PLANNING JUSTIFICATION REPORT

APPLICATION TO AMEND THE
OFFICIAL PLAN AND ZONING BY-LAW

National Homes (Plains Road) LP
484 and 490 Plains Road East
Part of Lot 24, Registered Plan 833 and Part of Lot 3, Broken Front Concession, City of Burlington

November 2017
GSAI File # 815-005

Planning Justification Report
Official Plan Amendment and
Zoning By-law Amendment
484 and 490 Plains Road East
City of Burlington

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by National Homes (Plains Road) LP ("National Homes"), to provide professional planning advice and assist in obtaining the necessary planning approvals to allow for the development of 280 apartment dwelling units, 117 stacked back-to-back townhouse dwelling units, and 998.5 square metres (10,748 square feet) of commercial uses on the subject lands.

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, and the City of Burlington Official Plan and Zoning By-law 2020.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

As shown on Figure 1 – Aerial Context, the subject lands are located on the south side of Plains Road East, east of Falcon Boulevard. They are municipally addressed as 484 and 490 Plains Road East and are legally described as Part of Lot 24, Registered Plan 833 and Part of Lot 3, Broken Front Concession.

The subject lands have a frontage of approximately 154.5 metres (507 feet) on Plains Road East and an area of approximately 1.84 hectares (4.5 acres). They are currently occupied by two one-storey and one two-storey commercial buildings with a total gross floor area of 4,655 square metres (50,106 square feet).

The southerly three-quarters of the site is bounded by existing one and two-storey single-detached dwellings to the east, south and west. An insurance office and a commercial building, with frontage on Plains Road East, abut the northerly portion of the site to the west and east, respectively. Lands on the north side of Plains Road East are occupied by a four-storey apartment building, Maplehurst Public School, and a Shoppers Drug Mart. A mix of retail, personal service, office, accommodation, automobile service, restaurant, institutional, and cultural uses are located within walking distance of the subject lands. These uses include Burlington Church of God, East Plains United Church, the Aldershot Branch of the Burlington Public Library, Maplehurst Park, Kiwanis Park and Aldershot Arena.

Active transportation opportunities, including bike lanes on Plains Road East and Townsend Road, and bicycle priority streets on Townsend Road, are also located near the subject lands.

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FIGURE 1

AERIAL CONTEXT

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

SUBJECT PROPERTY

Scale NTS
November 2, 2017

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Plains Road East is designated as a Multi-Purpose Arterial road in both the Region of Halton and City of Burlington Official Plans. It is serviced by Bus Routes 1, 1x, 5, 300, and express route 101. Please refer to the Transportation Impact Study prepared by BA Group for the description of these routes. Plains Road East is also designated as a Primary Bus Service route in the City of Burlington's Long-Term Transit Service Network in the Official Plan. This designation is categorized by anticipated peak period bus service frequencies of 15 minutes or better in the long term.

3.0 DEVELOPMENT PROPOSAL

National Homes is proposing to develop the subject lands to accommodate a mix of apartment dwelling units, stacked back-to-back townhouse dwelling units, and commercial uses. As shown on Figure 2 – Conceptual Site Plan, the desired development would provide a mix of 280 condominium apartment dwelling units, 117 condominium stacked back-to-back townhouse dwelling units, and 998.5 square metres (10,748 square feet) of commercial floor area.

The apartment dwelling units will be in two eight-storey apartment buildings (Buildings A and B) that front onto Plains Road East to create an enhanced streetscape and massing, and minimize impacts on the adjacent residential properties. The building heights step down to six storeys where they abut the single-detached dwellings. Buildings A and B will contain 152 units and 128 units, respectively. The proposed commercial floor area will be located on the ground floor of the buildings. Specifically, Building A will contain 547.54 square metres (5,894 square feet) of commercial floor area and Building B will contain 450.96 square metres (4,854 square feet). The buildings will be setback a minimum of 3.095 metres (10 feet) from the Plains Road East property line and a minimum of 9.0 metres (30 feet) from the side property lines. 4,315 square metres (46,446 square feet) of indoor and outdoor amenity area are provided for both buildings.

The stacked back-to-back townhouse dwelling units are in the interior of the site. Seven buildings with a maximum height of 3 storeys are proposed. A minimum setback of 7.5 metres (25 feet) is proposed from the buildings to the side and rear property lines. 1,133 square metres (12,196 square feet) of at-grade privacy areas are provided at the rear of each ground floor unit for residents. 2,301 square metres (24,768 square feet) of exclusive use roof-top and balcony privacy areas are provided for each of the remaining dwelling units. 43% of the site area is proposed to be landscaped area.

The proposed development has a density of 216 units per net hectare (87 units per net acre) and a floor area ratio of 2.14:1. It is accessed by a full-moves, signalized access to Plains Road East and is served internally by a 6.0 metre (20 feet) private condominium road. Parking is provided as outlined in the Transportation Impact Study prepared by BA Group, as follows:

- 1.00 space per unit for residents;
- 0.14 space per units for visitors; and
- 1 space per 30 square metres (1 space per 323 square feet) of commercial gross floor area

31 surface parking spaces, 421 underground parking spaces, and 12 lay-by parking spaces on Plains Road East are proposed. Please refer to the Transportation Impact Study for a detailed review of the proposed parking ratios.

To facilitate the proposed development, an Official Plan Amendment and Zoning By-law Amendment are required to permit the proposed apartment building height, floor area ratio, residential density, and reduced minimum parking requirements. Other site-specific amendments to the provisions of the Zoning By-law are also required.

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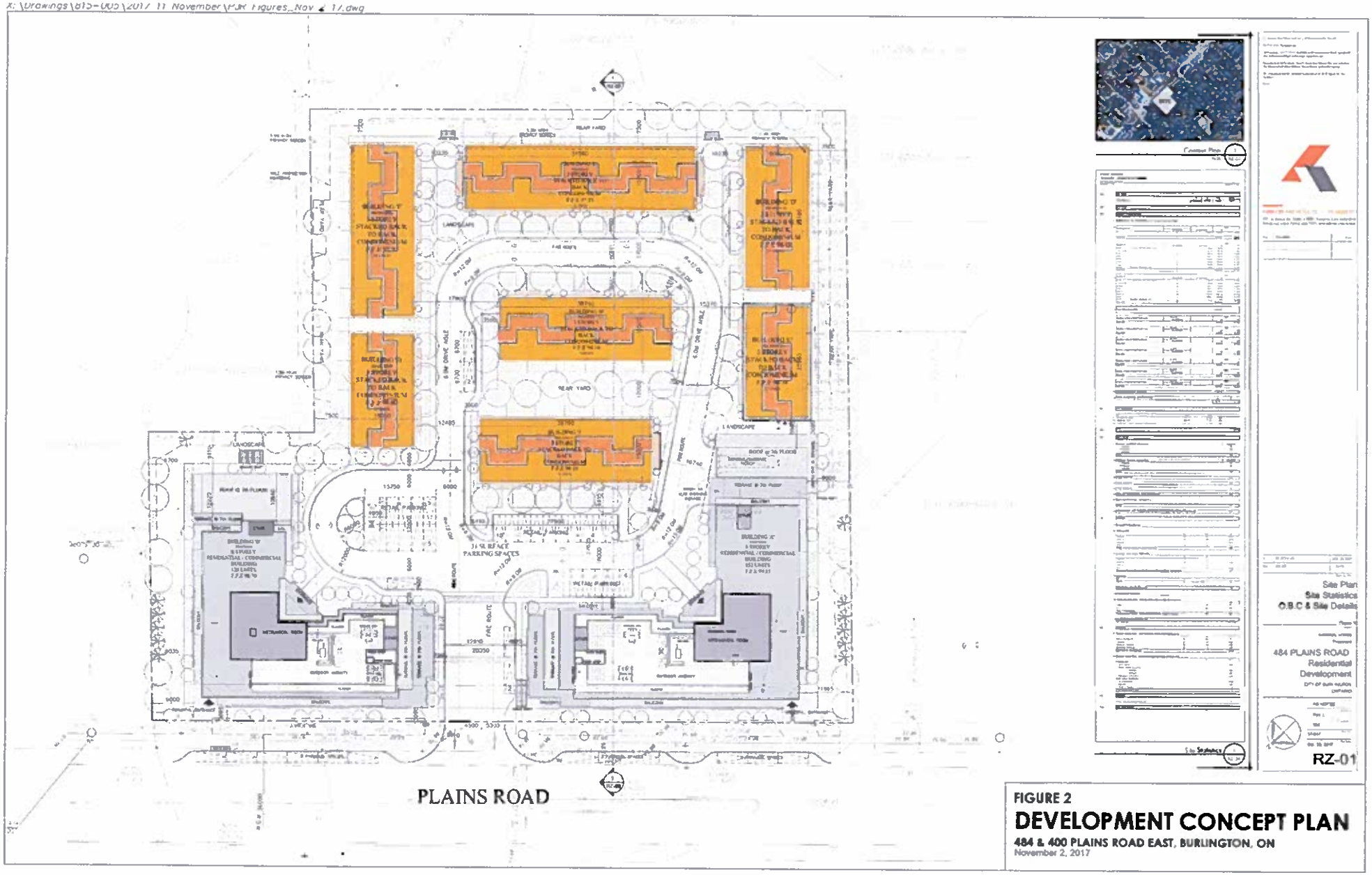


FIGURE 2

DEVELOPMENT CONCEPT PLAN

484 & 400 PLAINS ROAD EAST, BURLINGTON, ON

November 2, 2017

4.0 LAND USE POLICIES

As explained in the introduction, the purpose of this report is to outline the proposed development and evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Halton Regional Official Plan, and the City of Burlington Official Plan. The following provides an overview of these land use policy documents and how conformity with these documents is achieved.

4.1 Provincial Plans

4.1.1 Provincial Policy Statement (2014)

Section 3 of the *Planning Act* requires that planning authorities "be consistent" with the Provincial Policy Statement (the "PPS") when exercising any authority that affects planning matters.

The PPS provides planning direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land. The intent of the PPS is to provide for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

As set out in the PPS, Ontario's long-term prosperity, environmental health, and social well-being depends on a coordinated approach to wisely managing change and promoting efficient development patterns that result in strong and healthy communities. This is achieved by balancing environmental protection, economic growth, public health and safety, and the need for strong, livable, healthy and compete communities (Section 1.0). The PPS must be read in its entirety, while considering all applicable policies and how they work together.

The PPS promotes efficient development patterns by directing growth to settlement areas and discouraging the unnecessary and inefficient expansion of these areas, encouraging the effective use of existing and planned infrastructure and by providing a range and mix of residential uses. Specifically, the PPS states that:

1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

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

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and,

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The PPS further indicates that a range and mix of uses should be made available through the provision of sufficient land to meet projected needs. Within settlement areas, sufficient land is to be made available through intensification, redevelopment and, if necessary, designated growth areas (Section 1.1.2). Additionally, Section 1.1.3 further indicates that land use patterns within settlement areas shall be planned based on densities that will efficiently use land and resources. Appropriate locations and opportunities for intensification and redevelopment are to be promoted. Development standards that facilitate intensification opportunities are also to be advanced. The PPS indicates that:

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

1.1.3.2 Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

1. *efficiently use land and resources;*
2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
4. *support active transportation;*
5. *are transit-supportive, where transit is planned, exists or may be developed; and*
6. *are freight-supportive.*

b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be

accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

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

As noted above, healthy, livable and safe communities are sustained, in part, by accommodating a range and mix of residential uses that create opportunities for affordable housing. This is further advanced by requiring that planning authorities provide for a mix of housing typologies and densities as follows:

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

a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and

b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

To achieve this, the PPS encourages the development of new housing through residential intensification and redevelopment in locations where it can take advantage of existing and planned infrastructure, including transit infrastructure. To this end, the PPS states:

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

a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

b) permitting and facilitating:

1. all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements; and

2. all forms of residential intensification, including second 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; and

e) 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.

Section 1.6.6 – Sewage, Water and Stormwater indicates that intensification and redevelopment in settlement areas on existing municipal services should be promoted. In this regard, the PPS indicates that:

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

1.6.6.7 Planning for stormwater management shall:

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

b) minimize changes in water balance and erosion;

c) not increase risks to human health and safety and property damage;

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

e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

Finally, as highlighted above the PPS encourages land use patterns, densities and a mix of uses that support transit and active transportation uses. Transportation corridors and rights-of-way

are to be protected for infrastructure, including transportation and transit systems. In this regard, the PPS further states:

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

1.6.7.5 *Transportation and land use considerations shall be integrated at all stages of the planning process.*

1.6.8.3 *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

4.1.2 The Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") builds on the policy directions contained in the PPS and in this regard, is intended to function as a policy framework for achieving healthy, strong and complete communities by managing growth in the Greater Golden Horseshoe ("GGH") Region. Complete communities are defined by their ability to meet the daily needs of resident's lives through the provision of a mix of jobs, local stores, services, and a full range of housing, public service facilities and transportation options.

The Growth Plan facilities this vision by reinforcing the need to direct growth to settlement areas that have the capacity to accommodate growth, and prioritizing intensification within these areas. Promoting transit supportive densities and a mix of land uses while ensuring that there are adequate water and wastewater services to support growth are also key components of the Growth Plan (Section 2.1). The policies contained in the Growth Plan guide infrastructure, transportation and land use planning in the GGH. The goal of the Growth Plan is to enhance the quality of life for residents. The policies of the Growth Plan must be read in conjunction with other provincial plans and the PPS. Specifically, Sections 2.2.1 – Managing Growth and 2.2.2 – Delineated Built-Up Areas state:

2.2.1 Managing Growth

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

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

and

iii. can support the achievement of complete communities;

c) within settlement areas, growth will be focused in:

i. delineated built-up areas;
ii. strategic growth areas;
iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
iv. areas with existing or planned public service facilities; and

d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise.

3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

4. Applying the policies of this Plan will support the achievement of complete communities that:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

c) provide a diverse range and mix of housing options, including 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; and
iv. healthy, local, and affordable food options, including through urban agriculture;

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;

f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and

g) integrate green infrastructure and low impact development.

2.2.2 Delineated Built-Up Areas

1. By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.

2. By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.

3. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.

4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

a) encourage intensification generally to achieve the desired urban structure;

b) identify the appropriate type and scale of development and transition of built form to adjacent areas;

c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;

d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;

e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and

f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

The Growth Plan indicates that well planned infrastructure is essential to the viability of communities and critical to economic competitiveness, quality of life, and the delivery of public services. It provides the framework to guide and prioritize infrastructure planning and investments in the GGH to support and accommodate forecasted growth. The transportation

system for the GGH is to be planned and managed for the safe and efficient movement of goods and people, and to reduce greenhouse gas emissions and other negative environmental impacts. The Growth Plan also prioritizes public transit for transportation infrastructure planning and investment. A comprehensive and continuous active transportation network is also to be provided to offer a viable alternative to the private automobile for personal travel. The applicable infrastructure policies are:

3.2.2. Transportation - General

2. The transportation system within the GGH will be planned and managed to:

a) provide connectivity among transportation modes for moving people and for moving goods;

b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;

c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-be sustainable, by encouraging the most financially and making and supporting the use of zero- and low-emission vehicles;

d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services; and

f) provide for the safety of system users.

3.2.3. Moving People

2. All decisions on transit planning and investment will be made according to the following criteria:

b) prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;

c) increasing the capacity of existing transit systems to support strategic growth areas;

d) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional and commercial development, wherever possible;

e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other intensification areas;

f) Increasing the modal share of transit, and

g) contributing towards the provincial greenhouse gas emissions reduction targets.

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

a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and

b) continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.

