proposal will result in the development of a currently underutilized site within an area designated for intensification, significantly contributing to the housing supply.

2.4 Proposed Development

The proposed development concept provides for a mixed-use development consisting of two 20-storey residential condominium buildings connected by a 6-storey podium with at-grade retail for a total of 475 residential units, 871m² of at-grade retail, 502 vehicular parking spaces and 304 bicycle parking spaces. The preliminary intended unit breakdown is provided in Table 1 below, which is subject to change prior to occupancy. All units will be built as condominium apartment units.

Table 1: Summary of Proposed Redevelopment Statistics

Characteristic	1989 Appleby Line
Total Net Site Area	5,908 m²
Proposed Total Gross Floor Area	33,490 m²
Proposed Residential Units	475
1 –bedroom units	180
2-bedroom units	290
3-bedroom units	5
Proposed Density	800 units / hectare
Floor Area Ratio	5.7 : 1
Total Vehicle Parking Spaces	502 Spaces
Residential Vehicle Parking Spaces	455 Spaces
Visitor/Retail Vehicle Parking Spaces	47 Spaces
Visitor and Retail Bicycle Parking Spaces	48 Spaces
Residential Bicycle Parking Spaces	256 Spaces

The site will be accessed via two right-in/right-out driveways, with one driveway located off of Upper Middle Road (via the hydro corridor) and the other driveway off of Appleby Line. Limited surface parking is provided for visitors and customers of the at-grade commercial units. Parking and loading will be screened by landscaping to avoid visual impacts on the public realm. Of the total 502 vehicular parking spaces proposed for the site, 92 spaces will be located at-grade and 410 spaces will be located underground. The 304 bicycle parking spaces will be distributed between the ground level and two underground parking levels.

Landscaping is proposed around the perimeter of the site, including more significant planting along Appleby Line. The lobby area is designed as an active and vibrant entrance to the lobby space that will be lined with planting beds and small canopy trees to match the existing streetscape to the east. A landscaped area along with surface parking is provided north of the building.

Indoor and outdoor amenity spaces will also be provided. Indoor amenity spaces will be provided on the 7th floor of the proposed building. Outdoor amenity space will be provided on top of the roof podium between the two towers.

The main entrances to the building will be clearly marked with appropriate signage, lighting and paving, and will be located at grade along Appleby Line, connected by a pedestrian sidewalk. The retail uses are accessed at grade along Appleby Line. All mechanical equipment will be located at the penthouse and will be screened from public view. Garbage storage is located internally within the proposed building within a waste storage room.

The proposed development is also considering a number of sustainability features. This includes a high-quality energy efficient heating and cooling system, smarty hydro meters for each unit to regulate time-of-use, a tri-sorter system for residential garbage, low flow bathroom fixtures, rainwater harvesting, and electric vehicle charging.

For a full description of the proposed development, please see the Planning Justification Report, submitted under separate cover in support of the applications. The proposal is shown in Figures **8** and **9**.

3.0 Provincial Housing Context

The following is a review of the provincial land use policies applicable to the proposal, and a summary of how the proposal meets these policies. The policies identified below are focused on housing, as per the City of Burlington's Terms of Reference.

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") was issued under Section 3 of the Planning Act and came into effect on February 28, 2020. The PPS establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure.

The PPS strongly encourages development that will provide long term prosperity, environmental health and social well-being. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and facilitate economic growth.

Section 1.0 – Building Strong and Healthy Communities describes how healthy, liveable and safe communities are sustained.

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

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

The proposal supports this objective by contributing to the range and mix of residential units within the Uptown Urban Centre of the City of Burlington. The proposed development will intensify a currently underutilized site within the existing built-up area, and provide for 475 new market-based residential units with a mix of 1, 2, and 3 bedroom units. The proposed residential units will be in proximity to existing parks, schools, and a variety of commercial and employment uses.

Section 1.4, Housing, provides policies to support housing options across the province as follows:

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

b) permitting and facilitating:

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

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

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

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

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

The proposed development will facilitate residential intensification on the Subject Lands through a built-form that includes 475 new residential units within two 20-storey residential buildings connected by a 6-storey podium. The proposal diversifies the range of housing forms in the area by providing apartment units of varying sizes in an area that contains predominantly low density forms of development. The proposed redevelopment is transit supportive as the Subject Lands

are well serviced by existing transit infrastructure and will provide for growth that will support the continued use of transit services. The Subject Lands are in close proximity to existing public service facilities which will support the development of a complete community. The proposed intensification and density will also support the future implementation of the Higher Order Transit Service along Appleby Line. The proposed density and compact built form will add a significant amount of housing supply to the local market.

3.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. The Growth Plan establishes a long-term framework for growth and development in the Greater Golden Horseshoe ("GGH"). The Growth Plan encourages the efficient use of land through the development of complete communities that are compact, transit supportive, and provide a range of housing and employment opportunities. The Growth Plan sets out the population and employment forecasts for a land use planning to 2051. The *Planning Act* also requires that decisions affecting a planning matter conform to the Growth Plan.

Policy 2.2.1.4 of the Growth Plan states that applying the policies of this Plan will support the achievement of complete communities that:

a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
d) *expand convenient access to:*
    i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
    ii. *public service facilities, co-located and integrated in community hubs;*
    iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*
e) *ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;"*

The proposed development diversifies the housing options available in the Burlington Uptown Centre by providing a range of residential housing options with a high-quality and compact built form directly proximate to existing transit services. A mix of 1-bedroom, 2-bedroom, and 3-

bedroom units are proposed. The added density is intended to contribute to transit ridership and support existing public transit as well as future service improvements along a Higher Order Transit Corridor. The Subject Lands are located within close proximity to existing retail, commercial, and recreational uses that will meet future residents' daily needs.

Section 2.2.6 Housing

Section 2.2.6 contains policies related to housing and the achievement of complete communities and contains the following applicable policies:

"2.2.6.1 Upper-and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and

2.2.6.2 Notwithstanding Policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

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

b) planning to achieve the minimum intensification and density targets in this Plan;

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

d) planning to diversify their overall housing stock across the municipality."