4.2 Region of Halton Official Plan (Office Consolidation September 2015)

The Region of Halton Official Plan (the "ROP") outlines policies and strategies that reflect and conform to the policy directions of the PPS, Growth Plan and other provincial plans. The ROP indicates that the Region's primary role is to provide broad policy directions on strategic matters such as the management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services. The structuring of communities and neighbourhoods and their internal configuration are the responsibilities of the local municipalities provided the overall planning vision for Halton and the policies of the ROP are adhered to.

The policies and strategies contained in the ROP support growth and development that takes place in a sustainable manner by integrating physical, environmental, economic, social, and cultural considerations. To achieve this framework, the Plan defines a Regional land use structure and allocates growth to the four local municipalities within Halton. This structure represents Halton's basic position on the use of land within its planning area and is the framework within which Local Official Plans, amendments and by-laws are prepared.

As shown on Figure 3 - Map 1 – Regional Structure, the subject lands are located within the Region's Urban Area and Built Boundary. The policies of the Urban Area designation promote complete and compact communities that support intensification within the Built Boundary where urban services exist to accommodate concentrations of existing and future development. Specifically, the objectives of the Urban Area include:

72(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.

72(7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.

72(9) *To facilitate and promote intensification and increased densities.*

The ROP further dictates that:

76. *The range of permitted uses and the creation of new lots in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to the policies of this Plan.*

77(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 also contains policies for Intensification Areas, which are defined as lands identified by the Region, or its local municipalities, within the Urban Area that are to be the focus for accommodating intensification. Intensification Areas include Intensification Corridors, which are, in turn, defined as major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed use development consistent with planned transit service levels.

As shown in Figure 4 – Map 3 – Functional Plan of Major Transportation Facilities, the ROP identifies Plains Road East as a Multi-Purpose Arterial road and as such is considered an Intensification Area under the ROP's policies.

To this end, it is the policy of the Region to:

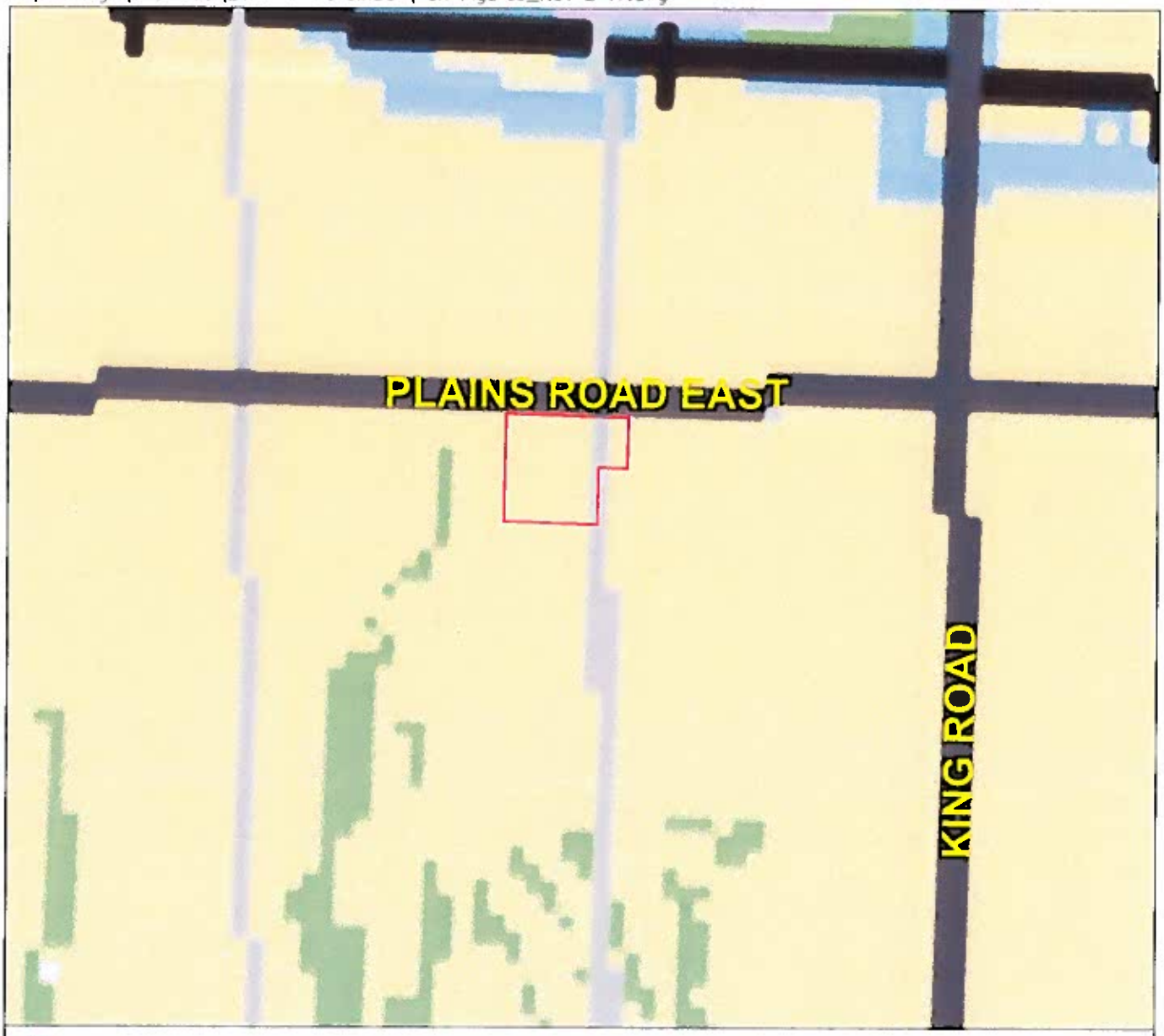
81(1) *Direct development with higher densities and mixed uses to Intensification Areas.*

81(6) *Require the Local Municipalities to ensure the proper integration of Intensification Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.*

81(7.2) *Consider intensification and development of Intensification Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans under the Planning Act, to promote and support intensification.*

81(8) *Encourage the Local Municipalities to adopt parking standards and policies within Intensification Areas to promote the use of active transportation and public transit.*

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Waterfront Park (See Map 7)
Major Transit Station
Proposed Major Transit Station
Mobility Hub
Rail Line
Proposed Major Arterial
Major Road
Provincial Freeway
Lot and Concession Line
Municipal Boundary

Urban Area *Approved 2013-10-21*
Hamlet
Agricultural Area
Regional Natural Heritage System *
Mineral Resource Extraction Area
North Aldershot Policy Area
Greenbelt Natural Heritage System (Overlay)

Greenbelt Plan Protected Countryside Boundary
Niagara Escarpment Plan Boundary
Parkway Belt West Plan Boundary
Built Boundary
Employment Area *Approved 2013-10-21*
Urban Growth Centre
Area Eligible for Urban Servicing
Halton Waste Management Site

FIGURE 3

HALTON OFFICIAL PLAN

MAP 1 - REGIONAL STRUCTURE

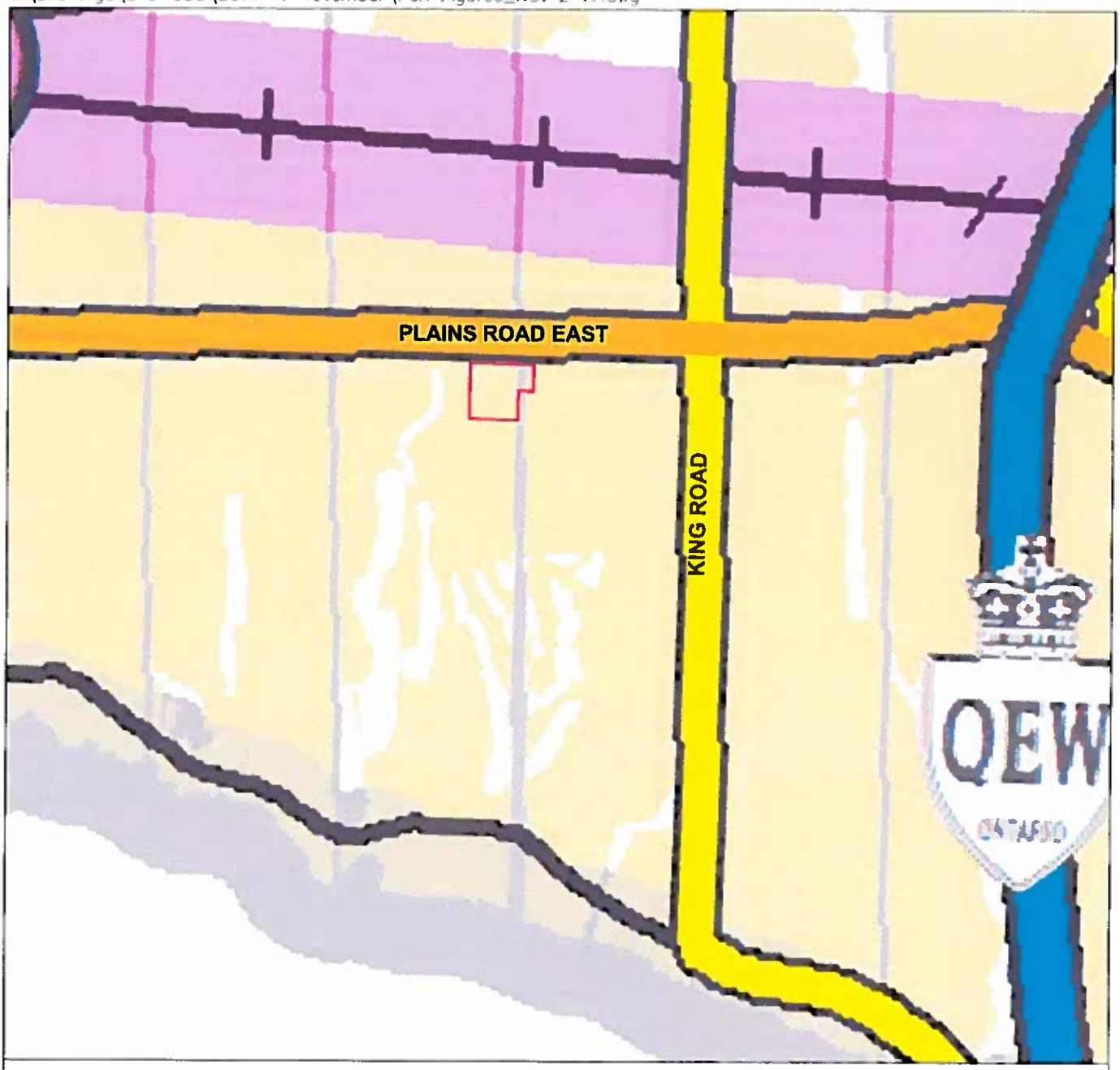
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Urban Growth Centre
Mobility Hub
Major Transit Station
Proposed Major Transit Station
Airport

Rail Line
Major Road
Lot and Concession Line
Municipal Boundary

Urban Area
Higher Order Transit Corridor
Commuter Rail Corridor
Proposed Commuter Rail Corridor

Provincial Highway
Major Arterial
Multi-Purpose Arterial
Minor Arterial
Provincial Freeway
Proposed Major Arterial
Proposed Minor Arterial

FIGURE 4

HALTON OFFICIAL PLAN

MAP 3 - FUNCTIONAL PLAN OF MAJOR TRANSPORTATION FACILITIES

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

SUBJECT PROPERTY

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4.3 Overview of Proposed Developments Conformity with Provincial and Regional Land Use Plans

The proposed development is consistent with the policies of the PPS and conforms to the policies of the Growth Plan and Region of Halton Official Plan.

It facilitates growth within a settlement area without the need to expand the City's built-boundary. It also advances the objectives of wisely managing growth by providing for intensification within the City's Urban Area and built-boundary without the need for additional land. A mix of one-bedroom units for new homeowners and those wishing to downsize, and two- and three-bedroom units for families is provided. The proposed development is therefore a compact development that contributes to the provision of a broader spectrum of housing types within the area while facilitating increased densities. Commercial uses are also proposed to meet the needs of residents. The integration of these commercial uses with the uses in the surrounding area means that convenient access will be provided to local stores and services for residents of all abilities.

The proposed development also conforms to the infrastructure polices of the Plans. As indicated in the Functional Servicing and Stormwater Management Report dated October 17, 2017, prepared by Urbantech Consulting, it will be serviced by municipal water, sanitary, and stormwater management services. Specifically, the report indicates that services will be provided in general accordance with the latest standards and criteria of the City of Burlington and Region of Halton. A Water Analysis dated September 2017, prepared by Municipal Engineering Solutions, also concludes that the available fire water flow meets or exceeds the required fire flow demands based on the proposed watermain configuration and report assumptions. The proposed development is therefore in accordance with the policies that promote intensification and redevelopment within settlement areas on existing municipal services.

The proposed development also makes efficient use of planned transit infrastructure by contributing to the achievement of transit supportive densities that will support local transit services along Plains Road East, which is designated as a Primary Bus Service route in the City of Burlington Official Plan. These services connect the subject lands to Aldershot GO station. The subject lands are also connected to a bike lane on Plains Road East and to bike lanes and bicycle priority streets on Townsend Road to the south. The connection of these modes, and their proximity to the subject lands, means that transit and active transportation are supported. A range of transportation options is also provided for residents. Reduced parking standards are proposed to encourage greater reliance on non-automobile forms of transportation. This will, in turn, contribute to the reduction of greenhouse gas emissions.

Issues of public health and safety were assessed through the completion of a Noise Feasibility Study and a Phase 1 Environmental Site Assessment prepared in support for the proposed development.

In this regard, the Noise Feasibility Study (the "Study") dated October 23, 2017, prepared by Valcoustics Canada Ltd. assessed road traffic on Plains Road East and rail traffic from the

Canadian National Railway (CN) Oakville Subdivision. The Study concluded that the applicable transportation noise source guideline limits can be met if air conditioning is provided for all residential units in apartment Buildings A and B, and townhouse Building J. Parapet sound barriers and exterior wall construction meeting minimum Sound Transmission Class ratings are also required in some instances. Exterior wall and window construction meeting the minimum non-acoustical requirements of the Ontario Building Code will be sufficient to meet the indoor noise criteria at all other dwellings. Final requirements must be checked when detailed building plans are available, as a condition for obtaining a building permit.

The Phase 1 Environmental Site Assessment (the "Assessment") dated July 5, 2017, prepared by WSP Canada Inc. was completed to determine if there were any real or potential environmental issues associated with the subject lands through the completion of a historical records review, site reconnaissance, and interviews. The Assessment concluded that there are Areas of Potential Environmental Concern (APECs) on the subject lands, and as a result, further investigation is recommended. Given the proposed change in land use, a Record of Site Condition (RSC) is required in accordance with O. Reg. 153/04 but cannot be filed until a Phase Two Environmental Site Assessment is completed.

4.4 Region of Halton Healthy Communities Guidelines

In accordance with Part IV of the Region's Official Plan titled Healthy Communities Policies, the Region of Halton has developed Heathy Community Guidelines to identify attributes of healthy communities and to provide direction on how to incorporate these attributes into a proposed development. Specifically, the Region's Healthy Community Guidelines encourage the promotion and inclusion of the following attributes in complete communities:

1. *Built Environment* – As outlined in the ROP policies, the Region promotes compact, mixed use development that is walkable and well connected to the community. To achieve this, a range of housing opportunities, choices and densities that support public transit are recommended. Elements of the built environment also include providing for attractive streetscapes and welcoming pedestrian environments.

   The proposed development offers a variety of residential and commercial uses at a higher density than the existing one and two-storey commercial buildings on the subject lands, as envisioned in the ROP. The proposed increase in density for this site also contributes to achieving transit supportive densities as the site is adjacent to existing transit routes on Plains Road East, which connect to Aldershot GO Station. Plains Road East is also designated as a Primary Bus Service route in the City of Burlington Official Plan.