"2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes."

The proposal conforms to these policies by diversifying the range and mix of housing options in Burlington through intensification that provides a range of unit types and sizes that will contribute to achieving forecasted growth and increasing housing supply and choice. It is intended that the building will have a variety of unit sizes including 1-bedroom, 2-bedroom and 3-bedroom units which can accommodate different household sizes, including families. The Subject Lands will be optimized to provide for appropriate residential intensification that transitions from the surrounding residential uses towards the core of the Uptown Centre in the City of Burlington, as described in Section 2.1 of the Growth Plan.

4.0 Halton Region Housing Context

This section of the Statement describes the applicable housing policies within the Region of Halton Official Plan, the City of Burlington Official Plan, and the Halton Region 2020 State of Housing Report. Note that this Statement has been prepared in the context of the City's Council-adopted OP as per the terms of reference noted above. The Council-adopted OP is currently appeal and thus not in-force.

4.1 Halton Region Official Plan

The Region of Halton Regional Official Plan (the "ROP") serves as Halton's guiding document for land use planning and is intended to manage growth across the Region's four municipalities and was originally adopted in 1994. Since that time the ROP has undergone numerous amendments.

In 2021, the Region adopted Region Official Plan Amendment No. 48 ("ROPA 48") regarding Urban Structure, as the first phase of the Region's Official Plan Review. ROPA 48 has established Strategic Growth Areas throughout the lower-tier municipalities, which are areas targeted for residential intensification and population growth to 2051.

The ROP outlines intensification and density targets in Part II, Table 2**:**

Table 2 Intensification and Density Targets	
Municipality	Minimum Number of New Housing Units to Be Added To the Built-Up Area Between 2015 and 2031
Burlington	8,300
Halton Region	32,200

77. It is the policy of the Region to:

(2.1) Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter.

The ROP projects that 8,300 new housing units will be added to the built-up area of Burlington between 2015 and 2031. The proposal will help achieve this growth by providing 475 residential units within an area identified for intensification as part of a Primary Regional Node. The Subject Lands are located within the Urban Area of the Region and are within a Strategic Growth Area as part of a Primary Regional Node. The development proposal will provide for a range of unit types, including units appropriate for young families, contributing to the growth of the Uptown Urban Centre as a complete community.

<u>Housing</u>

The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs. The ROP contains the following objectives and policies with respect to housing:

> *"85. The objectives for housing are:*
>
> *(3) To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.*
>
> *(4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.*
>
> *(13) To promote residential intensification through the development or redevelopment of brownfield and greyfield sites."*
>
> *86(6a) At least 50 percent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings.*
>
> *86(11) Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.*
>
> *86(21) Require local Official Plans to provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and project demands reflecting socio-economic and demographic trends."*

The proposal is for a 20-storey residential development project on a Higher Order Transit Corridor in the Uptown Urban Centre of the City of Burlington which is a Regional Strategic Growth Area. The Region has indicated that this is a Primary Regional Node where increased unit densities are to occur to accommodate population growth, employment growth, and a mix of housing. The proposed development increases the housing unit density in the Uptown Urban Centre, providing 475 residential units and making the Uptown Urban Centre more affordable for current and future residents by providing a unit mix that will increase the range of housing options in the area. These 475 residential units will contribute to Halton Region's 50% housing form target for multi-storey buildings. The proposed design will complement the surrounding neighbourhood and will include landscaping and design features to mitigate visual impacts. As described in Section 4.6 below, the in-force City of Burlington OP limits the permitted density on the Subject Lands by permitting a maximum FAR of 2.5:1 and a height of 35 metres. This significantly impacts the ability to optimize development on the Subject Lands and provide much needed housing supply in accordance with Regional intensification policies.

4.2 Halton Region State of Housing Report (2020)

Policy 86(7) of the Halton Region Official Plan states that the Region will provide a State of Housing Report that contains the following:

(i) an update of the definitions of Assisted Housing and Affordable Housing;
(ii) a review of housing supply, demand and need in Halton during the past year, covering the various housing segments of Assisted Housing, Affordable Housing, Market Housing, Special Needs Housing and housing with universal physical access;
(iii) identification of the gaps between supply and demand of Assisted Housing and Affordable Housing;
(iv) state of homelessness in Halton; and
(v) performance of the housing market towards meeting the housing targets under Sections 86(6) and 86(6.1).

Halton Region has prepared the State of Housing Report annually since 2006. The Report provides a review of the Region's housing supply and demand and how the Region is implementing its vision for growth. The latest available report for the Region was completed in 2020.

Through their State of Housing Report, Halton Region has a prepared a Housing Model which gathers information including household income, spending, costs, and average rents to generate thresholds based on household income and housing costs. The maximum purchase price generated by the Housing Model represents what a household with that income could afford. In 2020, the affordable threshold for ownership housing across all households was $409,500 with an income threshold of $107,800.

The maximum purchase price or monthly rent generated by the Housing Model represents what a household with that income could afford, based on Regional Official definitions on housing costs for assisted and affordable housing. **Affordable housing** is a housing with a market price (for purchase) or rent that is affordable to households of low and moderate income, spending no more than 30 per cent of their gross household income on housing, without government assistance. In 2020, there was an increase in affordable new unit sales. However, despite the increase in new affordable units, resale home prices outpaced household income and the overall shortfall of affordable units has trended upward from 6.1 per cent in 2019 to 6.9 per cent in 2020. Growth management policy resulted in a steady increase of higher density housing completions and sales, generally improving affordability.

The State of Housing Report shows that in 2020, 89.2 per cent of housing completions in Burlington were higher density units (townhouse and apartments). Based on data provided by the State of Housing Report, the number of new housing completions in the City of Burlington has remained stagnant year-over-year since 2016 despite the population of Burlington continuing to grow. The City of Burlington continues to shift from a majority suburban community to community with a mixture of stable suburban communities with urban centres and corridors. However, the City of Burlington needs additional housing supply in order to meet the demand of a growing population. The Subject Lands are located in the Uptown Urban Centre and will continue to support the shift in built form within the City of Burlington.

The Owner has determined that the proposed units will be developed as condominium apartment units and the ultimate sales price for the units will be based on the market demand. The 2020 State of Housing Report states that all new affordable housing sales were comprised of townhouses and apartments units and notes the link between higher density and affordability in the Region, especially along sites with access to local and regional transit services. Therefore, the proposed development will increase the supply of housing in a form that is considered more Affordable.

5.0 City of Burlington New Official Plan (2020)

A new Official Plan was adopted by City Council on April 26, 2018. The Council-adopted Official Plan was forwarded to the Region of Halton for approval on May 11, 2018. This plan was approved, with modifications, by Halton Region on November 30, 2020. The Council-adopted OP is currently appealed and thus not in-force. Although the policies are under appeal, they are assessed for the purposes of being informative of Council's direction but are not determinative.

Section 3.1 of the Council-adopted OP provides the Housing policies for the City of Burlington. Specifically, the Official Plan states that the City of Burlington will promote an appropriate and adequate range of housing choices by type, tenure and affordability level in order to accommodate the needs of city residents. The following is the applicable policies that describe how the City of Burlington's housing objectives will be achieved.

"3.1.1(1) Objectives

a) *To ensure that a sufficient supply of suitably designated and serviced land is available to accommodate residential growth to meet existing and future housing needs.*
b) *To promote a land use pattern that mixes and disperses a full range and mix of housing types and tenures across the city, subject to the policies of this Plan.*
c) *To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing, while maintaining compatibility with the character of existing neighbourhoods.*

The proposed development significantly contributes to the housing objectives in the Council-adopted OP. The proposal is located on a currently underutilized parcel of serviced land within the City of Burlington's Uptown Urban Centre which is expected to accommodate a significant amount of growth. The proposal will provide 475 residential units with a mix of unit sizes, which will significantly contribute to the available housing stock. The proposal is compatible with the existing medium and high density residential and retail uses that are adjacent to the Subject Lands.

"3.1.1(2) Policies

a) *To the extent to which land is available in the Urban Area, the City shall maintain the ability to accommodate its share of residential growth within the regional market area.*

The City will assist the Region of Halton in the establishment and monitoring of annual minimum targets for the production of housing units by density type, and for the production of assisted and affordable housing, based on targets established in the Regional Official Plan.

d) *In consultation with the Region of Halton, the City will ensure an adequate level of local municipal infrastructure to meet the demands of residential development.*

e) *The City will support housing initiatives that facilitate revitalization, particularly the identification and remediation of brownfield, greyfield and bluefield lands, compact built form, flexibility and adaptability in the design and function of the housing stock, and an increased variety of housing alternatives."*

The proposed development will significantly contribute to the housing targets set for the City of Burlington by the Region of Halton through the introduction of 475 residential units of varying size in close proximity to existing and proposed transit. The FSR proposes a sanitary servicing strategy that requires the installation of a private 200mm sanitary sewer that will discharge to the existing 375mm sanitary sewer on Appleby Line. Water servicing will be provided by a 200mm watermain which will be split at property line to provide a 100mm domestic and 200mm fire water service for the proposed development. The proposed development will revitalize the Subject Lands which are considered a brownfield and are currently underutilized, through the introduction of a compact built form that will provide 475 residential units.

g) *"The City will develop a city-wide housing strategy that will support the Region of Halton's Housing Strategy and will:*

   (i) *Describe the current range and mix of housing in the city;*

   (ii) *Establish city-wide housing objectives, including, among other objectives special reference to a seniors housing strategy and long term care facilities;*

   (iii) *Consider the housing policies and strategies from this Plan and area-specific plans;"*

The City of Burlington is currently preparing its City-wide Housing Strategy. While the Strategy is still in draft form, the Housing Strategy includes 13 actions that contribute towards the overall Vision for housing in Burlington. As part of these action, Action #6 states that the City of Burlington will support, permit and encourage the development of alternate forms of housing, including higher density types of housing, where feasible and appropriate. The proposed development is at a proposed density and height that the surrounding area can support and will support the fulfillment of a complete community in this area.

"3.1.3(2) Policies

d) *In consultation with the development industry, the City will consider the establishment of alternative development standards for residential intensification and new residential development which minimize the cost of housing and facilitate compact built form, while maintaining appropriate levels of public health and safety."*

In order to facilitate an efficient, compact built form, the proposed development is proposing site-specific amendments to the In-force OP and the Zoning By-law. Should the Council-adopted OP be fully approved and implemented, an Official Plan Amendment would no longer be required. As demonstrated in the accompanying Planning Justification Report, the proposed amendments to the in-force Official Plan and Zoning By-law are justified and supportable. The proposed development represents a compact built form that efficiently utilizes land in an intensification area and will support the implementation of cost effective housing.

6.0 Halton Region Housing Targets

6.1 Unit Mix Targets

As noted above, Policy 86(6)a) of the Halton Region Official Plan states that in Halton Region, at least 50 percent of new housing units produced annually will be in the form of townhouses or multi-storey buildings. The proposed development will provide for 475 residential units, which will assist the Region in achieving this target, as all proposed units will be apartment units.

Based on data provided by the State of Housing Report, the number of new housing completions in the City of Burlington has remained stagnant year-over-year since 2016 despite the population of Burlington continuing to grow. The 475 proposed residential units will increase housing supply indirectly support housing affordability City-wide. It is important to note that the current apartment stock is still minor component of overall housing stock compared to the existing low density housing in the City of Burlington. Therefore, it should be expected that a high percentage of new apartment units will be needed to achieve planning policy goals and objectives.

6.2 Intensification Targets

Table 2 of the Halton Region Official Plan states that the City of Burlington must add a minimum of 8,300 new housing units in the City of Burlington's built-up area between 2015 and 2031. This represents nearly 26% of the minimum new housing units required in the Region over this same period.