   The proposed apartment buildings, which are oriented to and have the principal building façade and massing facing Plains Road East, will be set close to Plains Road East to define the street edge and contribute to the creation of an enhanced and interesting urban streetscape that is consistent with other existing residential and commercial developments along Plains Road East. Entrances to the apartment buildings and the retail commercial uses are provided along Plains Road East to create an active and animated streetscape. As indicated in the Urban Design Brief prepared for the application, enhanced landscaping consisting of street trees, ground cover, walkways, lighting and street furnishings is

proposed along Plains Road East. Existing boulevard trees along Plains Road East are to be preserved and protected, where possible, and enhanced with additional planting to create a constant lush green boulevard. A second row of ornamental trees is proposed in planters between the pedestrian sidewalk and the commercial entrances. This forms a second parallel walkway, which helps reduce congestion and provides refuge from the street.

The site is connected to Plains Road East via a sidewalk network within the subject lands that connects the proposed apartment and townhouse buildings to the municipal sidewalk. Walkways to the commercial units from Plains Road East will be distinguished by unit paving. The proposed three storey stacked back-to-back townhouses located internal to the site provide a pedestrian scaled walkable environment by providing front building facades and entrances facing the proposed private road. The system of private sidewalks connects the proposed development internally and to the adjacent neighbourhoods via the connection to Plains Road East. Large canopy deciduous trees and ornamental foundation plantings consisting of flowering shrubs, coniferous shrubs, and ornamental perennials/grasses are proposed.

Further discussion of the built environment can be found in the Urban Design Brief which is summarized in Section 5.0 – Technical Reports of this report.

2. *Mobility* – The Healthy Community Guidelines encourage a healthy community through physical activity, facilitating active transportation and transit, by providing access to services and amenities for vulnerable groups including the elderly and person with disabilities, providing safe, convenient, and accessible environments for walking and cycling, and providing connected street networks that are accessible to all modes of transportation.

   The proposed development provides a mix of residential and commercial uses in proximity to one another, and to the mix of uses in the surrounding area along Plains Road East. The proximity and mix of these uses means that convenient access is provided to a variety of uses for existing and future residents. This is particularly beneficial for the elderly and those with disabilities.

   The proposed development also provides transit supportive densities and is adjacent to existing bus routes on Plains Road East, which is designated a Primary Bus Service route in the City of Burlington Official Plan. It is connected to these routes via a sidewalk system that extends throughout the site and connects to Plains Road East. It is also adjacent to a bike lane on Plains Road East that connects to bike lanes and bicycle priority streets on Townsend Road through the surrounding road network.

3. *Natural Environment and Open Space* - This attribute ensures a healthy community through the preservation of the natural environment and the provision of a range of open spaces, parks, and recreational facilities.

   There are no natural heritage features on the subject lands. The significant trees along the properties lines adjacent to the residential uses, as well as other trees and landscaping

within the site and along Plains Road East, will be preserved where possible. Recreational and social opportunities are provided through the provision of indoor amenity space in the apartment buildings, outdoor amenity space on the apartment and townhouse rooftops, balconies, and in the townhouse at-grade rear yards. The subject lands are also in proximity to Kiwanis Park, Aldershot Arena and Maplehurst Park.

4. *Human Services* – The Healthy Community Guidelines also support the development of healthy communities by encouraging the co-location of social, cultural and recreational services that meet the needs of Halton's current and future residents.

   In this regard, the proposed development is situated near the Burlington Church of God, East Plains United Church, the Aldershot Branch of the Burlington Public Library, Maplehurst Public School, Maplehurst Park, Kiwanis Park and Aldershot Arena and thereby provides residential uses in proximity to social, cultural and recreational uses. Additional opportunities may also be provided through the proposed commercial uses.

5. *Sustainable Design* – Through the Healthy Community Guidelines and ROP policies, the Region emphasizes the importance of designing communities in a sustainable way. This includes encouraging implementing Low Impact Design Standards and designing communities to reduce water, waste and energy use.

   As indicated in the Functional Servicing and Stormwater Management Report, Low Impact Design measures including bioretention swales, soakaway pits/infiltration trenches, cistern storage/stormwater re-use for irrigation, and increased soil depth could potentially be implemented within perimeter landscaping subject to detailed design and geotechnical and hydrogeological support. The proposed development also promotes sustainability by ensuring that, where possible, existing trees on the subject site are maintained while also proposing additional trees and landscaping along the private condominium road surrounding the townhouses.

6. *The Economy* – One of the objectives of Healthy Community Guidelines is to ensure that the Region of Halton is developed as a complete community that balances jobs and housing choice.

   The proposed development provides both a range of housing choices that are available to the residents and commercial uses that provide employment opportunities. This assists in ensuring that residents can live and work within the area and the Region. The proposed development also supports the viability of existing business in the area by providing additional population in proximity to these uses.

7. *Community Food Supply* – This guideline encourages accessibility to healthy food and promotes locally grown food and farmers markets.

   The proposed development supports this guideline by providing additional population in proximity to food retail uses in the surrounding area.

   The proposed development satisfies the Healthy Community Guidelines.

4.5 City of Burlington Official Plan (Office Consolidation July 2015)

The City of Burlington Official Plan (the "BOP") contains principles, objectives and policies that are established primarily to manage and direct the physical development of the City having regard for relevant social, economic and environmental matters. These policies are used to guide decisions on land use, built form, transportation, infrastructure, the environment, and the way the City should grow. The BOP incorporates the planning policies of senior levels of government, such as the PPS, Growth Plan, and Region of Halton Official Plan.

Part I – Policy Framework outlines the guiding principles of the BOP. Changes that are encouraged to the future built form are summarized in Section 4.3 – The Future Built Form and Natural Environment. The applicable changes are:

i) the development of a greater diversity of housing types to meet the changing needs of the population;

ii) the development of a more self-contained city by encouraging a greater live-work relationship and supporting designation of lands for a wide variety of employment uses;

iii) the focusing of more intense land uses into specified mixed use centres and along certain roads; and

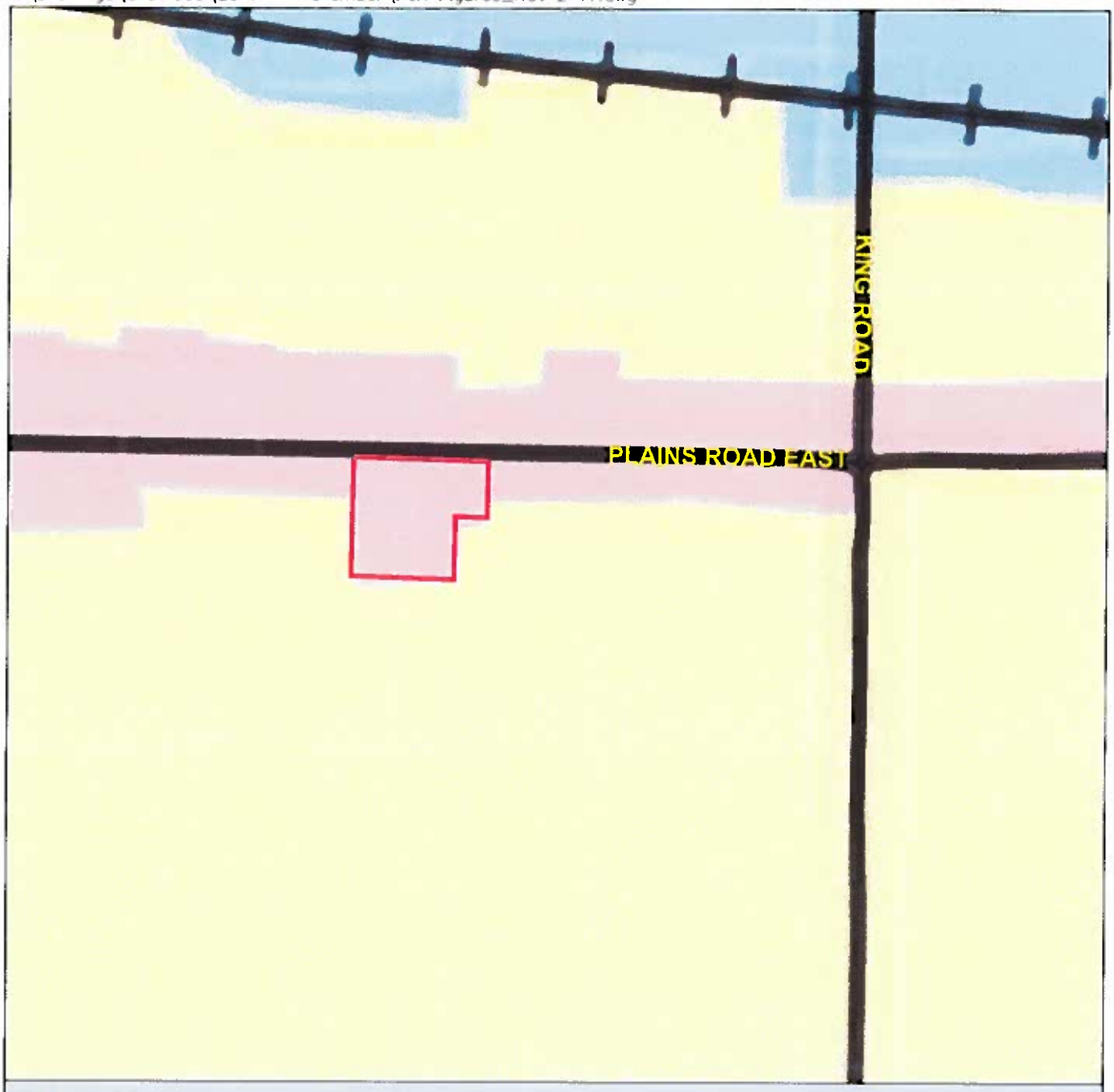
iv) a move towards a more balanced transportation system;

The BOP directs new population growth to under-utilized vacant parcels of land in existing communities, certain mixed-use corridors, and mixed use centres. New residential growth is mainly to be in the form of more compact housing, which assists in meeting the needs of the changing population shown by smaller households, an aging population, alternative family units, and a broader range of income levels. A broader mix of residential dwellings units in terms of size, type, cost and ownership are encouraged. Commercial development is allowed in Mixed Use Corridor locations, in addition to other areas.

Land use decisions are to be coordinated with transportation planning decisions so that higher density, mixed use and compact developments will be located where they can be well served by a safe, convenient and balanced transportation system. The development of an integrated transportation system consisting of roads, public transit, pedestrian walkways and sidewalks, and bikeways is also supported by the BOP.

The applicable land use policies are outlined in Part III of the BOP. As shown in Figure 5 – Schedule A Settlement Pattern, the subject lands are located within a "Mixed Use Activity Area". Section 5.0 indicates that these areas occur in linear and nodal forms and provide locations where employment, shopping and residential uses will be developed. These uses are to be integrated in a compact urban form, at higher development intensities and will be pedestrian-oriented and highly accessible by public transit. Schedule B – Comprehensive Land Use Plan – Urban Planning Area (see Figure 6) designates the subject lands "Mixed Use Corridor – General".

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Legend

- Residential Areas
- Employment Lands
- Major Retail Areas
- Mixed Use Activity Areas
- Natural Features/Open Space
- Rural Lands
- Rural Settlement Area
- North Aldershot Planning Area
- Urban Planning Area Boundary

FIGURE 5

BURLINGTON OFFICIAL PLAN

SCHEDULE A - SETTLEMENT PATTERN

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

SUBJECT PROPERTY

Scale NTS
November 2, 2017

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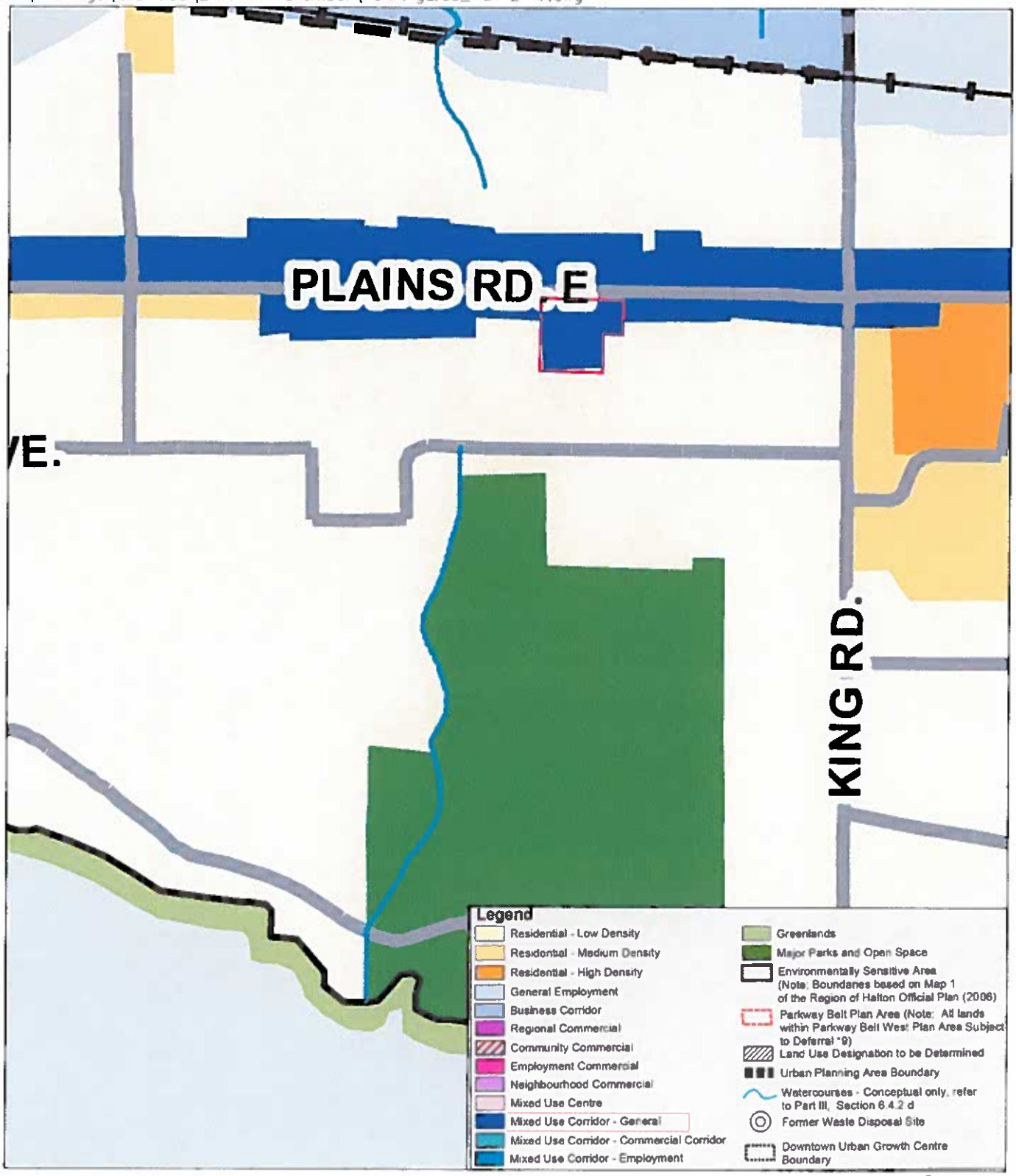


FIGURE 6

BURLINGTON OFFICIAL PLAN

SCHEDULE B - COMPREHENSIVE LAND USE PLAN - URBAN PLANNING AREA

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

SUBJECT PROPERTY

Scale NTS

November 2, 2017

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The following principles and objectives apply to these areas:

5.1 Principles

a) Mixed Use Activity Areas provide alternatives to low density, suburban development and encourage the efficient use of physical resources and municipal services; and

c) Mixed Use Activity Areas address the demand for higher intensity employment, shopping and residential areas within the City.