The proposal for the Subject Lands will support the City and Region's ability to meet their intensification target through to 2031. Further, as part of ROPA 49, the Region of Halton has submitted a preferred growth concept that would result in no urban boundary expansion. Through ROPA 49, the Region of Halton is proposing the following intensification target for population and employment growth between 2022 and 2041:

Target[1]	*Halton Region*	*Burlington*
Intensification Target		
Housing Units in Built-Up Area	*53,300*	*20,500*

1. Target for the number of new housing units occurring with the Built-Up Area as shown on Map 1H between 2022 and 2041 and representing 45% of all new units during this period."

In addition, the Region of Halton set the following Regional phasing targets to be achieved every five years from 2022 to 2041:

Table 2A Regional Phasing		
Municipality	2022-2026	2027-2031
Halton Region – Units inside the Built Boundary	12,430	13,200
Burlington – Units inside the Built Boundary	4,790	5,090

ROPA 49 has approximately doubled the intensification target for the City of Burlington. Therefore, significant growth, intensification and density within the existing Built-Up Area is necessary. The proposed development remains consistent with ROPA 49's updated intensification target.

6.3 Affordable Housing Targets

The potential price of the units have not yet been determined and will depend on market demand when the units are made available for purchase. Therefore, no affordable units are currently being proposed. However, the proposed development will increase the availability of housing in the Region, helping to accommodate anticipated growth.

6.3.1 Current Opportunities to Provide Affordable Housing

Halton Region utilizes various programs to support affordable housing opportunity and delivery. This includes programs that convert market-rate units to assisted housing units. For example, Halton Region's Assisted Housing Program reduces the cost of housing for individuals and families who cannot afford their rent. The program relies on landlords contributing units to the program. Following that, Halton Region, based on individual or household eligibility, places applicants in these units. A housing subsidy is then paid directly to the landlord. The 2020 Halton State of Housing Report shows that there were 781 households using these rent supports.

Social housing development is also supported through Halton Region's Development Charges. Based on the current Social Housing Development Charge rate, the 475 units proposed will contribute significant funds for the provision of social housing.

6.3.2 Future Opportunities to Provide Affordable Housing

The City of Burlington continues to explore new opportunities to increase the supply of affordable units. This includes inclusionary zoning and community benefits charges.

On April 14, 2022, the City of Burlington released their draft Housing Strategy. Action Item No. 13 is to undertake a formal assessment of the potential to introduce inclusionary zoning. Inclusionary Zoning

is a provincial planning tool that enables municipalities to secure affordable housing units in new developments of 10 units or more. Current Provincial legislation allows for the implementation of Inclusionary Zoning in Protected Major Transit Station Areas only.

Community Benefits Charges or "CBCs" are paid to lower and single-tier municipalities for high-density developments with 5 or more storeys and 10 or more units. Municipalities will need to adopt CBC by-laws as of September 2022. CBCs are capped at 4% of land value and are based on the value of land the day before building permits are issued. Funds collected through CBCs can be used to fund a variety of programs, including affordable and assisted housing initiatives.

The City of Burlington's draft Housing Strategy does not include an action item to adopt a CBC By-law. If the City of Burlington adopts a CBC By-law, additional funds could be provided to support affordable housing.

6.4 Primary Regional Node Target

As a component of ROPA 48, growth accommodation targets were established for Strategic Growth Areas, including Primary Regional Nodes. The Burlington Uptown Urban Centre was allocated a target ratio of ~70% residents and ~30% jobs. ROPA 49 is proposing to change the designation of the Burlington Uptown Urban Centre to a Secondary Regional Node along a Regional Intensification Corridor. The target ratio for the Burlington Uptown Urban Centre would also be removed. ROPA49 specifically states that development with higher densities and a mix of uses should be directed to Regional Intensification Corridors.

7.0 Conclusions

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

The proposal introduces a mixed-use development on the site, providing 475 residential units within an Intensification Area. The proposed development will make efficient use of underutilized lands by proposing residential intensification on site that is well-connected to public transit and makes efficient use of existing municipal servicing and infrastructure.

The table below summarizes how the Subject Lands address each of the criteria identified in Section 3.1.1(2) h) of the City of Burlington Official Plan:

Policy	Analysis
5) Completed in accordance with Section 3.1.1(2)(h) and other applicable policies of the City's New Official Plan (2020);	

(i) How the proposal contributes to achieving the Region of Halton housing targets, including identification of any proposed new affordable or assisted housing units.	The proposed development meets the applicable goals, objectives and policies of the Region of Halton Official Plan, and represents an intensification opportunity that supports sustainable, cost-effective and transit-supportive growth. The proposal will provide for a total of 475 condominium apartment units and conform to applicable housing policies of the Halton Region Official Plan. This increased supply of housing supports overall housing affordability by increasing the range of housing options in the area to accommodate anticipated demand. The proposed unit mix will appeal to a range of residents in the City of Burlington, including young households.
(ii) How the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type;	The estimated potential sale price for units in the proposed development have not been determined. It is expected that the proposed units will be offered at market rates.
(iii) Where construction of the units is expected to occur in phases, information regarding the number of affordable housing units to be provided per phase, where applicable.	It is not expected that the development will occur in phases.
(iv) The proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments, and mechanisms to retain the long term affordability of units, where applicable.	It is expected that the units will be offered at market rate.
1) Comprehensive review of the proposal from an existing use and a proposed use perspective with a focus on affordability, unit/bedroom count, etc.	The Subject Lands are currently in use as a 1-storey convenience store, gas station with a car wash facility, surface parking, and a small outdoor seating area. The 475 proposed residential units will result in an increased density for the site, which support the City and Region in meeting their housing needs. A mix of 1-bedroom, 2-bedroom, and 3-bedroom units in a range of unit sizes will be offered.
2) Identify and discuss the proposed development in the context of Halton Region's Housing policies, and the Region's most recent State of Housing Report; and	The proposed development would increase the overall supply of new housing units in the City of Burlington and in Halton Region. The proposed development also contributes to the shift in primary single detached built form in Burlington by proposing condominium apartments in a range of sizes at a location that can support this

	growth. The 2020 State of Housing Report states that all new affordable housing sales were comprised of townhouses and apartments units and notes the link between higher density and affordability in the Region, especially along sites with access to local and regional transit services.
3) Identify and discuss other relevant and current housing information available.	The City of Burlington is currently preparing its City-wide Housing Strategy. Action #6 states that the City of Burlington will support, permit and encourage the development of alternate forms of housing, including higher density types of housing, where feasible and appropriate. The proposed development will provide for intensification in a compact built form that is transit supportive and supports the use of active transportation.

Gerry Tchisler, M.Pl., MCIP, RPP
Associate



Figure 1
LOCATION MAP

1989 Appleby Line
Burlington, Ontario

LEGEND

- Subject Lands
- Property Lines

Date: Jun 03, 2022

File: 21546 - A

Drawn By: R.M.

Scale: 1:1,500

N

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Figure 2

REGION OF HALTON OFFICIAL PLAN

Map 1: Regional Structure

1989 Appleby Line, Burlington, Ontario

LEGEND

- Subject Lands
- Rail Line
- Major Road
- Lot and Concession Line
- Urban Area
- Regional Natural Heritage System

Date: March 31, 2022

Scale: 1:5000

N

Data Source: City of Burlington Open Data;

N:\21549A - 1989 APPLEBY LINE, BURLINGTON\1 - MHBC DOCUMENTS\PLANNING JUSTIFICATION REPORT\FIGURES\CAD\ROP MAP 1.DWG

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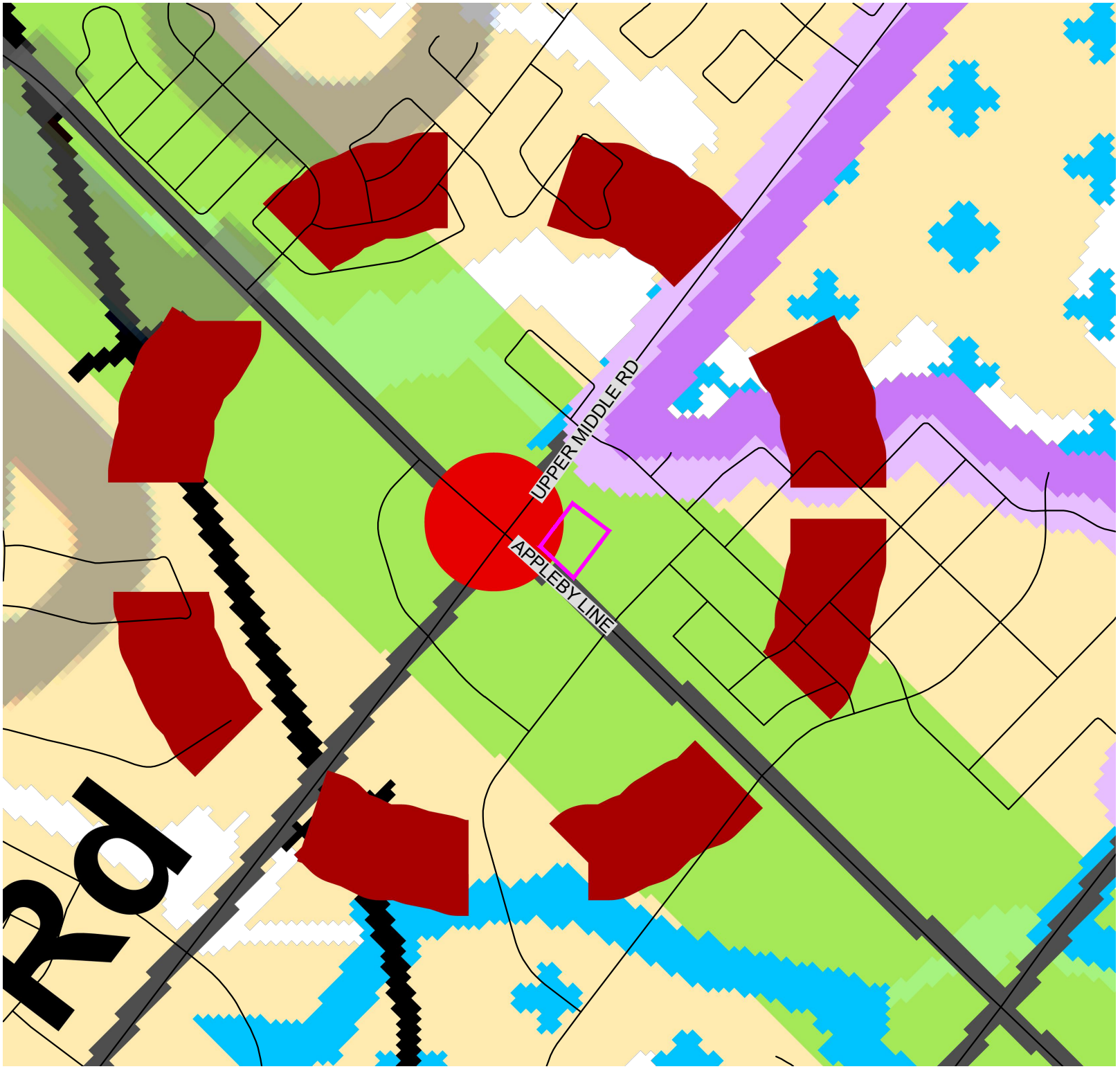


Figure 3

REGION OF HALTON OFFICIAL PLAN

Map 1H: Regional Urban Structure

1989 Appleby Line, Burlington, Ontario

LEGEND

- Subject Lands
- Rail Line
- Major Road
- Urban Area
- Built Boundary
- Employment Area
- Higher Order Transit Corridor
- Primary Regional Nodes