5.2 General

5.2.1 Objectives

a) To encourage comprehensively planned mixed use employment, shopping and residential areas that provide for the integration of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space in a compact urban form, while retaining compatibility with nearby land uses; and

b) To ensure Mixed Use Activity Areas are developed in a compact urban form, are pedestrian-oriented and highly accessible by public transit, and foster community interaction.

To support these objectives, the BOP contains general policies which indicate that the design and development of "Mixed Use Activity Areas" shall be characterized by a compact form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development. The following general policies apply to the proposed development:

5.2.2 Policies

d) The design and development of Mixed Use Activity Areas shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development;

i) It is the general intent of this Plan that Mixed Use Activity Areas shall be subject to a high quality of urban design;

j) In order to balance pedestrian and vehicular movements in a safe and efficient manner, various approaches may be considered, including shared parking facilities in central locations, and/or on-street parking where deemed appropriate by detailed studies;

k) 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; and

l) The City may consider the use of reduced parking standards in Mixed Use Activity Areas in order to encourage greater reliance on non-automobile forms of transportation.

In addition to the general principles, objectives and, policies for "Mixed Use Activity Areas", the BOP also contains objectives and policies for "Mixed Use Corridors". The following policies apply to the proposed development:

5.3.1 Objectives

a) To provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use developments with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses;

b) To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development, including land in the vicinity of a major transit station area, such as a GO Transit station, in a compact urban form, while retaining compatibility with nearby land uses; and

c) To permit mixed use developments on individual sites where various combinations of residential, retail, office and other uses are located, or on different sites where residential, retail, office and other uses are located next to one another.

5.3.2 General Policies

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

(i) a wide range of retail, service commercial and personal service uses; financial institutions and services; a broad range of office uses; entertainment, recreation and other community facilities such as day care centres; and small scale motor vehicle dealerships;

(ii) high density residential uses and a full range of office uses. Townhouses may only be permitted as a component of an overall development of mixed residential or residential/commercial building forms, where the townhouse portion of the mixed development does not abut the multi-purpose arterial or major arterial road and where the development of the townhouse component does not compromise the long-term objectives for the

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

b) *Mixed Use Corridor lands are intended to provide for the day-to-day and weekly shopping needs of residents within and in close proximity to the Corridor;*

c) *Retail and service commercial uses are to be located at street level in office or residential buildings;*

d) *Zoning By-law regulations affecting Mixed Use Corridors shall be based on the following factors:*

(i) *the maximum floor area ratio of development at any site shall be 1.5:1. City Council may consider a higher floor area ratio in conjunction with a site-specific rezoning or variance application, subject to the consideration of various factors such as adequacy of services and infrastructure and the provision of compatibility with adjacent uses through measures such as terracing, a high quality of building design, landscaping and streetscaping, and the provision of underground parking;*

(ii) *the minimum building height shall be two storeys and the maximum building height shall be six storeys. Where required to ensure compatibility, four to six storey buildings may be required to be terraced back from adjacent residential areas and/or the street;*

(iii) *the implementing zoning by-law shall identify a minimum portion of all buildings abutting the corridor street to be located in close proximity to the corridor street. These setbacks may be modified for specific corridors following the completion of Council approved Corridor studies;*

(iv) *all buildings shall be required to have a building entrance from the building façade closest to the corridor street; and*

(v) *off-street parking needs may be reduced for sites with transit supportive designs or shared parking arrangements.*

g) *The design and development of Mixed Use Corridors shall ensure compatibility between the Mixed Use Corridor uses and adjacent land uses, particularly residential uses. The following factors shall be considered in reviewing proposals for new and/or expanding Mixed Use Corridor uses:*

(i) *buildings should be located so as to be in proximity to the street, to provide a sense of human comfort and pedestrian scale and interest, and should be in close proximity to transit services;*

(ii) the site plan includes features that integrate the development with surrounding uses;

(iii) the site plan promotes safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses and to and from transit stops;

(iv) the number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize the impact on local streets; (v) wherever possible, off-street parking should be located in the side and rear yards and away from adjacent residential uses. Off-street parking areas, loading areas and service areas shall be screened and landscaped and located to minimize adverse impacts on adjacent residential uses;

(vi) the site plan promotes public safety;

(vii) outdoor storage areas shall be fenced and/or screened; and

(viii) lighting is directed to minimize impacts on adjacent residential uses.

h) Transit-supportive and pedestrian-oriented urban design shall be required in the development of Mixed Use Corridor sites;

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

(i) buildings should be oriented to the street and transit services, and buildings should be located so as to be in proximity to, and face the street, to provide a sense of human comfort and pedestrian scale and interest;

(ii) safe and convenient access shall be provided for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities; and

(iii) roads shall be designed for automobile use, efficient transit service as well as pedestrian and bicycle travel.

k) Retail, service commercial and other pedestrian-oriented use shall be encouraged at the street level; and

l) Infilling of existing, linear Mixed Use Corridors shall be encouraged rather than the designation of new areas.

4.5.1 Proposed Amendment to the City of Burlington Official Plan (Office Consolidation, July 2015)

The BOP permits high density residential uses and commercial uses to a maximum floor area ratio of 1.5:1 and a maximum building height of six storeys. Part VIII – Definitions defines high density residential uses as housing uses with a density range between 51 and 185 units per net hectare (21 and 75 units per net acre).

As outlined in the Development Proposal section of this report, the proposed development contemplates a floor area ratio of 2.14:1, a net residential density of 216 units per net hectare (87 units per net acre), and a maximum building height of eight storeys. Except for these provisions, the proposed development conforms to the functional policies and land use policies for the Urban Planning Area, for the reasons outlined below. An Official Plan amendment from "Mixed Use Corridor – General" to Mixed Use Corridor – General Site Specific Policy" is required to allow an increased floor area ratio, a higher density, and a taller building height.

The proposed development represents residential intensification in the Urban Planning Area and directs growth to an underutilized parcel of land that is located on a mixed-use corridor where employment, shopping, and residential uses are to be provided at higher development intensities. It is compact and provides increased densities and a greater diversity and mix of compatible housing types by introducing a different form of townhouse dwelling unit, as well as additional apartment dwelling units. Commercial uses at street level on the ground floor of the proposed apartment buildings are proposed to provide a mix of uses as envisioned in the BOP. A more intense use of lands along a designated mixed-use corridor is therefore provided.

The proposed uses and density are supportive of transit and provide opportunities for the convenient use of the intra and inter-regional transit system. In addition, the location of the subject lands adjacent to a Primary Bus Route on Plains Road East that connects to Aldershot GO Station, and bike lanes/bicycle priority streets on Plains Road East and in the surrounding area, support the provision of a balanced transportation system consisting of roads, public transit, cycling, and walking opportunities. The proposed development is therefore well integrated with the surrounding community.

The proposed amendment is also consistent with Section 5.3.2d) (i) of the BOP, which indicates that Council may consider higher floor area ratios in conjunction with a site specific application subject to the consideration of several factors such as the adequacy of services and infrastructure, high quality building design, landscaping and streetscaping, and the provision of underground parking.

The proposed development will also be adequately serviced by existing water, sanitary and stormwater management services. As indicated in Section 4.3 of this report, this is confirmed by the Functional Servicing and Stormwater Management report prepared by Urbantech Consulting and the Water Analysis prepared by Municipal Engineering Solutions.

As indicated in the Urban Design Brief prepared by Kirkor Architects and Planners, the proposed development is envisioned to be an attractive, cohesive, pedestrian scaled residential community with high quality landscape and architectural treatments that will fit harmoniously

within the existing character of the community to create a vibrant development. Design initiatives to reduce the height and massing through the use setbacks, stepping of the façade, and minimizing shadow impacts have been used to mitigate the height and mass of the proposed development. The proposed design will enhance the Plains Road East frontage and provide an active streetscape with the addition of mixed housing types and a commercial edge that will enhance the urban environment.

Specifically, the development proposes the tallest buildings and largest massing in proximity to the municipal street. The principal building façades contain commercial uses at-grade with the apartment building and commercial unit entrances facing the street. Convenient access to transit services is therefore provided. The remainder of the site is well connected to Plains Road East via an internal private sidewalk network that provides convenient barrier free travel within the site, and to adjacent uses and transit. Vehicle access is limited to one full moves signalized access to Plains Road East to minimize disruptions to traffic flow.

Compatibility is achieved by locating the three-storey townhouses beside most of the adjacent single-detached dwellings to minimize impacts from the apartment buildings on the adjacent uses. Increased building setbacks, reduced building heights through the stepping of the buildings, and the retention of existing significant trees along the property line are proposed to achieve compatibility and will result in limited sight lines into the adjacent residential properties, as illustrated in Site Bldg Section and Roof Top Siteline Plan RZ-09 prepared by Kirkor Architects and Planners. The proposed massing minimizes the casting of shadow onto the surrounding properties and the proposed townhouses. Off-street parking is largely provided underground with 421 of the 464 provided parking spaces (91%) located in an underground parking structure that is accessed from within the site thereby screening it from view from the street. Trees and shrubs will be located adjacent to this entrance to further screen it from view. Surface parking is provided internal to the site where it is largely screened from view by the proposed apartment buildings. Loading is located at the south-west side of Building A and is enclosed within the building so that it is not visible from the adjacent properties or street.

In summary, the applicable land use policies contained in the City's Official Plan are centred around directing appropriate intensification to areas within the City's built boundary, promoting the compatibility of proposed development with existing surrounding uses, efficiently using services and infrastructure, and achieving sustainable and attractive communities. The proposed development contributes to this vision by providing an intensification opportunity on currently underutilized land within the City's built boundary on a designated mixed-use corridor.

Because of this intensification opportunity, the proposed development contributes to achieving a sustainable community by contemplating transit supportive densities, preserving existing trees where possible, and ensuring new trees are planted along the streetscapes adjacent to and within the development. Finally, the proposed development achieves compatibility with the surrounding residential neighbourhood by proposing appropriate building heights and setbacks. Landscaping that buffers and screens the subject lands from the existing low density residential neighbourhood to the west, east and south is also provided. Technical studies that support this development proposal are summarized in Section 5.0 - Technical Reports of this Report.

The Official Plan Amendment is provided in Appendix I of this report.

4.6 The Plains Road Corridor Urban Design Guidelines

The Plains Road Corridor Urban Design Guidelines (The "Guidelines") include recommendations for private sector redevelopment proposals adjacent to the road corridor. The Guidelines recognize that the corridor does not have a common character along its length and divide it into Districts and Nodes.

The Guidelines are presented in three sections that address: General Streetscape Guidelines for all planned changes within the publicly-owned right-of-way; District Guidelines that provide more detailed and specific direction for each of the districts along the road; and Site Planning and Built Form Guidelines to encourage compatible redevelopment projects and more pedestrian-oriented mixed uses in appropriate locations. The subject lands are in the Maplehurst District and form part of the Maplehurst Node.

Preferred approaches to development and redevelopment are set out in the Guidelines. They are not prescriptive and recognize that all elements may not be achieved for reasons such as cost, functional considerations, and overriding legislation.

The Urban Design Brief dated October 30, 2017, prepared by Kirkor Architects and Planners (the "Brief") responds to the Guidelines and explains how they are satisfied. The following summarizes the key urban design elements of the Brief.

- The proposed development is envisioned to be an attractive, cohesive, pedestrian scaled community;
- High quality landscape and architectural treatments will harmonize with the existing character of the community to create a vibrant development;
- The primary building facades are oriented to Plains Road East and are located close to the municipal street. The facades have tall windows lined in a colonnade framed by pilasters. The main entrances to the apartment buildings lobbies are defined by pilasters and windows with a greater height;
- The apartment building entrances are located at the corner of each building and face Plains Road East so that they are easily seen from the street and sidewalk. They are highlighted with feature landscape elements such as decorative paving, planting and lighting;
- The commercial façade has separate building entrances facing the street and provides lighting along the façade to ensure a friendly and safe walkway for pedestrians. A secondary walkway that runs parallel to the municipal sidewalk provides the main access to the commercial uses. Pedestrian walkways are separated by curbs and have different paving;
- The proposed building massing and height minimize the shadow casting from the buildings onto the surrounding properties and the proposed townhouses;
- Existing mature trees along Plains Road East and within the site are protected and preserved, where possible. These are enhanced with landscaping treatment consisting of trees, ground cover such as shrubs and ornamental plantings, walkways, lighting, street furnishings, and decorative unit paving and fencing;
- Lighting is provided to ensure pedestrian safety. Freestanding lights have electrical outlets and poles to accommodate banners for future events and celebrations by the City or neighbourhood;

- Parking for residents and visitors is largely provided underground via an access from the inner courtyard of the proposed development that will be screened from view. Surface parking for visitors and commercial customers is located internal to the site and is screened from view from the street by the proposed apartment buildings. Lay-by parking along Plains Road East, that is connected to the commercial uses by paved walkways, is also provided. Landscaping and/or paving clearly defines the parking spots;
- Building signage is in conformity with the Guidelines and is consistent to achieve uniformity in design;
- Loading is located at the south-west side of Building A and is enclosed within the building away from public view. The garbage entrance is accessible via an interior street loop that is obstructed from view by shrubs and trees. The doors are recessed from the façade to minimize their visual impact;
- Private tenant patios are screened with ornamental planting and decorative metal fencing;
- The internal streetscape includes large canopy deciduous trees planted at regular intervals. Ornamental foundation plantings are provided at the entrances and end units flanking the private condominium roads. Plantings shall consist of ornamental flowering shrubs, coniferous shrubs and ornamental grasses and perennials; and
- The rear-yard condition for the ground-level units shall include wood privacy screens, concreate patios, shade trees and sod.

The proposed development will fit harmoniously within the existing Plains Road Neighborhood. The proposed design will enhance the Plains Road East frontage and provide an active streetscape with the addition of mixed housing types and a commercial edge that will enhance the urban environment, and the shelter and comfort of the pedestrian realm. Design initiatives to reduce height and mass using setbacks, stepping of the building façade, and the minimization of shadow impacts will mitigate the height and mass of the proposed development and result in limited sight lines into the adjacent residential properties.

4.7 Draft City of Burlington Official Plan (April 2017)

The City of Burlington is in the process of reviewing its Official Plan. The process began in 2011 and resulted in the release of a draft Burlington Official Plan (DBOP) in April 2017.

Schedule A of the DBOP indicates that the subject lands are within the Urban Area. This area represents lands where forecasted population and employment growth are to be accommodated. Within the Urban Area, municipal water and/or wastewater are to be provided to accommodate concentrations of existing and future development.