Date: June 3, 2022

Scale: 1:8000

N

Data Source: City of Burlington Open Data; Region of Halton;

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Figure 4

REGION OF HALTON OFFICIAL PLAN

Map 3: Functional Plan of Major Transportation Facilities

1989 Appleby Line, Burlington, Ontario

LEGEND

- Subject Lands
- Rail Line
- Major Arterial
- Minor Arterial
- Urban Area
- Higher Order Transit Corridor

Date: June 2, 2022

Scale: 1:8000

N

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Data Source: City of Burlington Open Data; Region of Halton;

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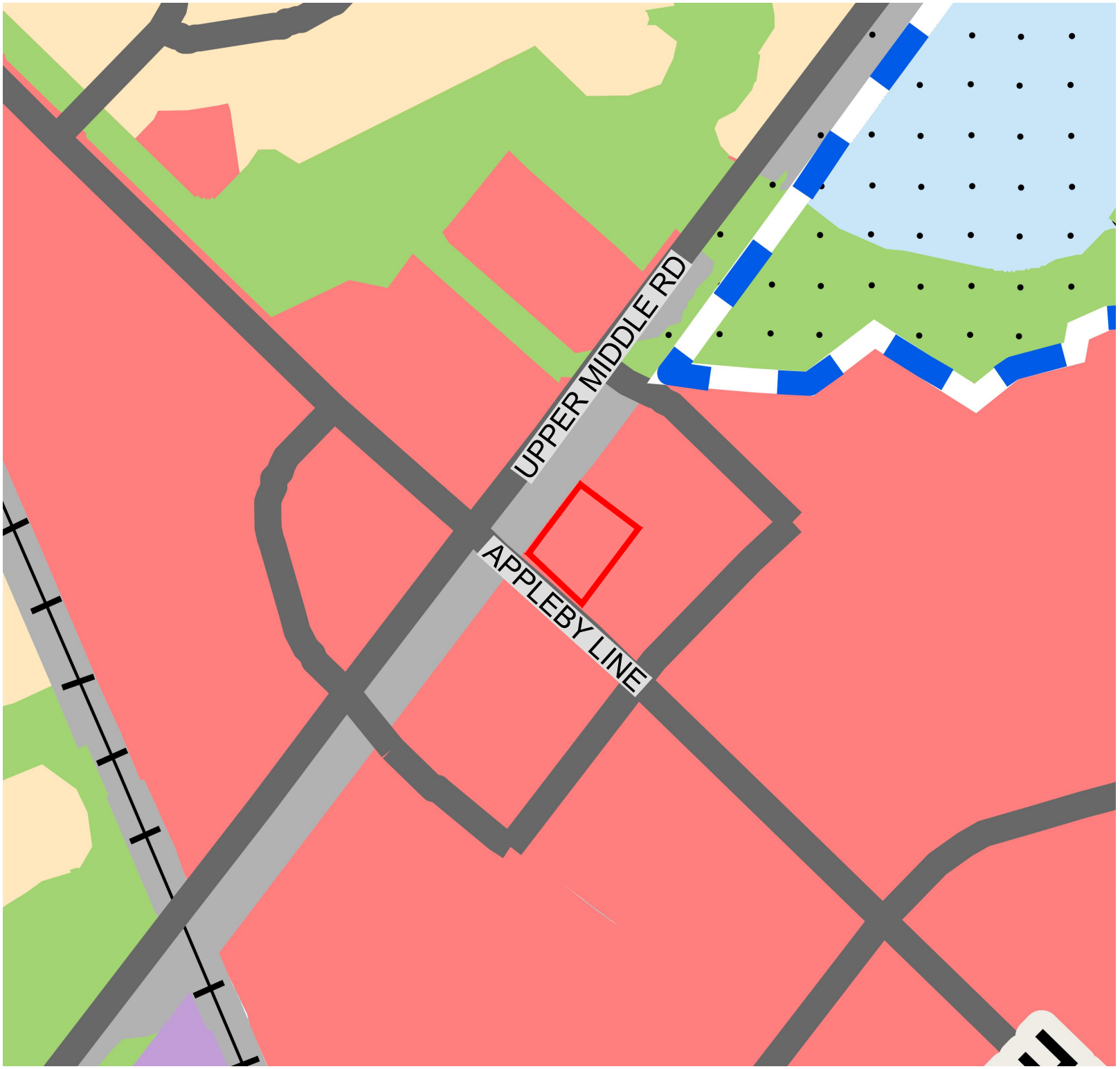


Figure 5

CITY OF BURLINGTON

COUNCIL-ADOPTED OFFICIAL PLAN

Schedule B: Urban Structure

1989 Appleby Line, Burlington, Ontario

LEGEND

- Subject Lands
- Rail Line
- Urban Centres
- Lands Designated for Employment Uses
- Region of Halton Employment Area
- Residential Neighbourhood Areas
- Natural Heritage System, Major Parks and Open Space
- Infrastructure and Transportation Corridors
- Delineated Built Boundary

Date: May 18, 2022

Scale: 1:5000

Data Source: City of Burlington Open Data;