Figure 7 – Schedule B – Urban Structure indicates that the subject lands are within a "Mixed Use Node and Intensification Corridor". The Mixed-Use Intensification Areas policies applicable to the proposed development indicate that:

2.3.1 MIXED USE INTENSIFICATION AREAS

a) Lands identified as Mixed Use Intensification Areas provide locations

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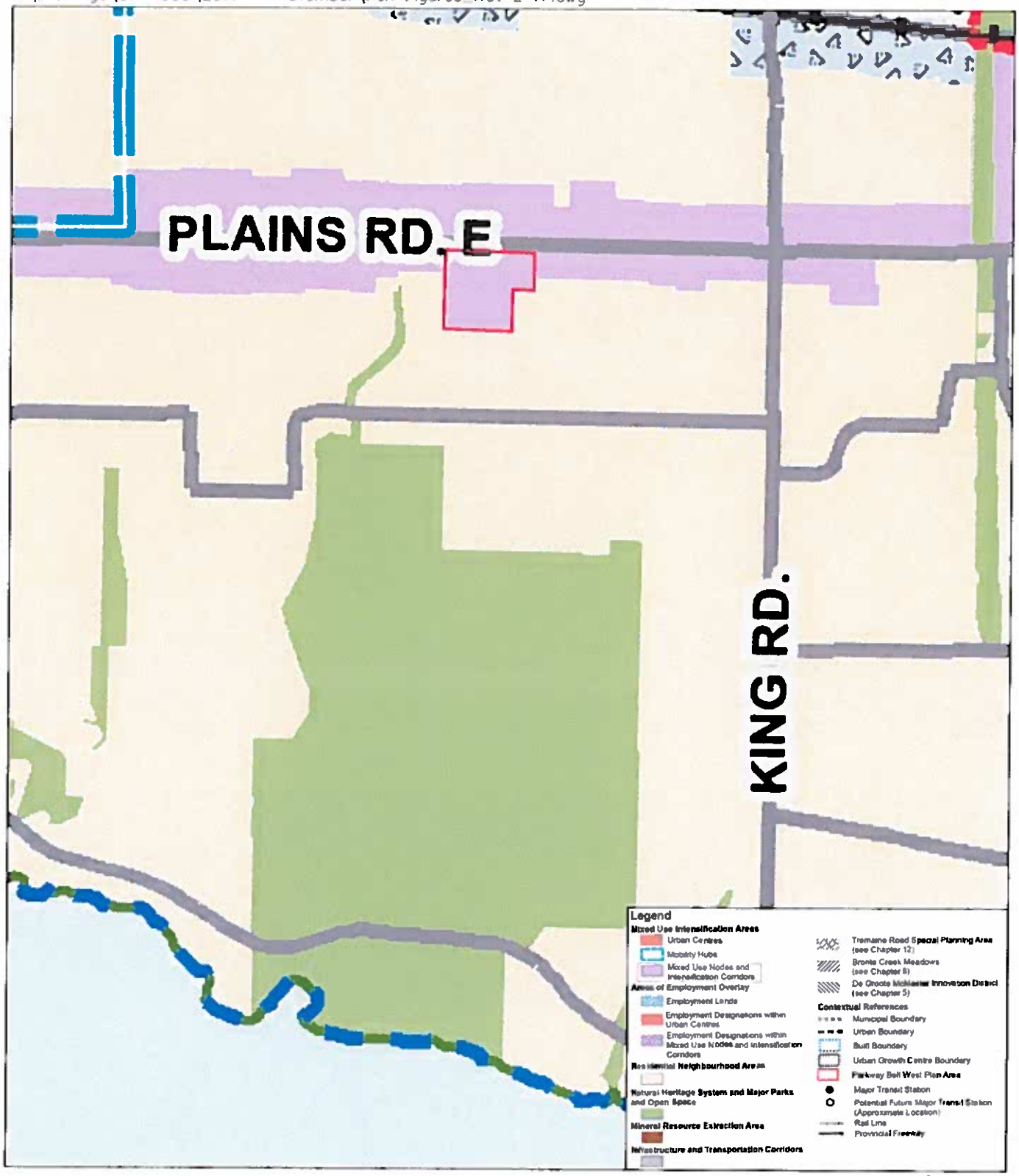


FIGURE 7

BURLINGTON OFFICIAL PLAN

SCHEDULE B - URBAN STRUCTURE DRAFT

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

SUBJECT PROPERTY

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November 2, 2017

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where a range and intensity of employment, shopping, public service facilities, residential uses and complementary uses such as open space, institutional, and cultural uses will be developed with transit supportive densities in compact urban form. Mixed Use Intensification Areas will offer substantial development opportunities and represent a key element in this Plan's strategy to accommodate and direct growth in the City over the planning horizon and beyond;

b) Mixed Use Intensification Areas will occur in either linear or nodal forms at different levels of intensity and accommodating a wide, or in some cases, a limited range of uses in accordance with the underlying land use designations; and

c) Mixed Use Intensification Areas are organized in a hierarchy which includes the City's urban centres, mobility hubs, and mixed use nodes and intensification corridors. This hierarchy reinforces that while all areas are considered part of the intensification areas each has an important and distinct role.

The "Mixed Use Node and Intensification Corridors" policies applicable to the proposed development indicate that:

l) Lands identified as Intensification Corridors consist of areas of street oriented uses which incorporate a mix of retail, employment and residential uses, developed at overall greater densities, serving as important transportation routes along higher order transit corridors and selected arterial streets; and

m) Mixed Use Nodes and Intensification Corridors will be the focus of reurbanization. These areas vary widely and will be guided by the underlying land use designations of this Plan. Some areas will be planned to evolve with higher residential densities and a full mix of uses, while others may permit a more limited employment-oriented range of permitted uses, both designed to achieve their planned function. These areas will support the frequent transit network and provide focal points of activity and a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design enhancing the opportunities for the location of public service facilities and institutional uses.

Figure 8 - Schedule B-1 – Growth Framework indicates that the lands are also within a "Secondary Growth Area". The policies for Secondary Growth Areas applicable to the proposed development are:

2.4.2.2 SECONDARY GROWTH AREAS

a) Secondary Growth Areas:
(i) are areas identified in the Urban Structure within the Mixed Use

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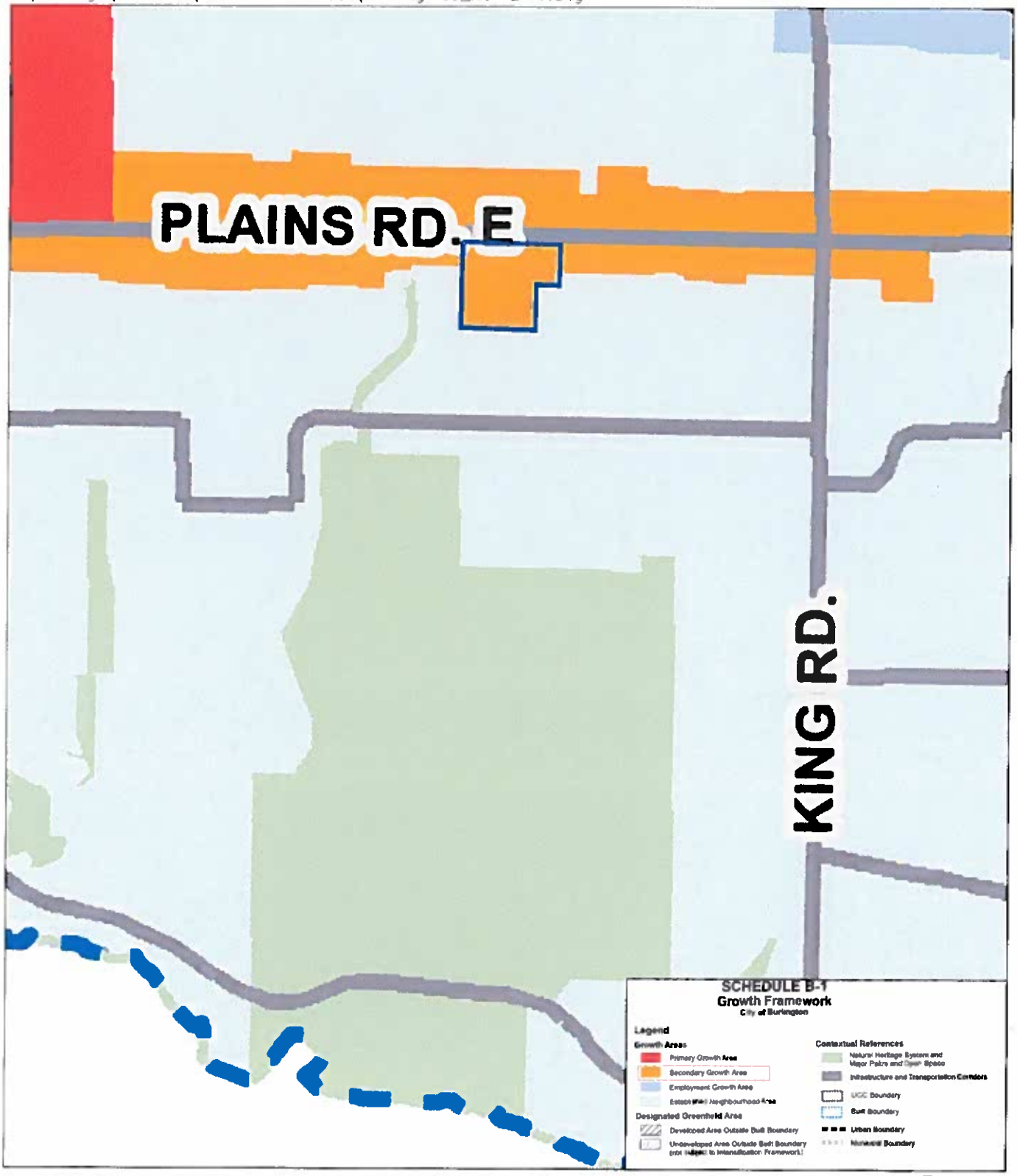


FIGURE 8

BURLINGTON OFFICIAL PLAN

SCHEDULE B1 - GROWTH FRAMEWORK

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484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

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Intensification Areas and consist of the lands located with Mixed Use Nodes and Intensification Corridors, with some exceptions, as well as select vacant residential sites located immediately adjacent to an Arterial or Multi-Purpose Arterial Street as identified on Schedule B-1, Growth Framework, of this Plan;

(ii) shall accommodate growth within the existing capacity of the current land use designations of this Plan;

(iii) are areas expected to transition over the planning horizon and beyond and will not result in a significant relocation of planned growth outside of the Primary Growth Areas;

(iv) shall be limited to a maximum of mid-rise building form, unless otherwise permitted by the existing underlying land use designation; and

(v) where applicable, shall support the justified frequent transit network and accommodate development that is compact, mixed use and pedestrian oriented in nature.

b) Within the Secondary Growth Area, any Official Plan Amendments for increased height and or density/intensity beyond that which is currently permitted in the underlying land use designation shall be discouraged. Where such an amendment is submitted it shall be subject to the policies of Subsection 2.5, Development Criteria, of this Plan in addition to the fulfillment of the following criteria:

(i) the increased height, and or density/intensity will not significantly increase the density beyond the existing permissions; and

(ii) using the best information available, the increased density can be accommodated without requiring upgrades to capacity of existing infrastructure or public service facilities, and will not redirect investment required to support the Primary Growth Area.

The applicable policies of Subsection 2.5 are:

2.5 DEVELOPMENT CRITERIA

For the most part, future development in the City will be built on re-development and infill sites. In considering all development applications, the City will ensure that development, re-development and infill respect and reflect the existing pattern and character of adjacent development, by satisfying the criteria outlined in this section of the Plan, in addition to the underlying land use designations.

2.5.1 OBJECTIVES

a) To ensure development, re-development and infill are compatible with the built form and land use of the surrounding area;

b) To ensure that development, re-development and infill achieve urban design excellence and contribute to the development of a high quality public realm;

c) To establish criteria for evaluating development applications including additional criteria to be applied to Zoning By-law amendments and Official Plan Amendments for increases to height and or density/intensity; and

d) To ensure that appropriate technical analysis is undertaken.

2.5.2 POLICIES

a) The following criteria shall be satisfied when evaluating development, redevelopment or infill proposals:

(i) compatibility with existing surrounding buildings, as well as the surrounding land use designations, is achieved;

(ii) the development achieves high quality of urban design and is consistent with the policies contained in Chapter 7, Design Excellence, of this Plan;

(iii) trees are preserved and protected, consistent with the policies contained in Section 4.3, Urban Forestry, of this Plan;

(iv) capability exists to provide adequate buffering and other measures to minimize any identified impacts to an acceptable level;

(vii) for residential uses, public service facilities and other neighbourhood conveniences, such as community centres, recreation, neighbourhood shopping centres and healthcare are located within walking distance or accessible by transit;

(viii) consistency with the land use compatibility policies contained in Section 4.6, Land Use Compatibility, of this Plan;

(ix) potential unacceptable impacts on the municipal transportation system are mitigated wherever possible with regard to transportation flow and capacity;

(x) sufficient off-street parking and transportation demand management measures are provided;

(xi) cultural heritage resources are protected; and

(xii) the provision of stormwater management in accordance with the policies of Subsection 4.4.3 q) of this Plan.

b) The following additional criteria shall be satisfied when considering a Zoning By-law Amendment or an Official Plan Amendment related to height, and or density/intensity:

(i) the proposal maintains the land use vision of this plan and the intent of the Urban Structure element within which the proposed development is located;

(ii) adequate infrastructure and public service facilities are available to accommodate the increased demands, including, but not limited to such services as water, wastewater, stormwater, school accommodation and parklands;

(iii) the proposal is in close proximity to existing or planned transit facilities including the justified frequent transit network, higher order transit, bus routes and/or transit shelters; and

(iv) the proposal complements and connects with the public realm;

c) Proposals for residential intensification in the form of non-ground oriented buildings shall be permitted only at the periphery of existing neighbourhoods and only where:

(i) the subject property is abutting, and has direct vehicular access to, a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue or Main Street as defined in Schedule P-1, Classification of Transportation Facilities – Urban Area, of this Plan.

The applicable land use compatibility policies of Section 4.6 are:

4.6 LAND USE COMPATIBILITY

The Province provides legislation to regulate the emissions from transportation, industrial and other stationary sources to mitigate adverse effects on sensitive land uses, such as residential and institutional uses. Employment uses are also protected from the encroachment of sensitive land uses. Emissions could include noise, vibration, dust, odour and air pollution. The policies in this section require the evaluation of these adverse effects in land use planning decisions.

4.6.1 OBJECTIVES

a) To mitigate adverse effects to sensitive land uses from human-made hazards and environmental land use compatibility concerns such as noise, vibration,

odour and dust.

4.6.2 POLICIES

a) Exposure of residential and other land uses sensitive to vibration, noise, dust, odours or other effects caused by transportation, stationary, or industrial facilities, and likewise, the encroachment of sensitive land uses on these facilities, shall be avoided or mitigated through the use of separation distances, the placement of non-sensitive land uses in buffer areas, and/or other means and mitigation measures;

b) Proponents may be required to submit studies and undertake necessary mitigating actions to mitigate adverse effects to the satisfaction of the City and the Region. Provincial guidelines and Regional Land Use Compatibility and Air Quality Guidelines shall be referred to for direction in land use planning decisions; and

c) Where noise abatement is required along roads, design features such as the orientation of buildings, vegetative buffers and other innovative methods shall be preferred over the use of acoustical walls. The Region of Halton's Noise Abatement Guidelines shall be referred to.

Figure 9 – Schedule B-2 – Growth Framework and Frequent Transit Network indicates that Plains Road East is a "Justified Frequent Transit Network" and a "Primary Mobility Hub Connector".

A "Justified Frequent Transit Network" is defined as a priority component of the City-wide transit network. Transit service on the frequent transit network runs every 15 minutes, typically seven days per week during the day and early evening, with variations on service depending on local conditions with existing and/or planned land uses, and street design conditions to enable a viable service. A "Primary Mobility Hub Connector" is a major street that can provide direct connections between mobility hub areas, as well as being a strong pedestrian destination on its own.

Figure 10 – Schedule C – Land Use Urban Area indicates that the subject lands are designated "Urban Corridor" within the "Mixed Use Nodes and Intensification Corridor" category. These lands provide locations where mixed employment, commercial and residential uses shall be developed and integrated in a compact urban form and at higher development intensities, encouraging the efficient use of physical resources and municipal infrastructure.