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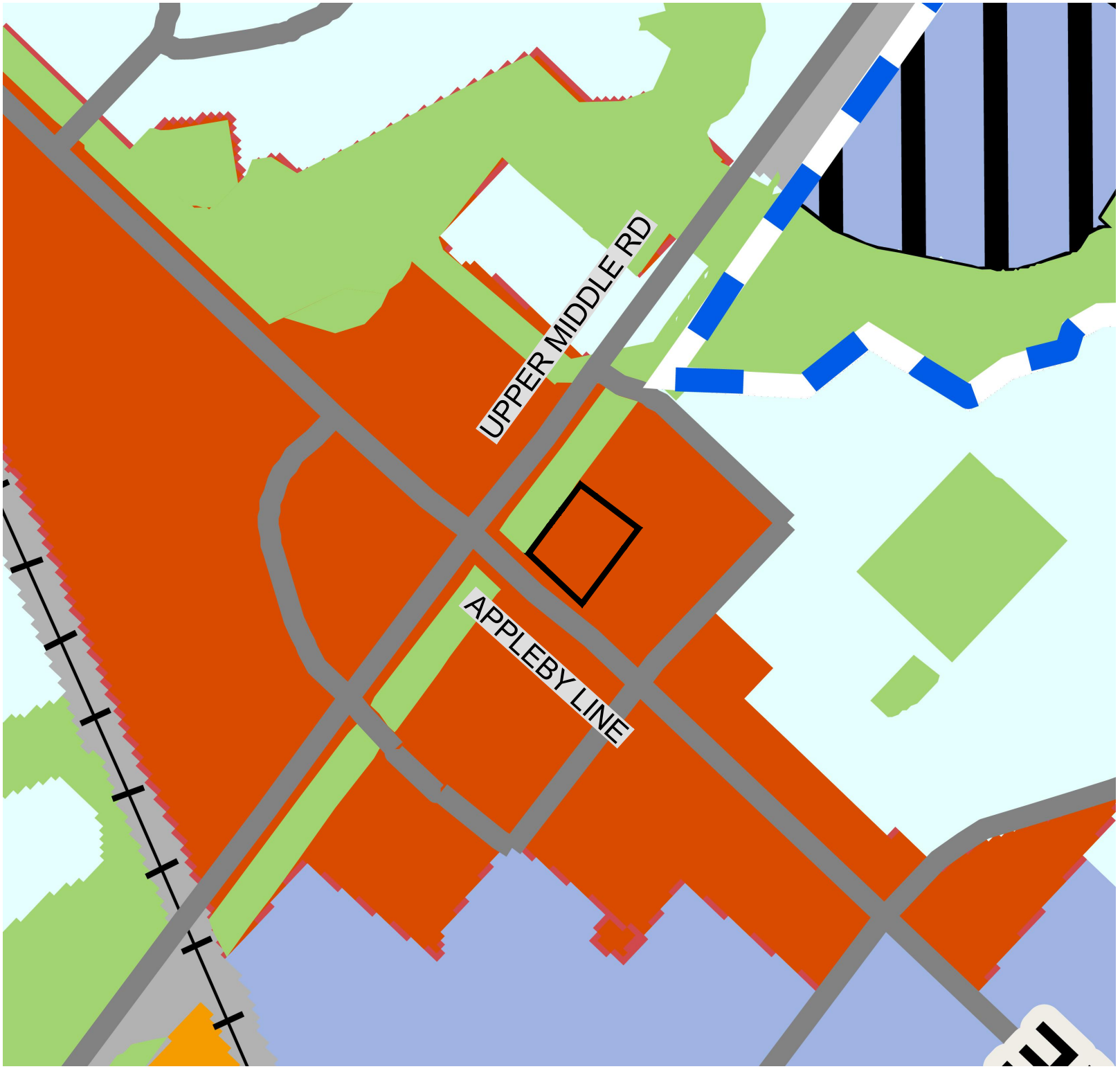


Figure 6

CITY OF BURLINGTON OFFICIAL PLAN

Schedule B1: Growth Framework

1989 Appleby Line, Burlington, Ontario

LEGEND

- Subject Lands
- Primary Growth Area
- Employment Growth Area
- Established Neighbourhood Area
- Developed Area Outside Delineated Built Boundary
- Natural Heritage System & Major Parks & Open Space
- Delineated Built Boundary
- Rail Line

Date: May 16, 2022

Scale: 1:5000

Data Source: City of Burlington Open Data;

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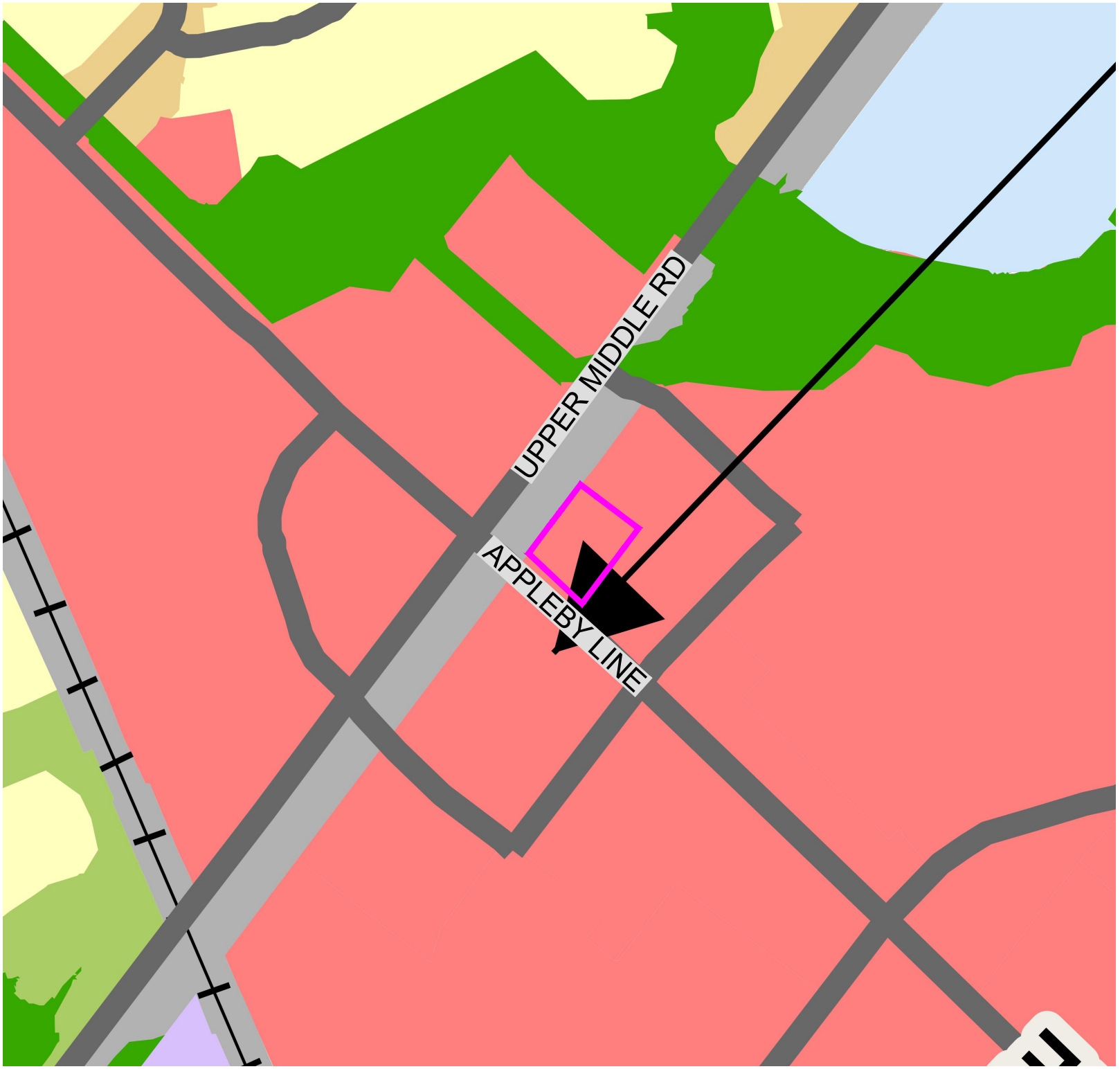