The applicable general objectives and policies for an "Urban Corridor" are:

8.1.3.1.1 OBJECTIVES

b) To ensure Mixed Use Nodes and Intensification Corridors are developed in a compact urban form, are pedestrian-oriented and

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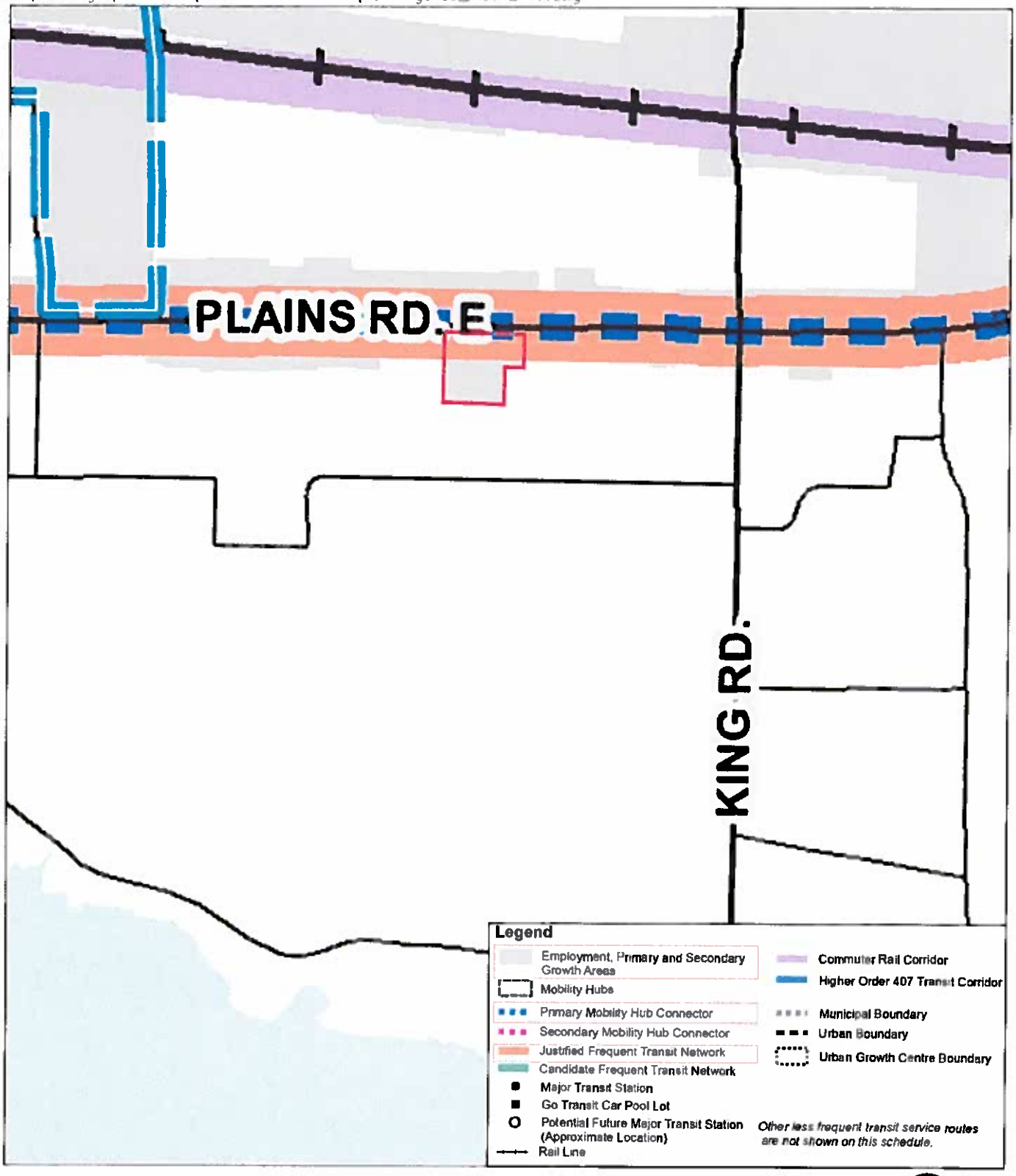


FIGURE 9

BURLINGTON OFFICIAL PLAN

SCHEDULE B2 - GROWTH FRAMEWORK AND FREQUENT TRANSIT NETWORK DRAFT

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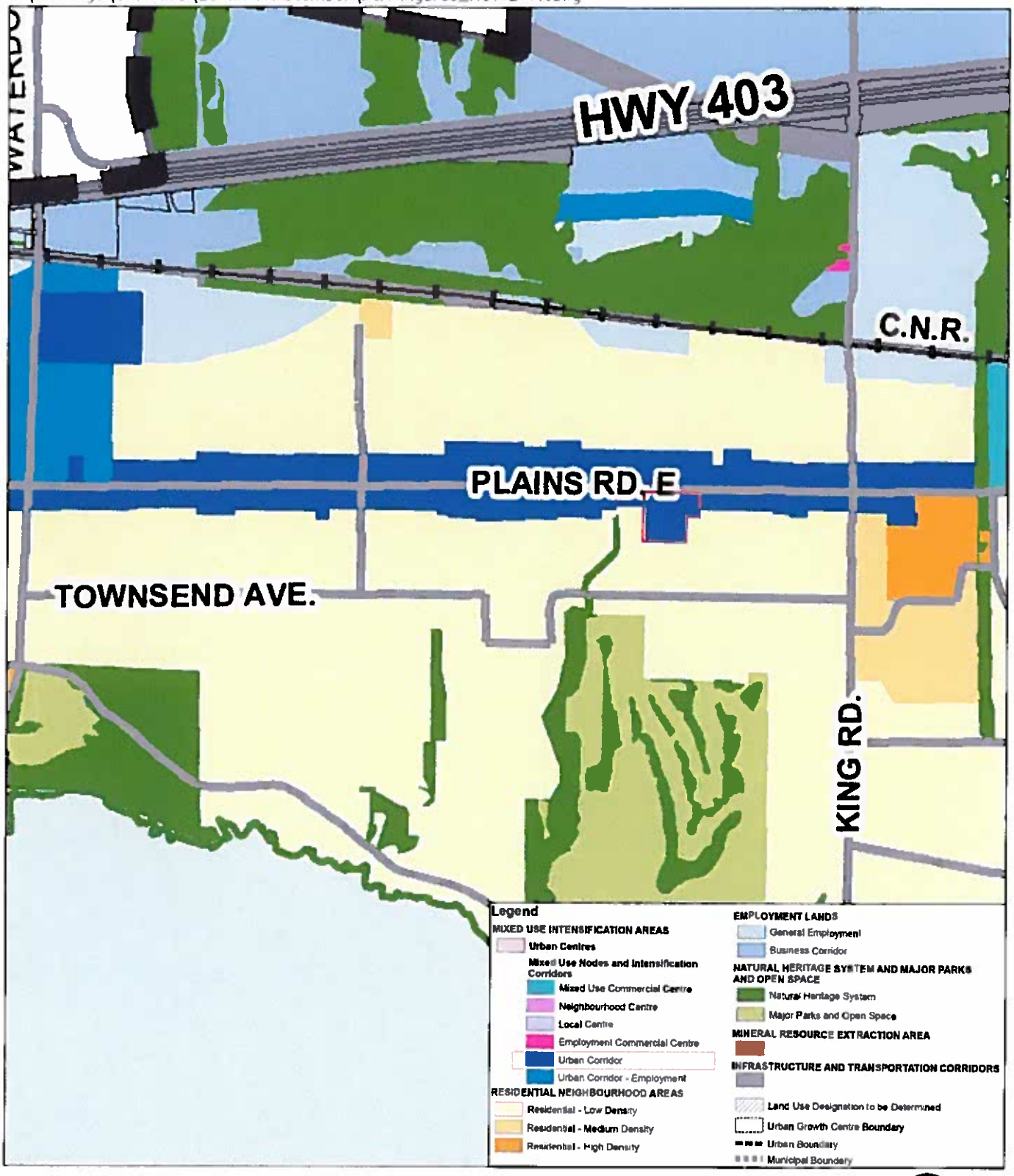


FIGURE 10

BURLINGTON OFFICIAL PLAN

SCHEDULE C - LAND USE URBAN AREA

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highly accessible by public transit, and foster community interaction;

d) To ensure the proper integration of Mixed Use Nodes and Intensification Corridors with surrounding neighbourhoods;

e) To promote a high level of urban design treatment in Mixed Use Nodes and Intensification Corridors to create attractive pedestrian environments and great places to shop, live and work;

g) To provide amenities and services closer to where people live, with the objective of creating complete communities;

h) To ensure that development caters to the pedestrian by creating active and engaging spaces at-grade;

j) To ensure that the uses, density, form, massing, height and spacing of developments are compatible with adjacent land uses and the surrounding area;

k) To ensure the layout and design of buildings contributes to create a distinct identity and have a role in defining the street edge and open spaces; and

l) To encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and to maximize personal safety.

8.1.3.1.2 GENERAL POLICIES

f) Lands designated as Urban Corridor on Schedule C, Land Use – Urban Area, shall be subject to the additional policies contained in Subsection 8.1.3.6 of this Plan;

g) Lands designated as Urban Corridor - Employment on Schedule C, Land Use – Urban Area, shall be subject to the additional policies contained in Subsection 8.1.3.7 of this Plan;

h) The design and development of Mixed Use Nodes and Intensification Corridors shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian orientation, greater accessibility to public transit and higher intensity development;

j) Mixed Use Nodes and Intensification Corridors shall be priority locations for:

(vi) preparation of comprehensive traffic and parking studies and strategies; and

(vii) provision of higher levels of transit service compared with other areas of the City;

m) The City shall ensure the proper integration of Mixed Use Nodes and Intensification Corridors 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;

p) All development proposals shall be evaluated on the basis of the objectives and policies of Section 2.5, Development Criteria, of this Plan;

v) The design and development of any Mixed Use Nodes and Intensification Corridor shall promote a transit-supportive and pedestrian-oriented environment and shall ensure compatibility between the Node or Corridor and adjacent land uses, particularly residential. The following site design and development factors shall be considered in reviewing any new and/or expanding Node or Corridor proposals:

(i) buildings shall be sited generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and should be in close proximity to the street and transit services;

(ii) with the exception of the Mixed Use-Commercial Centre and Employment Commercial Centre designations, primary public entrances for each use located at grade shall be oriented towards a public right-of-way and located immediately adjacent to a public right-of-way, except where a publicly accessible open space is provided between the building and the public right-of-way;

(iii) the site plan promotes safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, and to and from transit stops;

(iv) the proposal provides appropriate transitions in form and intensity of uses to adjacent land uses, particularly residential;

(v) the site plan promotes public safety;

(vi) the site plan incorporates pedestrian pathways from parking areas to building entrances;

(vii) the number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize the impacts on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;

(viii) off-street parking shall be located in the side and/or rear yards, away from the street edge and shall be encouraged in parking structures;

(ix) off-street parking shall be located away from adjacent residential uses and away from the street edge and shall not abut an intersection;

(x) off-street parking areas, loading areas and service areas shall be screened and landscaped;

(xi) loading areas and service areas are located to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential areas and adjoining streets;

(xii) lighting shall be directed to minimize impacts on residential uses located on or adjacent to the site;

(xiii) outdoor storage areas shall be fenced and/or screened; and

(xiv) the proposal is consistent with the policies contained in Chapter 7, Design Excellence, of this Plan.

w) Notwithstanding Subsection 8.1.3.1.2 u) (viii) of this Plan, off-street parking will be encouraged in the side and/or rear yards, and/or in parking structures in Mixed Use Commercial Centre and Employment Commercial Centre lands.

The specific "Urban Corridor" designation objectives and policies are outlined in Section 8.1.3.6 of the DBOP. The objectives indicate that these areas are to have a concentration of mixed uses with residential, retail, service commercial, office, entertainment, public service facilities and institutional uses, and open space uses, located along key Major Arterial or Multi-Purpose Arterial Streets. The objectives and policies applicable to the subject lands are:

8.1.3.6 URBAN CORRIDOR DESIGNATION

8.1.3.6.1 OBJECTIVES

a) To encourage development along key Major Arterial or Multi-Purpose Arterial Streets that shall serve as areas of concentration for mixed use development with residential, retail, service commercial, office, entertainment, public service facilities and institutional uses, and open space use;

c) To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact urban form, while retaining compatibility with nearby land uses;

d) To permit mixed use development on individual sites where various combinations of residential, retail, service commercial, office and other uses are located, or on sites where residential, retail, office and other uses are located next to one another;

e) To provide opportunities for a range of small and medium-scale retail and service commercial uses, and public service facilities in locations that meet residents' day-to-day and weekly goods and service needs;

f) To retain a significant retail presence within Urban Corridors, but in a more compact urban form, and protect the planned commercial function of the designation; and

g) To ensure development along Intensification Corridors provides a safe, accessible and attractive pedestrian environment with connections to adjacent residential neighbourhoods and Areas of Employment.

8.1.3.6.2 POLICIES

b) Development in Urban Corridor areas shall be designed to incorporate a compatible and intense mix of retail, office, employment and residential uses, and amenities and public service facilities, and create and support vibrant pedestrian and transit-oriented urban places along Major Arterial or MultiPurpose Arterial Streets and Industrial Connectors serving as major transit routes;

c) Transit-supportive and pedestrian-oriented design shall be required in the development of Urban Corridor sites;

d) Urban Corridor lands are intended to provide for the day-to-day and goods and service needs of residents and employees within and in close proximity to the Corridor and may also serve a broader City-wide market;

e) Urban Corridor areas shall be served by the frequent transit network;

f) The following uses may be permitted on lands designated Urban Corridor:

(i) retail and service commercial uses;

(ii) automotive commercial uses, excluding motor vehicle repair garages;

(iii) residential uses with the exception of single-detached and semidetached dwellings;

(iv) office uses; and

(v) entertainment and recreation uses;

g) Notwithstanding Subsection 8.1.3.6.2 f) (iii) of this Plan, townhouses may only be permitted as a component of an overall development of mixed residential or residential/commercial building forms, where the townhouse portion of the development:

(i) does not abut the Major Arterial or Multi-Purpose Arterial Street;

(ii) is developed in conjunction with, and is accessory to, a multiresidential building form; and

(iii) does not compromise the long-term objectives for the Urban Corridor designation with respect to such matters as mix of uses, retail and service commercial function, site design, building form and intensity.

h) Zoning By-law regulations affecting Urban Corridors shall be based on the following factors:

(i) the maximum floor area ratio of development at any site shall be 2.0:1;

(ii) the minimum building height shall be two (2) storeys. The maximum building height shall be six (6) storeys. Where required to ensure compatibility, four to six storey buildings may be required to be terraced back from adjacent residential areas and/or the street; and

(iii) the implementing Zoning By-law shall identify a minimum portion of all buildings abutting the corridor street to be located in close proximity to the corridor street. These setbacks may be modified for specific corridors following the completion of City-approved AreaSpecific Corridor studies.

i) Notwithstanding Subsection 8.1.3.6.2 h) (i) of this Plan, an increase in floor area ratio may be considered by the City for a proposed development through a site-specific Zoning By-law amendment application, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

(i) the proposal does not exceed six (6) storeys in height;

(ii) the criteria of Section 2.5, Development Criteria, of this Plan are satisfied;

(iii) a significant portion of the parking provided on the site is located underground;

(iv) community benefits are provided as deemed appropriate by the City; and

(v) the proponent submits and implements an urban design brief that demonstrates how the proposal's design helps to mitigate the impacts of the increase in density on adjacent properties.

n) Development located on sites designated Urban Corridor shall contain a minimum of two permitted uses, as identified in Subsection 8.1.3.6.2 f) of this Plan;

o) Retail and service commercial uses and other pedestrian-oriented uses shall be located at street level in office or residential buildings and may be permitted above or below the first storey of buildings;

r) Retail and service commercial uses may be permitted to a maximum individual floor area of 2,800 sq. m.;

s) Uses located at street level shall contribute to a vibrant, active and walkable built environment in Urban Corridors. The portion of an individual use's floor area located at grade shall not exceed 1,400 sq. m.;

t) Notwithstanding Subsections 8.1.3.6.2 r) and s) of this Plan, supermarkets/grocery stores shall not be subject to the aforementioned size restrictions within designated Urban Corridors. The design and development of supermarket/grocery store uses shall ensure compatibility with the character and form of the surrounding area and support an attractive, safe and walkable environment; and

u) In accordance with the Urban Structure, infilling of existing, linear Urban Corridors will be encouraged rather than the designation of new areas.