Figure 7

CITY OF BURLINGTON OFFICIAL PLAN (DRAFT)

Schedule C: Land Use - Urban Area

1989 Appleby Line, Burlington, Ontario

LEGEND

- Subject Lands
- Rail Line
- Urban Centre
- Local Centre
- Residential - Low Density
- Residential - Medium Density
- General Employment
- City's Natural Heritage System
- Major Parks & Open Space
- Infrastructure & Transportation Corridors

Date: March 31, 2022

Scale: 1:5000

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Data Source: City of Burlington Open Data;

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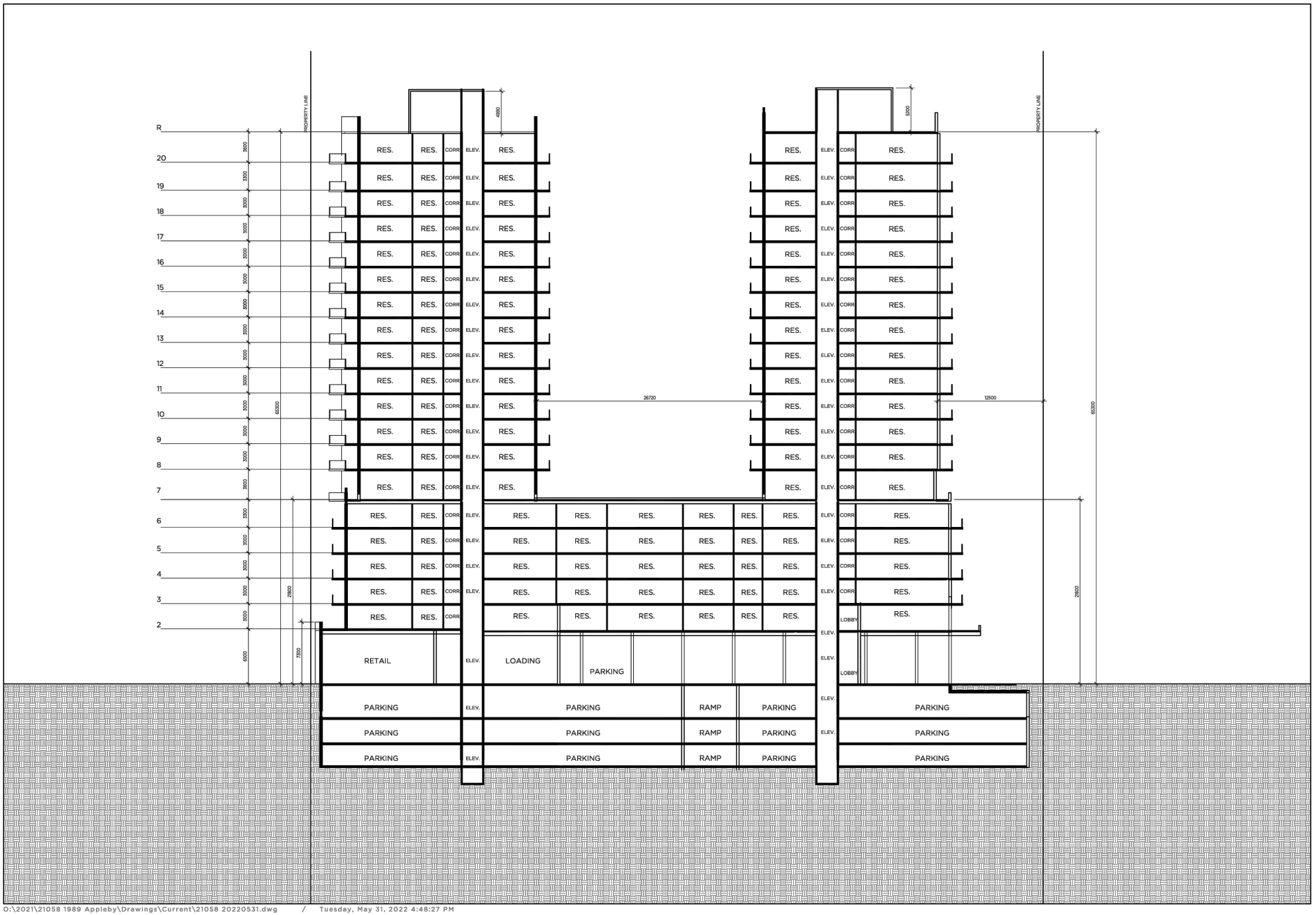
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1989 Appleby Line
Burlington

Latch

SITE PLAN

A100



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