4.7.1 Overview of Proposed Development's Conformity with the Draft Burlington Official Plan

The proposed development conforms to the policies of the draft Burlington Official Plan (the "DBOP").

The subject lands are located within the "Urban Area" and a "Mixed Use Node and Intensification Corridor", which is intended to accommodate a range and concentration of residential and employment uses on municipal services in a compact and intensified form at a density that is greater than the densities on the adjacent lands. They are also located within walking distance of shopping, public service, open space, recreation, institutional, and cultural uses. The land use vision and intent of this land use element of the Urban Structure are therefore achieved.

The subject lands are also within a Secondary Growth Area, which is expected to transition over the planning horizon of the DBOP, and beyond. Within a Secondary Growth Area, Official Plan Amendments for increased height and or density beyond that which is currently permitted in the underlying land use designation shall be discouraged. Where an amendment is submitted, the increased height and or density must not be significantly increased beyond the existing permissions and is subject to the policies of Subsection 2.5, Development Criteria, of the DBOP.

The proposed development incorporates a compatible and intense mix of commercial and

residential uses that are permitted by the DBOP. Townhouses are provided as a component of a mixed residential or residential/commercial building form. A pedestrian and transit-oriented urban place along a multi-purpose arterial street that is a major transit route is created and supported.

The proposed development also satisfies the criteria of Section 2.5.2 of the DBOP. As indicated in the Urban Design Brief, the proposed development has a high quality urban design and is compatible with and appropriately integrates with the adjacent residential uses in terms of scale, massing and height. Appropriate setbacks to these adjacent uses have also been provided. Existing trees will be preserved, where possible, and will be supplemented by the planting of additional trees and landscaping consisting of ground cover and ornamental plantings, walkways, lighting, street furnishings, and decorative unit paving and fencing to enhance the streetscape of Plains Road East and the proposed development. This landscaping will buffer the adjacent low density residential uses.

The proposed building height of eight storeys and floor area ratio of 2.14:1 are compatible and appropriately integrate with the surrounding lands uses. The increase in the floor area ratio from 2.0:1, as permitted by the DBOP, to 2.14:1 is a minor increase in floor area. The residential and commercial uses are provided in a mixed-use building form with retail and service commercial uses located at street level in the residential apartment buildings. These buildings are located within 3.095 metres (10 feet) of the street and contribute to providing an active, walkable street by providing the principal entrances to these uses from the street. The proximity of the building to the street, combined with the provision of street trees and landscaping, will create an attractive streetscape along Plains Road East.

The proposed apartment buildings parallel Plains Road East to orient the proposed uses to the street. This orientation, combined with reduced building setbacks to the street and the provision of street trees, provides an attractive urban streetscape. The principle building entrances for both the residential and commercial uses are located at grade and face the street. Pedestrian sidewalks connect the site internally and to the street to provide safe access for pedestrian to the proposed building entrances, adjacent uses, and transit stops on Plains Road East. The number of surface parking spaces is limited to 31 spaces that are located internal to the site where they are screened from the street and the adjacent residential uses by the proposed buildings and existing and proposed landscaping. The loading spaces and garbage pick-up areas are similarly screened from view by the proposed buildings.

The subject lands are also adjacent to an important transportation corridor that is part of the "Justified Frequent Transit Network" and a "Primary Mobility Hub Connector". They are serviced by several bus routes, which provide weekday and weekend transit service to the site, and connect it to Aldershot GO Station, which is approximately three kilometres (1.86 miles) away. Appropriate densities that support the transit network and connector function of Plains Road East are therefore provided. A bike lane on Plains Road East and bike lanes and bicycle priority streets on Townsend Road are also located near the subject lands.

As indicated in the Functional Servicing and Stormwater Management Report, and the Water Analysis, the proposed development can be adequately serviced via the City's existing storm, water and wastewater infrastructure and does not adversely impact the current infrastructure being provided to the surrounding area. Enhanced stormwater management measures are also

provided in the underground garage.

Several other studies including a Noise Feasibility Study, Phase 1 Environmental Site Assessments and a Traffic Impact Study were also prepared for the proposed development to assess health, safety and transportation related issues.

As indicated in Section 4.3 of this report, the Environmental Noise Feasibility Study indicated that the applicable transportation noise source guideline limits can be met subject to the provision of air conditioning for some of the units, the provisions of parapet barriers for the private terraces, and exterior wall and window construction that meets minimum Sound Transmission Class (STC) ratings and the minimum non-acoustical requirements of the Ontario Building Code.

The Phase 1 Environmental Site Assessment indicated that there are Areas of Potential Environmental Concern (APECs) on the subject lands. Further investigation is therefore recommended and must be completed prior to the filing of a Record of Site Condition (RSC), which is required given the proposed change in land use. The Phase 2 Environmental Site Assessment is underway and will be completed shortly.

The Traffic Impact Study indicated that nearby signalized intersections are forecast to operate in a reasonable manner under existing and future traffic conditions as site traffic can be appropriately accommodated at study area intersections. Adequate direct access to a Multi-Purpose Arterial Street is therefore provided as required by the DBOP.

These studies, and the remaining studies prepared for the application, are discussed in more detail in Section 5.0 of this report.

4.8 City of Burlington Zoning By-law 2020

As shown on Figure 11 – Burlington Zoning By-law 2020, the subject lands are zoned "Mixed Use Corridor – MXG", which permits a mix of retail commercial, service commercial, community, office, hospitality, automotive, industrial, entertainment and recreational, and residential uses. To facilitate the proposed development, a Zoning By-law Amendment is proposed to rezone the subject lands to "Mixed Use Corridor – MXG – Exception XX". The proposed Zoning By-law Amendment is provided in Appendix II of this report.

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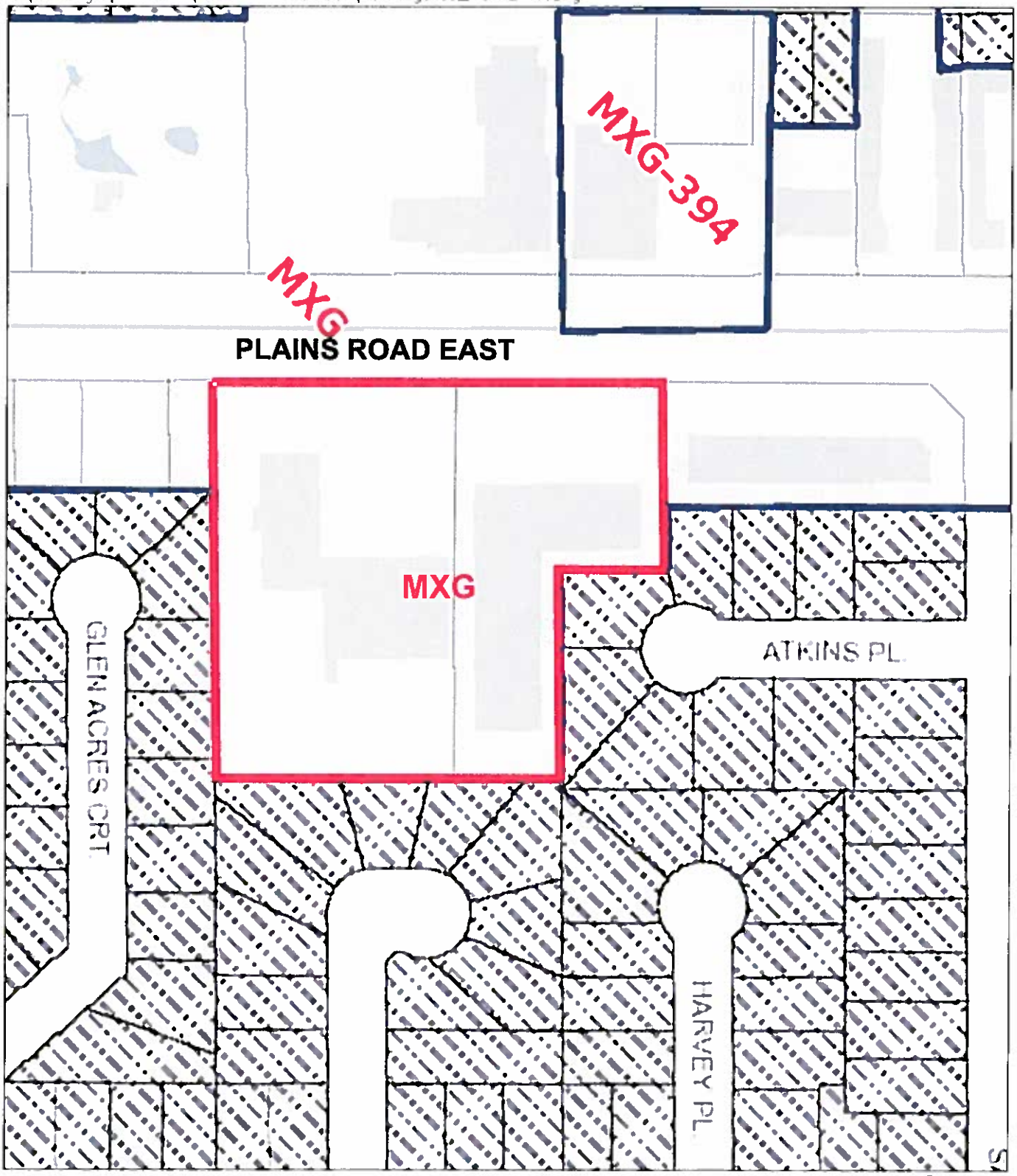


FIGURE 11

BURLINGTON ZONING BY-LAW-2020

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

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MXG - MIXED USE CORRIDOR ZONE

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5.0 TECHNICAL REPORTS

In support of the proposed development, several technical reports were prepared to assess compatibility with the existing neighbourhood, public health and safety, and the availability of appropriate infrastructure services, including water, wastewater and transportation services. These reports are summarized below.

5.1 Phase I Environmental Site Assessment

In support of the proposed development, a Phase I Environmental Site Assessment ("ESA") dated July 5, 2017, was prepared by WSP Canada Inc. to determine if there were any real or potential environmental liabilities on the subject lands. The findings of the Phase I ESA determined that that there are Areas of Potential Environmental Concern (APECs) and, as a result, further investigation is recommended. A Phase II ESA must be completed prior to the filing of a Record of Site Condition (RSC), which is required given the proposed change in land use. The Phase 2 Environmental Site Assessment is underway and will be completed shortly.

5.2 Traffic Impact Study

In support of the proposed development, a Traffic Impact Study dated October 2017, was prepared by the BA Group to assess transportation-related aspects of the project including parking, refuse collection, fire vehicle access and future traffic operations.

The Study concluded that:

- Nearby signalized intersections are forecast to operate in a reasonable manner. Under existing and future traffic conditions, and the Plains Road intersections at Falcon Boulevard / Willowbrook Road, King Road and at the Site Access operate with overall v/c ratios of less than 0.80 during peak hours during AM peak hours;
- Under forecasted site traffic, the signalized site access driveway on Plains Road is expected to operate with overall v/c ratios of less than 0.80 during peak hours;
- Site traffic can be appropriately accommodated at study area intersections;
- The site has been designed to permit waste collection vehicles to circulate through the site and access waste collection facilities; and
- The proposed parking standards are supportive and are recommended based upon the proximity to the GO station and access to shops and services within walking distance of the proposed development. The standards are also consistent with the Official Plan policies pertaining to reduced parking and the recommended City-Wide parking rates in the "City of Burlington City-Wide Parking Standards Review Consolidated Report" prepared by IBI Group, dated July 2017, which will be under review by City Council.

5.3 Functional Servicing and Stormwater Management Report

In support of the proposed development, a Functional Servicing and Stormwater Management Report (FSR) dated October 17, 2017, was prepared by Urbantech Consulting to assess the impact of the proposed development on the existing infrastructure and recommend a

functional servicing and stormwater management design. The FSR concludes that the proposed development can be adequately serviced by the City's existing water, wastewater and storm infrastructure without adverse impact on surrounding infrastructure or residences. The key conclusions and recommendations from this report are:

- Sanitary servicing will consist of a single reconstructed connection from the proposed underground parking garage to an existing 250mm (10 inch) sanitary main located in the south boulevard of Plains Road East, leading west to Falcon Boulevard and onward to the Burlington Skyway Wastewater Treatment Plant;
- Water servicing will consist of a connection to an existing 300mm (12 inch) local watermain in the north boulevard of Plains Road East, with cross-connection to an existing 400mm (16 inch) trunk watermain located in the southernmost driving lane of Plains Road East. Satisfactory operating pressure and fire flows are available for the proposed development; and
- Storm servicing will consist of a single reconstructed connection from the proposed parking garage to an existing 525mm (21 inch) storm main located within a 3 metre (10 foot) easement between 945 and 946 Nora Drive, leading south on Nora Drive to Townsend Avenue and onward to a regulated watercourse within the Burlington Golf and Country Club

5.4 Water Analysis

In support of the proposed development, a Water Analysis (the "Analysis") dated September 2017, was prepared by Municipal Engineering Solutions to determine if the hydraulic requirements prescribed by the Region of Halton could be met. The Analysis concluded that the available fire flow meets or exceeds the required fire flow demands based on the proposed watermain configuration and the assumptions made in the report.

5.5 Environmental Noise Feasibility Study

In support of the proposed development, an Environmental Noise Feasibility Study dated October 23, 2017, completed by Valcoustics Canada Ltd. assessed road traffic on Plains Road East and rail traffic from the Canadian National Railway Oakville Subdivision. The Study concluded that the applicable transportation noise source guideline limits can be met if the following is provided:

- Mandatory air conditioning for all residential units in Buildings A and B;
- The provision for air conditioning for the dwelling units in townhouse Building J;
- Parapet sound barriers at the common rooftop amenity areas at Buildings A and B;
- Parapet sound barriers at the 7th storey private terrace located on the west side of Building B;
- At Buildings A and B, exterior wall construction meeting a minimum Sound Transmission Class (STC) rating of 54 (on the north, east and west facades) and upgraded windows with STC ratings up to 40; and
- At all other dwellings, exterior wall and window construction meeting the minimum non-acoustical requirements of the Ontario Building Code.

Final requirements must be checked when detailed building plans are available as a

condition for obtaining a building permit.

5.6 Urban Design Brief

Please see Sections 4.5.1 and 4.6 of this report for a summary of the urban design conclusions and features outlined in the Urban Design Brief prepared by Kirkor Architects and Planners.

5.7 Tree Inventory, Protection and Conceptual Landscape Plan

The Plans prepared by Strybos Barron King Landscape Architecture dated October 30, 2017, ensure that every opportunity is taken to preserve the existing trees on site. This includes most trees along the west, east and south property lines of the site. The Tree Preservation Plan notes that all existing trees identified to remain on site, or on adjacent properties which may be affected, shall be protected with fencing placed beyond the dripline of the tree prior to site clearing and stripping. The Plan also outlines that every precaution necessary to prevent damage to existing trees or shrubs to be retained will be undertaken.

The Landscape Concept Plan prepared dated October 30, 2017, indicates that the existing trees to be preserved will be supplemented by proposed trees along the property lines and the interior condominium road. Shrubs, perennials and decorative grasses, sodding, areas of decorative unit paving, and areas with patio slabs and wood privacy screens are also proposed.

6.0 CONCLUSION

Subject to the findings of the Phase II Environmental Site Assessment, it is our opinion that the proposed Official Plan and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal is consistent with, conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, and the Region of Halton Official Plan;

2. The proposed development contributes to the Region's intensification target for the City of Burlington by proposing increased density on the subject lands.

3. The proposal directs intensification to Burlington's built-up area and maintains the intent of the functional and land use policies in both the Burlington Official Plan and draft Official Plan.

4. The proposed development contributes to a varied housing mix that provides housing choices for City of Burlington residents.

5. The proposed development is compatible and approximately interfaces with the adjacent residential uses.

6. The proposed development makes efficient use of existing and planned infrastructure including water, wastewater and stormwater services, as well as transportation and community infrastructure.

7. The proposed development is transit-supportive as it is adjacent to an existing Primary Bus Service route on Plains Road East that connects to Aldershot GO Station.

8. The proposed development promotes a desirable mix of uses by locating residential and commercial uses on the same property in proximity to other residential, commercial, recreational, and institutional uses.

9. The proposed development is supported by technical studies that confirm that existing intersections will operate in a reasonable manner, required noise attenuation levels can be achieved through mitigation, and there is adequate water, wastewater, stormwater and transit infrastructure available.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.

Colin Chung, M.C.I.P., R.P.P.
Partner

Mark Bradley, M.C.I.P., R.P.P.
Associate

Appendix I - Draft Official Plan Amendment

Application to Amend the Official Plan and Zoning By-law

National Homes (Plains Road) LP
484 and 490 Plains Road East
Part of Lot 24, Registered Plan 833 and
Part of Lot 3, Broken Front Concession,
City of Burlington

November 2017

BY-LAW

***Number*_____**

To adopt Amendment Number OP
1994- to the Official Plan of the
City of Burlington Planning Area

_____

The Council of the Corporation of the City of Burlington in accordance with the provisions of the Planning Act R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 1994-_____to the Official Plan of the City of Burlington Planning Area is hereby adopted and made part of this by-law.

READ a FIRST, SECOND and THIRD TIME and PASSED, in OPEN COUNCIL, this
_____ day of_____, 2017.

_____
MAYOR

_____
CITY CLERK

Approved as to content:

_____
Mary Lou Tanner, MCIP, RPP
Director of Planning and Building

AMENDMENT NUMBER OP
1994- TO THE OFFICIAL PLAN
OF THE
CITY OF BURLINGTON PLANNING AREA

1.0 Purpose:

The purpose of this Amendment is to amend the City of Burlington Official Plan to change the current "Mixed Use Corridor - General" land use designation of the lands shown outlined on Schedule 'A' to this amendment to the "Mixed Use Corridor – General – Special Site" land use designation.

2.0 Location:

The subject lands are located on the south side of Plains Road East, east of Falcon Boulevard, are municipally addressed as 484 and 490 Plains Road East and are legally described as PART OF LOT 24, REGISTERED PLAN 833 AND PART OF LOT 3, BROKEN FRONT CONCESSION.

3.0 Amendments and Policies Relevant Thereto:

3.1 The document known as the Official Plan of the City of Burlington Planning Area is hereby amended:

a. by adding to the list of amendments pertaining to The Official Plan of the Burlington Planning Area, Amendment Number OP 1994- .

3.2 The portions of the document known as The Official Plan of the Burlington Planning Area, as amended, is hereby further amended:

a. by re-designating on Schedule B Comprehensive Land Use Plan – Urban Planning Area the lands shown on Schedule 'B' to this amendment to "Mixed Use Corridor – General – Special Site".

b. Notwithstanding General Policy 5.3.2 d) ii), the maximum building height shall be eight storeys.

c. Notwithstanding Part VIII – Definitions, High Density Residential Uses shall mean housing uses with a density ranging between 51 and 216 units per hectare.

Approved as to Content:

_____
Mary Lou Tanner, MCIP, RPP
Director, Planning and Building

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SCHEDULE 'A'



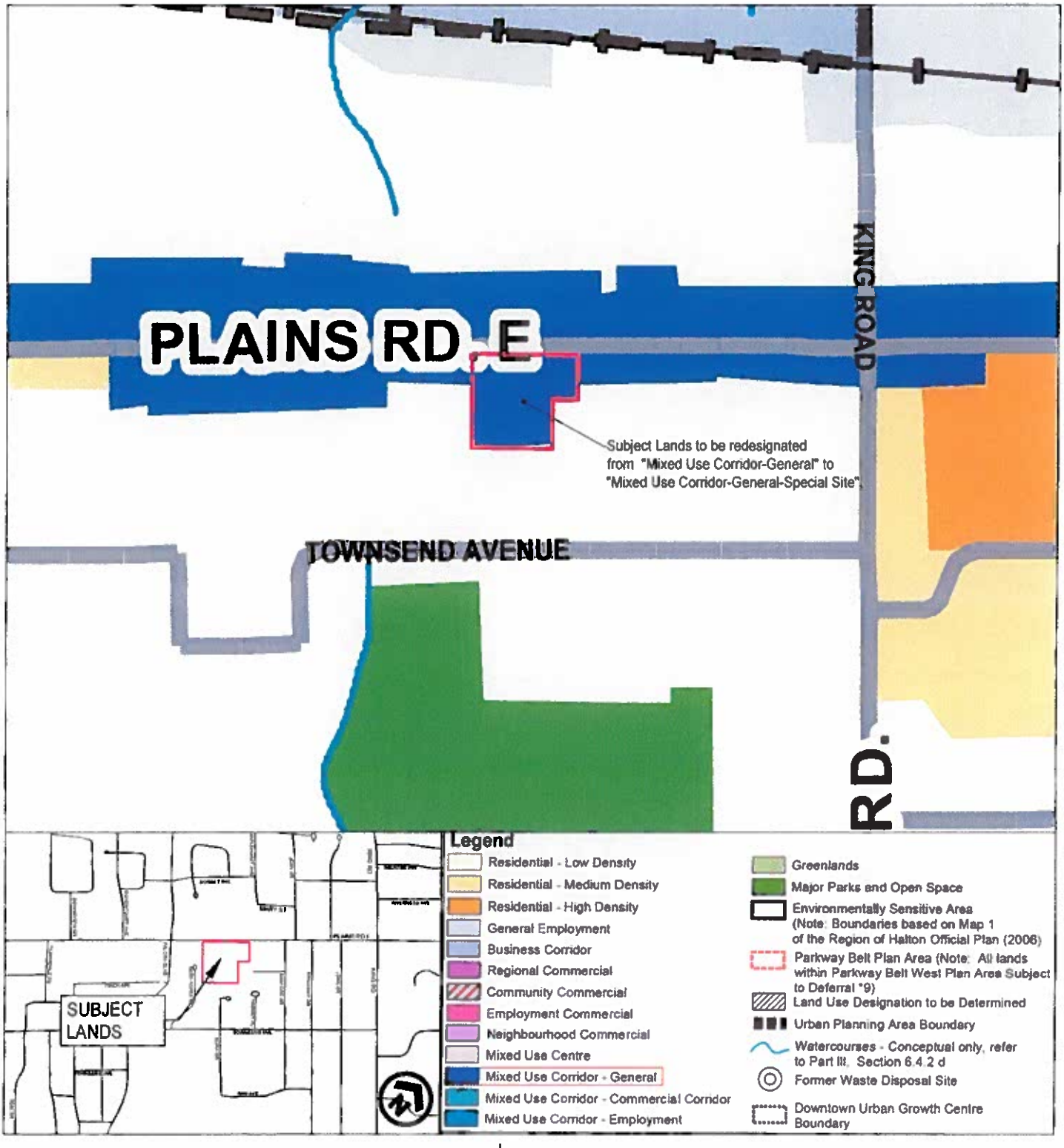
Subject Property

Scale: NTS
November 2, 2017

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS
SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE,
MISSISSAUGA, ONTARIO, L5R 3K6
TEL (905) 568-8888 FAX (905) 568-8894 www.gsai.ca

X:\Drawings\615-005\2017 11 November\OPA Schedule_Nov 2 17.dwg

SCHEDULE 'B'



SCHEDULE 'B'

COMPREHENSIVE LAND USE - URBAN AREA PLANNING AREA

Subject Property

Scale: NTS
November 2, 2017

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS
SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE,
MISSISSAUGA, ONTARIO, L5R 3K6
TEL (905) 568-8888 FAX (905) 568-8894 www.gsai.ca

Appendix II – Zoning By-law Amendment

Application to Amend the Official Plan and Zoning By-law

National Homes (Plains Road) LP
484 and 490 Plains Road East
Part of Lot 24, Registered Plan 833 and
Part of Lot 3, Broken Front Concession,
City of Burlington

November 2017

THE CORPORATION OF THE CITY OF BURLINGTON

BY-LAW

*Number*_____

A by-law to amend By-law 2020, as amended; 484 and 490 Plains Road East

The Council of the Corporation of the City of Burlington ENACTS as follows:

1. By-law 2020, as amended, is hereby further amended:

(1) by changing on Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From the Existing Zoning of:	To:
MIXED USE CORRIDOR (MXG)	MIXED USE CORRIDOR – EXCEPTION XX (MXG – EXCEPTION XX)

(2) By adding thereto, the following sections:

XX.1 For the purpose of the regulations contained in this by-law, the boundary of Part of Lot 24, Registered Plan 833 and Part of Lot 3, Broken Front Concession, being comprised of Parts 1 and 2 on Reference Plan 20R-XXXXX, shall be deemed to be the lot lines for this purpose and the regulations of the "MXG – Exception XX" zone including but not limited to: lot area; lot frontage; lot coverage; density; building setbacks; separation distances; landscaped areas; amenity areas; parking requirements and accessory buildings, and not from individual properties boundaries of dwelling units created by registration of a condominium plan or created by Part Lot Control.

XX.2 Notwithstanding Sections 4.0 of this by-law, the lands designated MXG XX on Schedule A to this by-law shall be subject to the following requirements and restrictions:

I. Minimum Yard abutting a Residential Zone: 7.5 metres

II. Maximum Floor Area Ratio: 2.14:1

III. Maximum Density: 216 units per ha

IV. Maximum Apartment Building Height: 8 storeys

V. Maximum Back-to-Back Townhouse Building Height: 3 storeys

VI. Minimum Amenity Area: 19 square metres per dwelling unit

XX.3 Notwithstanding Table 1.2.6 of this by-law, the number of required parking spaces on the lands designated MXG-XX shall be:

1.00 space per one-bedroom dwelling unit for residents
0.14 spaces per dwelling unit for visitors
1.00 space per 30 square metres of gross floor area for commercial uses

XX.4 Shall also be subject to the requirements and restrictions relating to the MXG zone and all the general provisions of this by-law, which are not in conflict with those set out in Sections XX. 1 and XX.2.

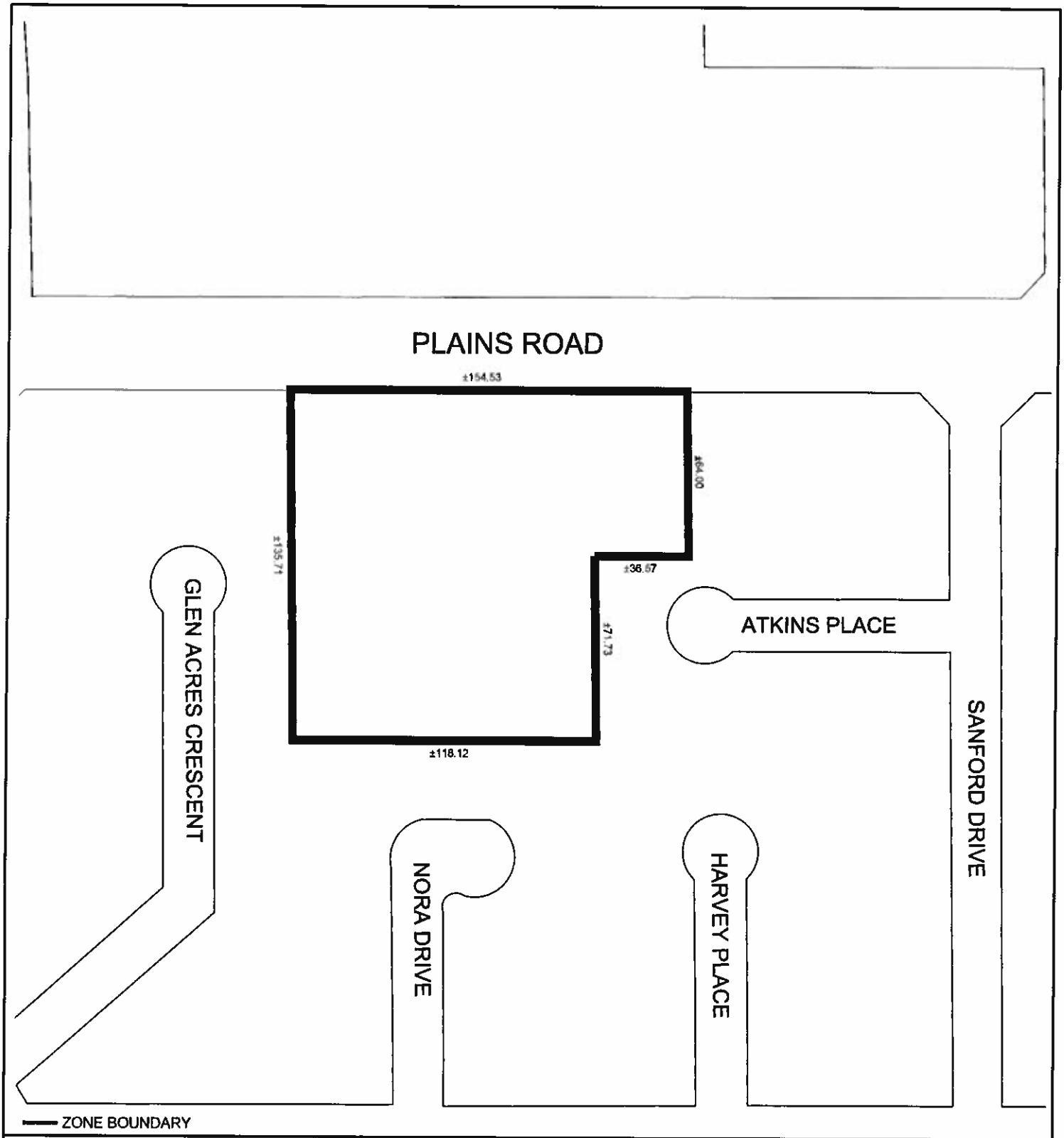
READ a FIRST, SECOND and THIRD TIME and PASSED, in OPEN COUNCIL, this _____ day of_____, 2016.

_____
MAYOR

_____
CITY CLERK

Approved as to content:

_____
Mary Lou Tanner, MCIP, RPP
Director of Planning and Building



PT LT 3 , CON BROKEN FRONT ; PT LT 24 , PL PF833 , PART 1 & 2 , 20R3294 ; BURLINGTON/E FLAM TWP AND PT LT 3 , CON BROKEN FRONT , PART 3 & 4 , 20R3294 ; BURLINGTON/E FLAM TWP

CITY OF BURLINGTON

BY-LAW _____ SCHEDULE A

1: 2000

Date:

Drawn By: