PLANNING JUSTIFICATION REPORT

PREPARED FOR:

Official Plan Amendment &
Zoning By-Law Amendment
Miura Development Group
84-104 Plains Road East and
990 Glenwood Avenue
Burlington

File No. 2448A

May 2025



MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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Executive Summary

This Planning Justification Report ("PJR") has been prepared in support of a proposed Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") to facilitate the redevelopment of 84-104 Plains Road East and 990 Glenwood Avenue in the City of Burlington (the "Subject Lands").

The Proposed Development redevelops the Subject Lands with an 11-storey mixed-use building containing residential and commercial uses at-grade, and residential uses in the above ground levels. The proposed height is 35.4 metres from the established grade, exclusive of mechanical penthouse. The Proposed Development contains a total gross floor area ("GFA") of 18,568 square metres, consisting of 1,045.01 square metres of commercial GFA and 17,522.99 square metres of residential GFA, with a total floor area ratio ("FAR") of 4.88 times the area of the lot. The building's residential component contains a total of 253 dwelling units, comprising of 3 (1%) studio, 160 (63%) one-bedroom, 48 (19%) two-bedroom, and 42 (17%) three-bedroom unit sizes. The Proposed Development contains a total of 3,901.45 square metres of amenity space (15.42 square metres/unit), consisting of 691.95 square metres of indoor amenity space, 817.34 square metres of outdoor amenity space, and 2,312.15 square metres of private balcony and terrace amenity space. In total, 291 vehicle parking spaces and 146 bicycle parking spaces are provided by the Proposed Development.

The Subject Lands are located on the north end of a block bounded by Glenwood Avenue to the east, Plains Road East to the north, and Birchwood Avenue to the west, in the Aldershot area, in the City of Burlington.

The Subject Lands consist of an assembly of four contiguous properties which are municipally known as: 84, 92 and 104 Plains Road East and 990 Glenwood Avenue. The Subject Lands are generally rectangular in shape and are approximately 4,807.65 square metres in area.

In the City of Burlington's in-force Official Plan 1997 (the "1997 OP"), 84 & 104 Plains Road East and 990 Glenwood Avenue are designated *Residential Areas*, and 92 Plains Road East is designated *Mixed Use Activity Areas* on Schedule A – Settlement Pattern. 84 & 104 Plains Road East and 990 Glenwood Avenue are designated *Residential-Medium Density, and* 92 Plains Road East is designated *Mixed Use Corridor – General* on Schedule B – Comprehensive Land Use Plan – Urban Panning Area. The 1997 OP directs that lands designated *Residential – Medium Density* on the south side of Plains Road, between Cooke Boulevard and Filmandale Road, shall be subject to site-specific zoning regulations designed to protect the existing character of this portion of Plains Road and provide compatibility with the abutting neighbourhood to the south.

In the City of Burlington Official Plan 2020 (the "2020 OP"), the Subject Lands are designated *Mixed Use Intensification Areas* and *Mixed Use Nodes and Intensification Corridors* on Schedule B: Urban Structure, and *Primary Growth Areas* on Schedule B-1 – Growth Framework. The Subject Lands are further designated *Urban Corridor* on Schedule C – Land Use – Urban Area.

The Proposed Development provides for a transit-supportive mixed-use development that will contribute to the surrounding community by offering new housing options, and retail uses to support both existing and future residents. The proposal is supported by a number of technical studies and reports to address servicing, transportation and design requirements. The

proposed built form contains appropriate transitions of height and density, therefore maintaining compatibility with the surrounding area.

Based on the physical context and planning policy and regulatory framework analysis, the Proposed Development and Official Plan Amendment and Zoning By-law Amendment are consistent with Provincial policies, conform with the Region of Halton Official Plan, and conform with the policies and objectives of the City of Burlington Official Plan, represent good planning and are in the public interest.

Contents

1.0 Introduction 4
1.1 Purpose of the Application 4
1.2 Pre-Consultation 5
2.0 Site Description and Surrounding Land Uses 6
2.1 Site Description 6
2.2 Previous Development Applications 7
2.3 Surrounding Land Uses Context 8
2.4 Area Context 9
2.5 Transit and Transportation 10
2.6 Surrounding Development Applications 11
3.0 Description of the Proposal 14
3.1 Development Proposal 14
3.2 Summary of Technical Reports 18
3.3 Proposed Official Plan Amendment 22
3.4 Proposed Zoning By-law Amendment 23
3.5 Public Consultation 24
3.6 Urban Design Panel Meeting 28
4.0 Policy Context Overview 29
4.1 Planning Act, R.S.O 1990, C.P. 13 29
4.2 Provincial Planning Statement (2024) 30
4.3 Region Of Halton Official Plan (1994) 32
4.4 City Of Burlington Official Plan (1997) 35
4.5 City Of Burlington Official Plan Amendment 119 46
4.6 City Of Burlington Official Plan (2020) 48
4.7 City Of Burlington Official Plan Amendment 2 53
4.8 City Of Burlington Community Planning Permit System 55
4.9 City Of Burlington Zoning By-law 2020 56
5.0 Summary and Conclusions 62

Figures

Figure 1: Location Map.....7
Figure 2: Surrounding Context.....8
Figure 3: Surrounding Development Applications 12
Figure 4: Proposed Development – Site Plan 17
Figure 5: Proposed Development – Rendering (Viewed From Plains Road East, Looking South-West)..17
Figure 6: Region of Halton Official Plan - Map 1 - Regional Structure 32
Figure 7: Region of Halton Official Plan - Map 1h - Regional Urban Structure 32
Figure 8: Region of Halton Official Plan - Map 6d - Aldershot GO MTSA 33
Figure 9: City of Burlington Official Plan (1997) - Schedule A - Settlement Pattern 36
Figure 10: City of Burlington Official Plan (1997) - Schedule B – Comprehensive Land Use Plan 36
Figure 11: City of Burlington Official Plan (1997) - Schedule J - Classification of Transportation Facilities.....39
Figure 12: City of Burlington Official Plan (1997) - Appendix A: Schedule 1 – Long Term Transit Service Network 39
Figure 13: City of Burlington Official Plan (1997) - Appendix A: Schedule 2 – Long Term Cycling Master Plan 40
Figure 14: City of Burlington Official Plan (2020) – Schedule B: Urban Structure 47
Figure 15: City of Burlington Official Plan (2020) – Schedule B1: Growth Framework 48
Figure 16: City of Burlington Official Plan (2020) – Schedule A: City System 48
Figure 17: City of Burlington Official Plan (2020) – Schedule C: Land Use – Urban Area 49
Figure 18: City of Burlington Official Plan (2020) – Schedule B2: Growth Framework and Long Term Frequent Transit Corridors 49
Figure 19: City of Burlington Official Plan (2020) – Schedule G: Aldershot GO MTSA Special Planning Area.....49
Figure 20: City of Burlington Official Plan (2020) – Schedule O1: Classification of Transportation Facilities 50
Figure 21: City of Burlington Official Plan (2020) – Schedule P: Long-Term Cycling Master Plan 50
Figure 22: City of Burlington Official Plan Amendment 2 – Schedule G: Land Use – Aldershot GO

Major Transit Station Area 52
Figure 23: City of Burlington Official Plan Amendment 2 – Schedule G1: Aldershot GO MTSA Transportation Network 52
Figure 24: City of Burlington Official Plan Amendment 2 – Schedule G2: Aldershot GO MTSA Activated Streets 52

Tables

Table 1: Location of Notable Nearby Uses.....10
Table 2: Surrounding Developments.....13
Table 3: Project Summary Statistics.....14

Appendices

Appendix A: Pre-Consultation Comment Report

Appendix B: Photographs of the Subject Lands and Area Context

Appendix C: Architectural Plans, prepared by Kozlowski Architect, dated May 9, 2025

Appendix D: Draft Official Plan Amendment

Appendix E: Draft Zoning By-law Amendment

Appendix F: Policy References

1.0 Introduction

1.1 Purpose of the Application

MacNaughton Hermsen Britton Clarkson Planning Limited (hereinafter "MHBC") has been retained by Miura Development Group, (hereinafter the "Owner") to assist with planning applications to develop the property municipally known as 84-104 Plains Road East and 990 Glenwood Avenue (hereinafter referred to as the "Subject Lands"), in the City of Burlington (the "City").

This report has been prepared to provide planning justification in support of applications for Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") (the "Applications" and the "Proposed Applications").

The Proposed Development consists of a new 11-storey mixed-use building, comprising of commercial and residential uses at-grade and residential uses on the above ground floors. The proposed height is 35.4 metres from the established grade, exclusive of mechanical penthouse. The total gross floor area ("GFA") is 18,568 square metres, with a total floor area ratio ("FAR") of 4.88 times the area of the lot. The Proposed Development comprises 1,045.01 square metres of commercial GFA and 17,522.99 square metres of residential GFA. The building's residential component contains a total of 253 dwelling units, comprising of studio (3), one-bedroom (160), two-bedroom (48), and three-bedroom (42) unit sizes. The Proposed Development contains a total of 3,901.45 square metres of amenity space (15.42 square metres/unit), consisting of 691.95 square metres of indoor amenity space, 817.34 square metres of outdoor amenity space, and 2,312.15 square metres of private balcony and terrace amenity space. In total, 291 vehicular parking spaces and 146 bicycle parking spaces are provided by the Proposed Development.

This Planning Justification Report ("PJR") provides the following:

- A general description of the Subject Lands, existing uses, surrounding uses, and existing physical conditions to provide an understanding of the locational context;
- A description of the proposed development and its design elements;
- A summary of the technical reports prepared to support the proposal;
- A description of the proposed amendment to the City of Burlington Official Plan ("OP") and City of Burlington Zoning By-law 2020 ("ZBL");
- An assessment of the proposed development's consistency and conformity with Provincial, Regional and City policies and regulations; and,
- A summary of key conclusions and recommendations related to the proposed development.

1.2 Pre-Consultation

A pre-consultation meeting was held on January 24, 2024 to discuss the proposed OPA and ZBA applications. Staff from the Region of Halton and City of Burlington were in attendance, along with applicant. A copy of the Pre-Consultation Comment Report is included as **Appendix A** to this Report. The pre-consultation meeting provided advisory staff comments and identified the submission material requirements for a complete application. The following submission materials were identified as being required and have been submitted in support of the Applications with this submission:

PLAN/REPORT	CONSULTANT
Plan of Survey	AT McLaren
Architectural Plans, including Angular Plane Study	Kozlowski Architect
Shadow Analysis Plan	Kozlowski Architect
Sustainable Building and Development Guidelines Checklist	Kozlowski Architect
Waste Management Report	Kozlowski Architect
3D Model of the Proposed Buildings	Visual Solutions
Planning Justification Report, including Response to Community Meeting Comments, and proposed Draft Official Plan Amendment and Zoning By-law Amendments	MHBC Planning
Height Survey of Adjacent Buildings	MHBC Planning
Urban Design Brief, including Responses to Burlington Urban Design Advisory Panel (BUD) Comments	MHBC Planning
Housing Impact Statement	MHBC Planning
Tenant Relocation and Assistance Plan	Miura Development Group
Landscape Plan	Cosburn Nauboris
Arborist Report including, Tree Inventory and Preservation Plan	Cosburn Nauboris
Land Use Compatibility Study	RWDI
Noise Feasibility Study / Vibration Study	RWDI
Wind Impact Study	RWDI
Air Quality Assessment	RWDI
Functional Servicing and Stormwater Management Report including Flooding Hazard Delineation, Servicing Plan, and Grading Plan	Trafalgar Engineering
Transportation Impact Study, including Transportation Demand Management Plan and Parking Justification	Stantec
Environmental Site Screening Checklist	Miura Development Group

The above noted reports are summarized in **Section 3.2** of this Report.

2.0 Site Description and Surrounding Land Uses

2.1 Site Description

The Subject Lands are located on the north end of a block bounded by Glenwood Avenue to the east, Plains Road East to the north, and Birchwood Avenue to the west, in the Aldershot area, in the City of Burlington.

The Subject Lands consist of an assembly of four contiguous properties which are municipally known as: 84, 92 and 104 Plains Road East and 990 Glenwood Avenue, as shown in **Figure 1.** The Subject Lands are legally described as: *Parts of Lots 33, 34, 35, 36, 37 AND 38 REGISTERED PLAN 725PF.*

The Subject Lands are generally rectangular in shape and are approximately 4,807.65 square metres in area, with approximately 48.71 metres in frontage along Birchwood Avenue, 98.76 metres in frontage along Plains Road East, and 48.68 metres in frontage along Glenwood Avenue.

The properties are occupied with the following uses:

- **990 GLENWOOD AVENUE:** Is located on the south-east portion of the land assembly, with frontage along Glenwood Avenue. The property is occupied with a 2-storey detached dwelling which contains driveway access off Glenwood Avenue. The remainder of the site contains an assortment of soft landscaping and trees.
- **104 PLAINS ROAD EAST:** Is located on the north-east portion of the land assembly, located on the south-west corner of Plains Road East and Glenwood Avenue. The property contains a single storey detached dwelling converted into 2 dwellings units. The property contains driveway access off Plains Road East. The remainder of the property contains an assortment of soft landscaping and trees.
- **92 PLAINS ROAD EAST:** Is a mid-block property that is located centrally in the land assembly, with frontage along Pains Road East. The property is presently vacant, containing soft landscaping and an assortment of trees.
- **84 PLAINS ROAD EAST:** Is located on the west portion of the land assembly, located on the south-east corner of Plains Road East and Birchwood Avenue. The property contains a 2-storey detached dwelling that has been converted into 3 dwelling units. The property contains vehicular access by way of two separate driveway entrances off Birchwood Avenue. The remainder of the site contains soft landscaping and an assortment of trees.

The dwelling units currently located on the Subject Lands are under the ownership of the Owner and are being utilized as interim rental accommodations. This arrangement reflects a temporary form of occupancy that was not

established as part of a purpose-built rental housing operation. Rather, it is a transitional use that is intended to continue while the redevelopment process is undertaken. l



Figure 1: Location Map

2.2 Previous Development Applications

The property at 92 Plains Road East was subject to site-specific Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications to facilitate the redevelopment of the site with a 7-storey mixed-use building containing commercial and office uses at-grade and 49 residential units in the above-ground levels.

The Official Plan Amendment and Zoning By-law Amendment applications were subject to an appeal before the Local Planning Appeal Tribunal (LPAT), which by way of a Settlement

Hearing on September 18, 2019, both applications received Approval, as per a LPAT decision issued on December 31, 2019. The SPA application received conditional Site Plan Approval in 2022.

2.3 Surrounding Land Uses Context

Figure 2 illustrates the land uses surrounding the Subject Lands. For the purposes of this report, Plains Road East is considered north.

Photographs of the Subject Lands and area context are included as **Appendix B** to this Report.



Figure 2: Surrounding Context

The surrounding uses are described as follows:

NORTH: North of the Subject Lands is Plains Road East. Oriented along the north side of Plains Road East to the east of Clearview Avenue are low-rise commercial and mixed-use buildings. Oriented along the north side of Plains Road East to the west of Clearview Avenue is a vacant lot, which in assembly with the properties at 53-71 Plains Road East and 1025 Cooke Boulevard were subject to OLT-approved Official Plan Amendment and Zoning By-law Amendment applications to facilitate the development of 9 and 18 storey mixed-use buildings. Located further north along Clearview Avenue are low-rise dwellings.

EAST: East of the Subject Lands is Glenwood Avenue, followed by low-rise dwellings oriented along the east side of Glenwood Avenue. Located further east, oriented along the south side of Plains Road East, is St. Matthew's Anglican Church, a place of worship with associated cemetery, followed by low-rise dwellings.

SOUTH: South of the Subject Lands are low-rise dwellings oriented along both sides of Glenwood Avenue and Birchwood Avenue.

WEST: West of the Subject Lands is Birchwood Avenue, followed by low-rise dwellings, which are oriented along the west side of Birchwood Avenue. Located further west, oriented along the south side of Plains Road East, are low-rise dwellings.

2.4 Area Context

The Subject Lands are generally located to the south-east of the Plains Road East and Waterdown Road intersection. Significant development activity continues to take place within the Subject Lands' immediate context, which is rapidly evolving from a mid-century suburban form of development that is oriented towards automobile use, consisting of a mix of industrial, retail, and residential uses in predominantly low-rise built forms. More recently, there has been significant development along the Plains Road and Waterdown Road corridors in the form of mid-rise and tall residential and mixed-use buildings.

This trend of development, as directed and encouraged by the land use planning framework, will likely continue to occur in the area given its desirability as a place to live and work in a more mixed-use, pedestrian-oriented environment, with access to a range of surface transit and higher-order transit options, as well as an assortment of community services, facilities, and amenities, including schools, parks and open green spaces. The designation of this area as a Major Transit Station Area ("MTSA") has accelerated this trend over recent years.

The Subject Lands are within the nearby vicinity of a number of commercial, community, service, and institutional uses, as well as parks and open green spaces, as identified below in **Table 1**.

Table 1: Location of Notable Nearby Uses

No.	Destination	Address	Distance (Metres)	Travel Time (Minutes)		
				Walking	Cycling	Car
1	West Plains Bistro	133 Plains Road East	140	2	1	1
2	Wendy's Restaurant	145 Plains Road East	190	3	1	1
3	White Oak Plaza	175 Plains Road East	300	4	2	1
4	Wellbeings Medical Centre for Innovation & Excellence	185 Plains Road East	300	5	2	1
5	West Burlington Dentistry	192 Plains Road East	300	4	1	1
6	Russell Williams Family Restaurant	20 Plains Road East	350	4	2	1
7	Tim Horton's Restaurant	14 Plains Road East	350	5	2	1
8	Glenview Public School	143 Townsend Avenue	450	6	1	1
9	Aldershot Village Medical Centre	18 Plains Road West	450	6	2	1
10	Hasty Market	29 Plains Road West	600	9	2	2
11	Tim Horton's Restaurant	29 Plains Road West	650	9	3	2
12	Plains Road West Medical Clinic	29 Plains Road West	650	9	2	2
13	Aldershot Foot Clinic & Mobile Services	70 Plains Road West	650	9	3	1
14	Holy Rosary Catholic Elementary School	261 Plains Road East	700	8	3	2
15	Aldershot Park	1071 Gallagher Road	800	11	3	2
16	Busy Bee Variety	100 Plains Road West	850	11	4	2
17	West Plains Medical	100 Plains Road West	850	12	4	2
18	LaSalle Park	50 North Shore Boulevard East	1,000	12	3	2
19	Aldershot School and Aldershot Pool	50 Fairwood Place West	1,000	13	3	3
20	Ye Olde Squire Pub	127 Plains Road West	1,000	14	3	2
21	Teal Greenway Park	881 Teal Drive	1,200	15	3	2
22	Hidden Valley Park	1137 Hidden Valley Road	1,900	23	6	4

Note: Distances and times above are approximate.

2.5 Transit and Transportation

According to Halton Region's Regional Road Network, both Plains Road East and Waterdown Road are classified as Major Roads.

Plains Road is a major thoroughfare in the western part of the City of Burlington, which extends across the Aldershot area in an east-west direction. Plains Road contains 2 lanes of traffic in each direction, provides designated cycling infrastructure along segments of the road, and contains sidewalks on both sides of the road.

Waterdown Road is a major thoroughfare in the western part of the City of Burlington, which extends across the Aldershot area in a north-south direction. Waterdown Road provides 1-2 lanes of traffic in each direction, provides designated cycling infrastructure along segments of the road, and contains sidewalks on both sides of the road within the Subject Lands' vicinity.

The Subject Lands are well served by 2 separate bus routes, providing accessible connections to both surface transit and higher-order transit services, while reducing people's dependency on private automobile use.

The 1 Plains/Fairview Burlington Transit Route operates along Plains Road West, between

Appleby GO Station and Hamilton GO Station, generally in an east-west direction. Along the way, the route also connects to Burlington GO Station. The route operates seven days a week.

The 4 Central Burlington Transit Route operates along a portion of Waterdown Road, between Aldershot GO and Appleby GO, generally in a east-west direction. The route operates weekdays and Saturdays.

The City of Burlington Official Plan (1997) designates Plains Road, Waterdown Road, Lasalle Park Road, Townsend Avenue, and Francis Road within the Subject Lands' vicinity as *Primary Bus Service Network* and North Service Road as *Secondary Bus Service Network* in Appendix A – Schedule 1: Long Term Transit Service Network. *Primary Bus Service Network* routes are planned with peak period service frequencies of 15 minutes or better, while *Secondary Bus Service Network* routes are planned to offer peak period frequencies greater than 15 minutes (3.4.2). Specifically, the Burlington Official Plan, 1997 directs that the highest priority will be planed on improving transit along corridors such as Fairview Street/Plains Road (3.4.2).

The City of Burlington Official Plan (2020), which designates Plains Road and Waterdown Road as *Frequent Transit Corridors* on Schedule B-2: Growth Framework and Long-Term Frequent Transit Corridors, which are recognized as priority components of the citywide transit network to support community connectivity, facilitate intensification and increase ridership in the city's growth areas (6.2.3.1.c). Schedule B-2 designates Plains Road and Waterdown Road as *MTSA Primary Connector* which are planned to contain enhanced levels of transit service and facilities (6.2.9.2.b). Schedule B-2 further designates North Service Road and Francis Road as *Transit Support Corridors* which service lower density areas and employment uses and are intended to provide a basic level of service, such as peak service, connecting to the frequent transit corridors (6.2.3.2.c).

The Subject Lands are within approximately 575 metres (within an under 10-minute walking distance) of Aldershot Station, which provides higher-order transit access to both GO Transit and VIA Rail.

Aldershot Station provides access to GO Transit's higher-order transit services along the Lakeshore West Line, which extend from Union Station (Downtown Toronto) to Niagara Falls, with additional higher-order connections across GO Transit's wider regional network.

Aldershot Station additionally provides access to VIA Rail's higher-order transit services along its Ontario/Quebec Line, which extends across south-west and east Ontario into Quebec, with additional higher-order transit connections which extend country-wide.

The Subject Lands are also well served by nearby cycling infrastructure, which includes on-street bike lanes along portions of Plains Road East, Waterdown Road and Lasalle Park Road, and an assortment of multi-use trails and connections which extend across the Aldershot area, which connects to the wider City of Burlington cycling network.

The Subject Lands are additionally well-positioned with nearby access to an assortment of established community services, facilities, and amenities, including schools, parks, and open green spaces.

2.6 Surrounding Development Applications

Significant development activity in proximity to the Subject Lands was reviewed and is illustrated on **Figure 3** and summarized in **Table 2**.



Figure 3: Surrounding Development Applications

Table 2: Surrounding Developments

No.	Address	Use	Height	Description and Status
1	1120 Cooke Boulevard	Mixed-Use	33 storeys; 31 storeys; 29 storeys	An Official Plan Amendment and Zoning By-law Amendment application to redevelop the site with three buildings comprising 29, 31, and 33 storeys. Collectively the buildings contain 1,165 dwelling units and 495 square metres of retail uses, at a density of 9.0 FAR. Both applications were approved by Burlington City Council on June 18, 2024.
2	1062 - 1074 Cooke Boulevard	Mixed-Use	32 storeys; 30 storeys	An Official Plan Amendment and Zoning By-aw Amendment application to redevelop the site with a 30-storey and 32-storey mixed-use building comprising 809 dwelling units ad 581 square metres of retail uses, at a density of 9.51 FAR. Both applications are presently under appeal before the Ontario Land Tribunal.
3	1029 - 1033 Waterdown Road	Mixed-Use	29 storeys	An Official Plan Amendment and Zoning By-aw Amendment application to redevelop the site with a 29-storey mixed-use building comprising 295 dwelling units and 189 square metres of retail uses, at a density of 8.2 FAR. The applications were refused by Burlington City Council on April 5, 2022. Both applications are presently under appeal before the Ontario Land Tribunal.
4	53 - 71 Plains Road East & 1025 Cooke Blvd	Mixed-Use	18 storeys; 9 storeys	An Official Plan Amendment and Zoning By-law Amendment application to redevelop the site with 9-storey and 18-storey mixed-use buildings comprising a total of 555 dwelling units and 4,425 square metres of commercial uses, at a density of 3.58 FAR. The applications were approved in-principal by the Ontario Land Tribunal, as per a decision issued November 23, 2022.
5	40 - 70 Plains Road East	Mixed-Use	12 storeys	An Official Plan Amendment and Zoning By-law Amendment application to redevelop the site with a 12-storey mixed-use building comprising 389 dwelling units and 1,027 square metres of retail uses, at a density of 4.5 FAR. The applications were approved by the Ontario Land Tribunal, as per a decision issued February 10, 2023.
6	141, 147 and 153 Plains Road West	Mixed-Use	11 storeys	The proposed concept for development of the subject lands provides for a mixed-use development consisting of one 11 storey building containing 131 residential units and 143 square metres of ground floor retail. The proposed development will have a gross floor area of 11,640 square metres (+/-125,292 square feet) and a floor area ratio of approximately 4.8:1.
7	35 Plains Road East	Mixed-Use	8 storeys	An Official Plan Amendment and Zoning By-aw Amendment application to redevelop the site with an 8-storey mixed-use building comprising 72 dwelling units and 278.75 square metres of commercial uses. The applications were approved by the Ontario Land Tribunal, as per a decision issued July 12, 2018.
8	276, 284 and 292 Plains Road East	Residential	7 storeys	An Official Plan Amendment and Zoning By-Law Amendment to contemplate a 7-storey apartment building with a total of 141 residential units, 153 parking spaces (100 underground parking spaces and 53 surface parking spaces) and 71 bicycle parking spaces. The total proposed gross building floor area is 12,318 m2 and the overall building height is 21.0 metres (including mechanical penthouse). Ground floor and rooftop amenity spaces are also proposed.
9	1085 Clearview Avenue	Mixed-Use	7 storeys	An Official Plan Amendment and Zoning By-aw Amendment application to redevelop the site with two 7-storey residential building comprising 164 units, at a density of 1.94 FAR. The applications were approved by the Ontario Land Tribunal, as per a decision issued January 29, 2021.
10	105 – 109 Plains Road East	Mixed-Use	6 Storeys	A Pre-Application to redevelop the site with a 6-storey mixed-use building with 123 square metres of non-residential uses at-grade and 60 residential units.
11	236 Plains Road East	Residential	4 storeys	A Zoning By-Law Amendment to propose a 4-storey condominium townhouse block consisting of 6 units fronting on a private condominium road. This proposal would replace the existing single-detached dwelling on the subject property.

3.0 Description of the Proposal

3.1 Development Proposal

The Proposed Development redevelops the Subject Lands with an 11-storey mixed-use building containing residential and commercial uses at-grade, and residential uses on the above ground floors. The Proposed Development contains a total gross floor area ("GFA") of 18,568 square metres, consisting of 1,045.01 square metres of commercial GFA and 17,522.99 square metres of residential GFA, with a total site density of 4.88 FAR. The Proposed Development contains a total building height of 35.4 metres, exclusive of mechanical penthouse. Please refer to **Table 3** for a summary of the site statistics. Please refer to **Figures 4 and 5** for the proposed Site Plan and Rendering of the Proposed Development. Please additionally refer to **Appendix C** for a copy of the Architectural Plans, prepared by Kozlowski Architect, dated May 9, 2025.

At-grade, the Proposed Development contains distinct commercial and residential building components. Two (2) commercial units are provided on the ground floor, consisting of a 448.41 square metre unit which is located at the building's north-east corner and a 596.05 square metre unit located at building's north-west corner. Near the building's mid-point along Plains Road East, is the building's residential lobby, which connects to the building's above-grade residential component, as well as to a 406.93 square metre indoor amenity space, which further connects to a 21.72 square metre roofed outdoor amenity space and to 720.16 square metres of open air outdoor amenity space. Located along the building's south main wall are ground floor residential units, with the building's south-east corner containing a row of three (3) units, comprising of 2 one-bedroom and 1 two-bedroom units, and the building's south-west corner similarly containing a row of three (3) units, comprising of 2 one-bedroom and 1 two-bedroom units. The remainder of the building's ground floor area is occupied with "back-of-house" activities, including vehicular ramp, solid waste storage and collection room, and servicing rooms.

Table 3: Project Summary Statistics

Site Statistics	
Site Area	4,807.65
Building Height (m) (Exclusive of MPH)	35.4
Building Height (m) (Inclusive of MPH)	39.4
Floor Area Ratio	4.88
Total Gross Floor Area (m^2)	18,568
Commercial Gross Floor Area (m^2)	1,045.01
Residential Gross Floor Area (m^2)	17,522.99
Total Residential Units	253
Studio Units	3 (1%)
One-Bedroom Units	160 (63%)
Two-Bedroom Units	48 (19%)
Three-Bedroom Units	42 (17%)
Vehicular Parking Spaces	291
Bicycle Parking Spaces	146
Total Amenity Space (m^2)	3,901.45
Total Amenity Space (m^2/unit)	15.42
Indoor Amenity Space (m^2)	691.95
Shared Outdoor Amenity Space (m^2)	817.34
Private Outdoor Amenity Space (m^2)	2,312.15

Dwelling units are proposed above-grade between the 2nd to 11th floors, along with outdoor amenity spaces across the 6th, 7th and 8th floors.

Overall, the development includes a total of 253 residential units and 2 retail units. The residential units are as follows:

- 3 studio units (1%);
- 160 one-bedroom units (63%);
- 48 two-bedroom units (19%); and,
- 42 three-bedroom units (17%).

The Proposed Development gains vehicular access by way of two (2) entrances consisting of a 6.0-metre-wide driveway entrance off Glenwood Avenue and 6.0-metre-wide driveway entrance off Birchwood Avenue, which connect to a surface parking lot and to two (2) loading/service areas located along the south edge of the building. The proposal also provides access to a staging area and waste collection and containment room, which is connected to the loading area.

The Proposed Development provides a total of 291 vehicular parking spaces, comprising 47 surface parking spaces, 112 parking spaces on the 1st underground level, 116 parking spaces on the 2nd underground level, and 16 spaces on the 3rd underground level. A total of 146 bicycle parking spaces are provided, with 28 short-term bicycle parking spaces provided at-grade, and 118 long-term bicycle parking spaces distributed across the underground levels.

The Proposed Development contains grade-related entrances, comprising of one (1) primary entrance to the building's residential component along Plains Road East, and seven (7) distinct commercial entrances which are oriented along Plains Road East and Birchwood Avenue. The primary pedestrian access is provided from Plains Road East to the residential lobby with a barrier-free design for users of all ages and abilities. Six (6) independent entrances are provided to each of the at-grade residential units, which are oriented along the Birchwood Avenue, Glenwood Avenue, and the building's south main wall. All the building's entrances are visible from and provide direct access to the area's pedestrian network, and will further be enhanced through a high-quality assortment of landscaping, furniture and lighting that will contribute towards an improved pedestrian environment.

Loading and servicing is accessible via the driveway, are located to the rear of the building and will be appropriately screened from adjacent properties and public realm.

The Proposed Development contains both indoor and outdoor amenity spaces. The building contains 406.93 square metres of indoor amenity space at-grade adjacent to the building's lobby, which connects to a 21.72 square metre shared outdoor amenity space, and 720.16 square metre shared open air outdoor amenity space located to the rear of the building. The Proposed Development contains shared outdoor amenity spaces on the above ground floors along the south main wall, comprising of a 37.37 square metre space on the 6th floor, 19.05 square metre space on the 7th floor, and 19.05 square metre space on the 8th floor. The Proposed Development additionally provides private outdoor amenity spaces for each dwelling unit in the form of balconies or terraces. Below grade, two (2) 142.51 square metre indoor amenity spaces are located to the east of the building's core on the 1st and 2nd underground levels. Collectively, a total of 3,901.451 square metres of amenity is provided as part of the Proposed Development, which is equivalent to 15.42 square metres per unit, comprising 691.95 square metres of indoor amenity space, 814.34 square metres of shared outdoor amenity space, and 2,312.15 square metres of private outdoor amenity space.

This building represents an active frontage at the ground level along Plains Road East, as well as along Birchwood Avenue and Glenwood Avenue, with commercial uses, a residential lobby, and indoor and outdoor amenity spaces.

The Proposed Development contains a high-quality facade and material finish, providing an attractive contemporary architectural design and a dynamic range of materials to contribute to the existing and planned character of the surrounding neighbourhood.

The Property Owner has entered into a formal agreement to acquire a 60.31 square metre portion of land from the 982 Glenwood Avenue property located to the south of the Subject Lands (the "Acquisition"). The Acquisition will contribute a 32.92 metre long by 1.83 metre wide portion of land, generally rectangular in shape, to the Subject Lands, thereby adjusting the rear lot line to enable a consistent 3.0 metre wide landscape buffer along its full extent. A future Consent application is anticipated to facilitate the lot line adjustment.

The Proposed Development will be designed to support sustainability through various measures, including a mix of hard and soft landscaping interventions and tree planting.

Moreover, the Proposed Development will feature low impact development stormwater management design practices including stormwater quantity controls (peak flow control), erosion control, stormwater quality control, and stormwater runoff volume reduction (water balance) to minimize risks to human health and the environment, as per the Functional Servicing & Stormwater Management Report prepared by Trafalgar Engineering.

The Proposed Development will additionally support a robust Transportation Demand Management ("TDM") program, as is discussed within the Transportation Import Study, prepared by Stantec, which includes: unbundled parking; fee-based parking; bicycle parking areas; transit schedules and route maps, trail maps, and cycling route map; and transit and active transportation advocacy initiatives. The TDM strategy is expected to provide site users with a net-positive transportation experience, providing incentive to choose other modes of travel, while contributing towards improving people's quality of life.

As noted previously, the Proposal is located in an area that contains excellent access to a range of transit services, including surface and higher-order transit options located in less than a ten-minute walking distance of the Subject Lands. Overall, the proposal redevelops and intensifies the Subject Lands, while integrating with the existing and planned developments in the surrounding area. The proposed scale, height and massing of the proposal is consistent and complementary to the surrounding existing and proposed residential, commercial and mixed-use buildings in proximity to the Subject Lands.

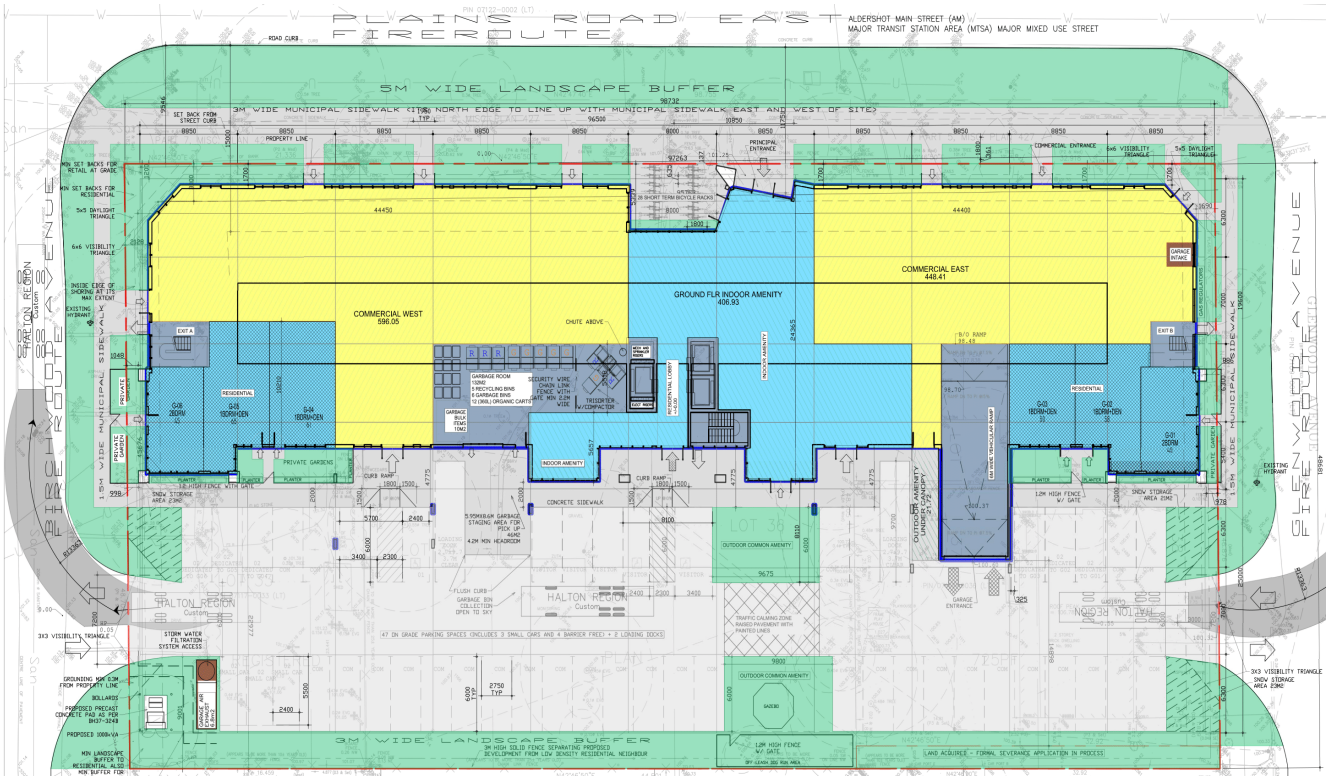


Figure 4: Proposed Development – Site Plan



Figure 5: Proposed Development – Rendering (Viewed From Plains Road East, Looking South-West)

3.2 Summary of Technical Reports

In order to ensure the Proposed Development fully addresses all policy and technical requirements, as well as the requirements for a complete application, a number of required supporting studies have been completed. Each of these studies are summarized in this section of the Planning Justification Report. Many of these studies also identify how the Proposed Development and applications advance Provincial, Regional, and Local policies.

Housing Impact Statement

A Housing Impact Statement was prepared by MHBC to assess developments containing 100 or more dwelling units to identify how the proposal contributes to achieving the Region of Halton's housing targets, how the estimated rents and/or initial sales prices of the development are at or below the affordable housing threshold, and the proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments.

The Statement finds that the Proposed Development and associated Official Plan and Zoning By-law Amendments represent an appropriate intensification of the Subject Lands and the supply of much needed new housing units. The Proposed Development introduces a mixed-use development on the site, providing 253 residential units. The Proposed Development makes efficient use of underutilized lands by proposing residential intensification on site that is well-connected to public transit and makes efficient use of existing municipal servicing and infrastructure.

Urban Design Brief

An Urban Design Brief was prepared by MHBC to address the design requirements and illustrate the Proposed Development. Based on the review, the Proposed Development adheres to the vision and design direction for the area. The Report concludes that the proposal will create a well-defined pedestrian-friendly streetscape along Plains Road East, Glenwood Avenue, and Birchwood Avenue. The development also assists with the quality, accessibility and connectivity of the surrounding streets and pedestrian network, including to existing surface and higher-order transit services, and encourages the use of sustainable transportation modes. The proposal carefully considers building articulation, orientation, and massing to ensure that the development is well-integrated into the context character. The development uses enhanced landscaping and high-quality architectural design to create a visually appealing built form that is pedestrian-scaled and oriented to define the street edge. The proposal enhances natural features on-site by providing landscaped setbacks that define the street edge and create space for pedestrian gathering, passive recreation, and reduced height island effect. The Report finds that overall, the proposal represents a high-quality design that promotes intensification and revitalization and will provide planned transition to the surrounding neighbourhoods while contributing to placemaking in the community.

Shadow Study

A Shadow Study was prepared by Kozlowski Architect by providing a visual model of the impact of shadows cast by the Proposed Development on the Subject Lands and surrounding area.

Accordingly, Study finds that the Proposed Development generally satisfies the Private Outdoor Amenity Spaces, Public Realm and Sidewalks, and Places Where Children Play criteria.

With respect to the Private Outdoor Amenity criteria, on March 21st, the Shadow Study finds that apart from the 991 Glenwood Avenue

Property, the Proposed Development does not cast shadows on the rear yards of private residential properties for more than 2 hours in duration, contributing limited fast-moving net new shadows on the property's rear yard which are limited to the later hours of the day.

With respect to the Public Realm and Sidewalks criteria, on March 21st, the Proposed Development casts limited new shadows on Glenwood Avenue and Birchwood Avenue, at a Sun Access Factor ("SAF") of 0.63 and 0.67, exceeding the minimum desired SAF of 0.5. The Proposed Development contributes some new shadows on the public realm or sidewalks of Plains Road east, for a SAF of 0.41. Importantly, new shadows created by the Proposed Development are only cast up to 1:00pm, with shadows cast by the adjacent buildings from 2:00pm onwards serving as a contributing factor towards the SAF calculation being below minimum desired 0.5 rate.

With respect to the Places Where Children Play criteria, on March 21st and September 21st, the Proposed Development only casts shadows on the north-west corner of the Glenview Public School's school yard for 1-hour at 6:00pm, contributing limited fast-moving net new shadows in the evening hours of the day, outside of regular school hours.

The Proposed Development incorporates a series of setbacks, step-backs, and relevant massing and design interventions, providing a built form that casts limited new shadows on the adjacent public realm and sidewalks, which are fast-moving over the course of the day, and reflect similar shadowing conditions found within the vicinity of the Plains Road East corridor.

Land Use Compatibility Study

A Land Use Compatibility Study was prepared by RWDI to identify any existing and potential land use compatibility issues and evaluate options to achieve appropriate design, buffering and/or separation distances between the Proposed Development's sensitive (residential) land uses and nearby employment areas and/or major facilities. The Study finds that the Proposed Development is compatible with surrounding employment uses and transportation corridors.

Noise and Vibration Impact Study

A Noise and Vibration Impact Study was prepared by RWDI to identify and recommend noise control measures for the Proposed Development.

The potential noise levels from stationary sources of sound were evaluated. Based on the noise modeling results and setback distances, the land use compatibility of the proposed development with respect to the nearby industrial land-uses is considered acceptable from the noise assessment perspective.

The following noise control measures are recommended for the Proposed Development:

1. Installation of central air-conditioning so that all suites' windows can remain closed.
2. The inclusion of a noise warning clause related to transportation sound levels at the building façade.
3. Minimum sound isolation performance:
    a. Window glazing with minimum sound isolation performance up to STC-34 for the North Façade facing Plains Rd
    b. Suite exterior balcony door with minimum sound isolation performance of STC-28 for the North Façade facing Plains Rd
4. Construction of perimeter noise barriers along the ground floor outdoor amenity space, OLA_01.

Based on the results of the analysis, including implementation of the recommendations presented in this report, the Proposed Development is feasible with respect to noise and vibration. RWDI recommend that in order to measure the noise and vibration of the Proposed Development on itself and its surroundings, that the building design be evaluated prior to the Building Permit stage to ensure that any required design measures be adequately implemented.

Air Quality Assessment

An Air Quality Assessment was prepared by RWDI to assess the potential impact of Glenview Public School's boiler stack on the air quality at the Proposed Development's elevated receptors.

The Assessment's review of the tall boiler stack at Glenview Public School indicates that emission impacts comply with MECP air quality criteria for all receptors at the Proposed Development. Based on the results obtained from the dispersion modelling assessment, RWDI believes that emissions from the tall boiler stack at Glenview Public School will not cause adverse air quality impacts on the Proposed Development.

Pedestrian Wind Study

A Pedestrian Wind Study was prepared by RWDI to assess the wind impacts resulting from the Proposed Development. The Study was based on the wind-tunnel testing conducted for the proposed development under the Existing and Proposed configurations of the site and surroundings. The results were analysed using the regional wind climate records and evaluated against the City of Burlington Pedestrian Wind Criteria for pedestrian comfort (pertaining to common wind speeds conducive to different levels of human activity) and pedestrian safety (pertaining to infrequent but strong gusts that could affect a person's footing).

RWDI found that the wind conditions are predicted to meet the safety criterion at all areas assessed in both the pre- and post-development conditions. With the addition of the Proposed Development, conditions surrounding the site, including all sidewalks and building entrances are anticipated to remain suitable for year-round use. Wind conditions on the 6th floor outdoor amenity space are expected to be suitable for passive activities throughout the year.

With respect to the building's north-east ground floor commercial entrance, RWDI recommends that if feasible, to ensure a comfortable wind climate, the entrance be recessed into the façade, or tall wind screens or planters be added to provide a sheltered space.

Arborist Report

An Arborist Report was prepared by Cosburn Nauboris.

The Arborist Report describes the inventory of trees taken on the Subject Lands, including the species, size, condition of each tree and whether it is to be retained or removed. The report concludes that, of the 97 trees surveyed on and around the property, a total of 91 trees, comprising of 68 private site trees and 23 right-of-way trees, will conflict with the proposed construction and will require removals to facilitate the Proposed Development. A total of 6 trees, comprised of 2 private adjacent land trees and 4 right-of-way trees, are to be protected and preserved. Given that the Proposed Development requires the utilization of the entire site, there is limited opportunity to retain existing trees. Removal of trees is intended to be compensated through street tree planting, on-site planting and financial compensation, if required.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Trafalgar Engineering.

The report finds that the Proposed Development can be serviced by the existing infrastructure for water, wastewater, and stormwater and can meet the City of Burlington stormwater management criteria.

With respect to water servicing, there is existing municipal water infrastructure adjacent to the site that can service the site's estimated demand. The proposed average daily water demand for the site is 75 L/min and an estimated fire demand of 8,000 L/min. The site's domestic water service connection will be connected to the existing 200 mm diameter watermain on Glenwood Avenue.

With respect to wastewater servicing, the site's sanitary system will be connected to the existing 450 mm diameter sanitary sewer on Glenwood Avenue using a 200 mm diameter sanitary lateral. An additional sanitary lateral is proposed to connect to the existing 200 mm diameter sanitary sewer on Birchwood Avenue.

With respect to stormwater management, all storms greater than the 25 mm event up to the 100-year and Regional storm will be controlled to the 5-year pre-development flow rate. Stormwater storage will consist of roof storage and an underground stormwater management tank. All storms up to and including the 25 mm event will be captured and released at 1.4 L/s as per the municipal erosion control guidelines for the subject lands. The stormwater tank in the underground parking garage provides the required storage of 183 m^3 with a provided volume of 193 m^3. The building's roof will provide a minimum of 23 m^3 of storage for quantity control. Runoff stored within a stormwater tank in the underground parking garage will be pumped to a maximum rate of 40.0 L/s, to the storm sewer on Plains Road East. Storm drainage for the site will be through a 250 mm diameter storm lateral to the 450 mm diameter storm sewer on Plains Road East. Stormwater quality (80% TSS removal) is achieved through a Jellyfish Filtration System located in the underground parking level P1 that will treat all sediment laden runoff from the surface parking areas.

Transportation Impact Study

A Transportation Impact Study was prepared by Stantec.

The Study finds that the Proposed Development's parking supply, which finds that the proposed parking supply of 291 parking spaces for the residents, visitors, and users of the retail portion of the proposed development is suitable given the Subject Lands' connection to the pedestrian network and cycling network, access to existing bus transit routes along Plains Road and Waterdown Road, and under 10-minute access to higher-order transit as part of Aldershot Station.

The Proposed Development's Birchwood Avenue and Glenwood Avenue driveways have been assessed, finding that they are appropriately separated from Plains Road East to avoid vehicle conflicts, and allow for full movement to and from both side streets. The Study finds that the driveways provide appropriate access to the surface parking lot, servicing area, waste collection area, and underground parking structure.

The Study additionally assesses the Proposed Development's post-development traffic conditions, including traffic impacts generated from adjacent developments, finding that the Proposed Development's traffic can be accommodated within the existing infrastructure, with current street networks and

transportation infrastructure being sufficient to accommodate the Proposed Development.

The Study proposes a mix of TDM strategies which are additionally expected to provide site users with a net-positive transportation experience, incentivizing the use of alternative modes of travel, including transit and active transportation, through measures involving:

- unbundled parking;
- fee-based parking;
- bicycle parking areas;
- transit schedules and route maps, trail maps, and cycling route map;
- and transit and active transportation advocacy initiatives.

3.3 Proposed Official Plan Amendment

The City of Burlington Official Plan (1997) designates the properties municipally known as 84 and 104 Plains Road East and 990 Glenwood Avenue as *Residential – Medium Density*, which generally permits a density of 26 to 50 units per net hectare, within detached and semi-detached homes, townhouses, attached housing and walk-up apartments. The 1997 OP directs that lands designated *Residential – Medium Density* on the south side of Plains Road, between Cooke Boulevard and Filmandale Road, shall be subject to site-specific zoning regulations designed to protect the existing character of this portion of Plains Road and provide compatibility with the abutting neighbourhood to the south.

The in-effect portion of the City of Burlington Official Plan (2020) provides site-specific policies for the property municipally known as 92 Plains Road East, permitting the development of a mixed-use building consisting of residential and at-grade office uses, with a maximum density of 234 units per hectare and a maximum building height of 7 storeys.

Given that the City of Burlington Official Plan (2020) remains largely under appeal, an amendment would be required to the City of Burlington Official Plan (1997) to facilitate the Proposed Development on the Subject Lands. The proposed draft Official Plan Amendment ("OPA") amends the official plan as follows:

- The mapping of the 1997 OP of the Burlington Planning Area, Schedule B: Comprehensive Land Use Plan - Urban Planning Area, is amended by redesignating the properties municipally known as 84 and 104 Plains Road East, and 990 Glenwood Avenue, from *Residential – Medium Density* to *Mixed Use Corridor – General.*
- The text of the 1997 OP of the Burlington Planning Area is amended by adding the following clause to Part III, Section 5.3 Mixed Use Corridors, Subsection 5.3.2 which reads as follows:

  "X) For Lands located at 84, 92 and 104 Plains Road East and 990 Glenwood Avenue:

  i. Notwithstanding Policy 5.3.2a)ii), d)i), d)ii), and s) of this Plan, for the lands described as 84, 92 and 104 Plains Road East and 990 Glenwood Avenue a mixed-use building consisting of residential and at-grade commercial uses, with a maximum floor area ration of 5.0:1 and a maximum building height of 11 storeys shall be permitted."

The draft OPA can be found in **Appendix D** of this report.

3.4 Proposed Zoning By-law Amendment

The City of Burlington Zoning By-law 2020 zones the properties municipally known as 84 and 104 Plains Road East and 990 Glenwood Avenue as *Medium Density Residential* (RM1-346). The RM1 Zone permits several types of residential buildings including detached dwellings, semi-detached dwelling, duplex, and a triplex building(s). Mixed-use buildings, apartment buildings, and townhouses are not permitted in the RM1 Zone and are reserved for the higher density zones such as RM2, RM3 and RM4. Exception 346 provides additional site-specific regulations by prohibiting townhouse developments, providing specific built form regulations for office uses, and providing additional built form regulations for all other permitted uses, including with lot width, lot area, setbacks, permitted encroachments, and landscaping.

The property municipally known as 92 Plains Road East is zoned *Mixed Use General* (MXG-498), which permits an assortment of residential and non-residential uses and allows apartments as a permitted building type. Exception 498 provides site-specific permissions for the development of a 7-storey mixed-use building, containing up to 49 dwelling units, among other regulations.

The proposed amendment will rezone 84 and 104 Plains Road East and 990 Glenwood Avenue from *Medium Density Residential* (RM1) zone to the *Mixed Use General* (MXG) zone and will include adjustments to the site-specific provisions. The amendment consists of the following::

- Rezone 84 and 104 Plains Road East and 990 Glenwood Avenue from Medium Density Residential (RM1) zone to the Mixed Use General (MXG) zone to permit the proposed building type;
- Increase in height from 6-storeys to 11-storeys;
- Increase in FAR from 1.5:1 to 5.0:1;
- Changes in setbacks:
    - Front Yard: 3 metres to 1.0 metres abutting Plains Road East at-grade and below-grade, 0.0 metres on the above ground levels;
    - Side Yard: 0.0 metres to 0.6 -0.8 metres at-grade and below-grade, 0.0 metres on the above ground levels;
    - Rear Yard: 3.0 metres to 2.5 metres abutting the south lot line below-grade, 12.0 metres at-grade and on the above ground levels;
    - Setbacks abutting a residential zone: 12-18 metres (depending on floor) to 12.0 metres;
- Landscape Area from 3.0 metres to 0.0 metres;
- Landscape Buffers from 6.0 metres to 3.0 metres;
- Amenity area from 25.3 square metres per dwelling unit to 15.4 square metres.
- Maximum height of fences and privacy screens from 2.0 metres to 3.0 metres;
- Balcony projection from 0.5-1.6 metres to 2.0 metres;
- Balcony projection length from a maximum of 3.0 metres to greater than 3.0 metres;
- Balcony projections are permitted above the first storey on a wall facing the side and rear yard of detached dwellings are permitted;
- Minimum parking:
    - From:
        - 1.25 spaces per unit, inclusive of visitor parking;

        - 4.40 spaces per 100 square metres of commercial gross floor area;
    - To:
        - Residential: 0.98 spaces per unit;
        - Residential Visitor and Commercial / Non-Residential Uses: 0.15 spaces per dwelling unit;
- 27 parking spaces from containing a minimum length of 6.0 metres and width of 2.75 metres to a minimum length of 5.5 metres and width of 2.4 metres.
- 27 of the total required parking spaces may contain a minimum area of 13.2 metres.
- Minimum accessible parking space width from 2.75 metres to 2.4 metres.
- Minimum accessible parking space size from 16.5 square metres to 13.2 square metres.
- Minimum accessible parking space walkway width from 2.0 metres to 1.5 metres.
- Minimum setbacks of 9.0 metres for driveways and 6.0 metres for parking spaces from a window of a habitable room to a minimum setback of 1.2 metres.
- Minimum setbacks of 6.0 metres from an R1, R2, and R3 zone to 2.5 metres.
- Minimum setback of 3.0 metres for enclosed parking structure below grade and up to 1.6 m above grade from street line to 0.6 metres, which may encroach into a required landscape buffer.
- The yard requirements shall not apply to accessory buildings and structures located on the lot.

The draft ZBA can be found in **Appendix E** of this report.

3.5 Public Consultation

A Public Information Meeting is required by the City of Burlington prior to submission of a development application. A Public Information Meeting for the proposed development was held in a hybrid meeting format on October 30, 2024. Residents within 120 metres of the Subject Lands received notification of this meeting from the City of Burlington. A project email (100Plains@MHBCPlan.com) was set-up, allowing area residents to submit questions and comments as part of a comment period which extended for over three (3) weeks to November 17, 2024. Comments raised by residents included building height and density, ground floor commercial component, parking, vehicular circulation, traffic, landscaping, servicing, construction management, and property values.

Building Height and Density

Concerns were raised surrounding the Proposed Development's density at 4.88 FAR and height at 11-storeys. The Proposed Development's height and density are appropriate given the location of the Subject Lands within the Aldershot GO MTSA, which are areas planned for growth and intensification. The Proposed Development incorporates a series of setbacks, step-backs, and relevant massing and design interventions, which ensure that the Proposed Development provides a comfortable pedestrian environment as is experienced from surrounding properties and public realm, as is demonstrated by the supporting studies which are enclosed as part of the OPA and ZBA applications. The Proposed Development's contributes an appropriately massed and scaled built form which is reflective of the area's evolving nature comprising of a higher intensity and scale of development in the form of mid-rise and tall residential and mixed-use buildings.

As concluded by the studies prepared in support of the OPA and ZBA applications, the proposed density does not create any undue adverse impacts and no infrastructure upgrades are required to support the development.

Ground Floor Commercial Component

Concerns were raised on the future uses of the building's at-grade commercial component, including as it relates to the appropriateness of the location for the Proposed Development to contain a grocery store and associated impacts to vehicular loading and circulation.

The Proposed Development contains a total of 1,045.01 square metres of commercial GFA on the ground floor, in the form of a 448.41 square metre unit which is located at the building's north-east corner and a 596.05 square metre unit located at building's north-west corner.

The ground floor commercial spaces will contain a 4.5 metre tall ground floor component which can be programmed in a flexible manner to accommodate a variety of retail, service, and office functions, including potential small-scale grocer, as part of unit sizes which can assembled and broken-up to meet tenant needs and market demands.

The commercial component is located within a visible location along Plains Road East corridor and being directly accessible from the pedestrian network through front door entrances which are oriented and directly connect to the Plains Road sidewalk. The Proposed Development's commercial component will be conducive the Proposed Development's residential component, and will support the area residents and visitors, being located within an accessible manner, while reducing people's dependency on private vehicle use.

Given the scale of the Proposed Development's commercial component at 1,045.01 square metres of GFA, it is not anticipated to be a significant generator of vehicular traffic.

Parking, Vehicular Circulation, and Traffic

Concerns were raised at the meeting regarding the Proposed Development's parking supply in both short-term and long-term parking options for the building's proposed residential and commercial uses, in addition to vehicular circulation and access to the Proposed Development from the side-streets (Glenview Avenue and Birchwood Avenue), and the impacts of the Proposed Development on vehicular and pedestrian traffic.

As per the findings contained in the Transportation Impact Study, prepared by Stantec:

- The Proposed Development contains a parking supply of 0.98 parking spaces per unit for residential uses and a parking supply of 0.15 spaces per dwelling unit which is shared for residential visitor, commercial and other non-residential uses. When considering the site's location, including direct access to the pedestrian network, along with access to surface transit bus routes and higher-order transit, commuters in this area have a high degree of access to efficient means of travel that reduce the strain on roadways in the area, with the parking rate being deemed sufficient to support the Proposed Development's uses. Moreover, the robust TDM program will further incentivize active transportation and public transit use, while discouraging private automobile use, contributing towards improving building and area resident's quality of life.

- The Proposed Development gains access by way of two 6.0-metre-wide driveways, with one driveway off Birchwood Avenue and one off Glenwood Avenue. These driveways will be positioned about 35.5 metres south of Plains Road East, exceeding minimum driveway spacing requirements. The driveways will allow for full movement to and from both side streets, providing access to the surface parking lot, servicing area, and underground parking structure. Waste collection vehicles contain no issues with navigating the site or with traffic circulation.
- When assessing future traffic conditions, including changes generated from the Proposed Development and from studies complete from adjacent approved developments, the results showed no significant operational concerns in existing conditions, future background conditions, or future total conditions including site-generated traffic. No road network or infrastructure upgrades are required to facilitate the Proposed Development.

Landscaping

Concerns were raised with respect to the Proposed Development's landscaping as it relates to the retention of existing trees and landscape screening to the adjacent low-rise dwellings.

As per the Arborist Report, prepared by Cosburn Nauboris, given that the Proposed Development requires the utilization of the entire site, there is limited opportunity to retain existing trees, with 69 of the 75 survey trees on and around the property requiring to be removed. Removal of trees is intended to be compensated through street tree planting, on-site planting and financial compensation, if required.

As per the Landscape Plans, prepared by Cosburn Nauboris, the Proposed Development contains an elaborate mix of landscaping and hardscaping interventions, which includes:

- Hard landscaping in the form of walkways and paved areas providing multi-modal access to the proposed building;
- Soft landscaping in the form of sod, a collection of planters, and new row of street trees planted along each street frontage; and,
- Furniture, including seating arrangements and programmed shared outdoor amenity areas.

Servicing

Concerns were raised with respect to the Proposed Development's impact on existing municipal infrastructure, as well as how stormwater will be controlled on the site. This includes concerns about the Proposed Development's potential to cause flooding and impacting the functionality of the existing ditch drainage system in the neighborhood.

As per the Functional Servicing and Stormwater Management Report, prepared by Trafalgar Engineering, the Proposed Development can be serviced by the existing infrastructure for water, wastewater, and stormwater and can meet the City of Burlington stormwater management criteria.

With respect to water servicing, there is existing municipal water infrastructure adjacent to the site that can service the site's estimated demand. The proposed average daily water demand for the site is 75 L/min and an estimated fire demand of 8,000 L/min. The site's domestic water service connection will be connected to the existing 200 mm diameter watermain on Glenwood Avenue.

With respect to wastewater servicing, the site's sanitary system will be connected to the existing 450 mm diameter sanitary sewer on Glenwood Avenue using a 200 mm diameter sanitary lateral. An additional sanitary lateral is proposed to connect to the existing 200 mm diameter sanitary sewer on Birchwood Avenue.

With respect to stormwater management, all storms greater than the 25 mm event up to the 100-year and Regional storm will be controlled to the 5-year pre-development flow rate. Stormwater storage will consist of roof storage and an underground stormwater management tank.

Construction Management

Concerns were raised with respect to the Proposed Development's construction, including potential disruptions to the surrounding community, such as the impact on residents' properties, noise levels, and privacy.

A Construction Management Plan (CMP) will be prepared at the Site Plan Approvals stage, which outlines strategies for managing construction projects efficiently while ensuring safety, minimizing disruptions, and complying with Provincial and Municipal regulations. It includes resource allocation, risk mitigation, scheduling, and stakeholder communication protocols. The CMP addresses community concerns like traffic, noise, and dust while incorporating environmental protection measures. By providing a clear roadmap, it ensures project efficiency, safety, compliance, and minimal impact on the surrounding environment and community.

Property Values

Concerns were raised with respect to the Proposed Development's impact on property values, with comments involving the Proposed Development's construction leading towards a decline in the desirability of the area, potentially reducing the market value of nearby homes and altering the character of the neighborhood.

House prices fluctuate as a result of many different reasons. The past decade shown how the price of housing can change drastically as a result of macroeconomic factors like inflation, housing supply and mortgage rules. An objective of the planning system is to manage change and mitigate impacts while accommodating population growth through new housing supply. The Proposed Development achieves this is as described throughout this report while increasing much needed housing supply in accordance with the policies of the City's official plan.

The Proposed Development is compatible with the surrounding area, and appropriately mitigates any adverse impacts, as is identified in the supporting studies which are enclosed as part of the Proposed Application's submission and is summarized in Section 2.3 of this Report.

The Proposed Development provides 1,045.01 square metres GFA of new grade-related retail space which will contribute towards diversifying the local economic base, while proving new local opportunities for employment. Redevelopment of the Subject Lands will provide an additional 253 dwelling units, providing a greater opportunity for people to live in proximity to local employment opportunities offered within the area.

The redevelopment and intensification of the Subject Lands with a higher density-built form will contribute Community Benefit Contributions, Development Charges, and increased property tax revenue, thereby generating additional municipal revenue to support area improvements.

3.6 Urban Design Panel Meeting

A meeting with the City of Burlington Urban Design Panel is required prior to submission of a development application. An Urban Design Panel Meeting for the Proposed Development was held virtually on November 21, 2024, during which the panel provided feedback on various aspects, including context and public realm, built form and site circulation, as well as landscaping and sustainability. Please refer to the Urban Design Brief, prepared by MHBC, which is enclosed as part of this submission and provides commentary on responses to the Urban Design Panel comments.

4.0 Policy Context Overview

This section of the PJR provides an overview of the applicable policy and regulatory context governing the Subject Lands, and how the proposed development fits within it. This section is not an exhaustive summary of all policies reviewed for the Proposed Development but rather highlights those policies and sections which are particularly relevant. A detailed policy assessment of each document is provided in **Appendix F**.

4.1 Planning Act, R.S.O 1990, C.P. 13

The Ontario Planning Act, R.S.O. 1990 (the "Planning Act"), consolidated October 20, 2024, is the primary legislation governing land use planning in the Province of Ontario. The Planning Act provides the basis for consideration of Provincial interests in managing land and natural resources, preparing official plans and planning policies, establishing planning processes, regulating land uses through zoning by-laws and other measures, ensuring public notice and appeal rights, and other matters of Provincial interest. Several other Provincial Policies are created from the authority of the Planning Act, including the Provincial Policy Statement.

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

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

(h) the orderly development of safe and healthy communities;

(i) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

(j) the adequate provision of a full range of housing, including affordable housing;

(l) the protection of the financial and economic well-being of the Province and its municipalities;

(p) the appropriate location of growth and development;

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

(r) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Based on our analysis:

1. The Proposed Development provides new commercial uses and expanded residential uses on a property located within a built-up area and will ensure the efficient use of existing services and infrastructure, including available surface and higher-order transit infrastructure;

2. The Proposed Development will be accessible and will be constructed in accordance with the Ontario Building Code, AODA, and all applicable standards;

3. The Proposed Development will ensure the efficient use of a presently underutilized site, contributing an increased supply and mix of housing options in a higher-density built form in this area of the City;

4. The Proposed Development will contribute to the mix and range of uses within this area of the City, and within an MTSA. The Proposed Development will assist the City in meeting its long-term needs for growth; and

5. The Subject Lands are located in an area designated for growth and development, and not located in an area subject to any environmental, public health or safety concerns.

In our opinion, the Proposed Development, including Official Plan Amendment and Zoning By-law Amendment applications, have regard for matters of Provincial interest under the Planning Act.

4.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (2024) (the "2024 PPS") was released in a final version by the Ontario Ministry of Municipal Affairs and Housing on August 20, 2024, and came into effect on October 20, 2024. The 2024 PPS provides general policy direction to the Province in matters relating to land use planning and development, replacing the previous Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). The 2024 PPS represents fundamental changes in how growth planning is carried out in the Province. Planning authorities will now base population and employment growth forecasts on the Ministry of Finance 25-year projections, however, municipalities may continue to forecast growth using population/employment forecasts previously issued by the Province.

The following highlights some of the key policies of the 2024 that are relevant:

Section 2.1, Planning for People and Homes, requires that sufficient land shall be available to accommodate an appropriate range and mix of land uses to meet projected need and supports the achievement of complete communities.

Section 2.2, Housing directs planning for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents, supporting the provision of all types of housing options, including through residential intensification of previously developed sites, through densities which efficiently utilize land, resources, infrastructure and public service facilities, and support the use of active transportation, in a matter that is transit-supportive.

Section 2.3, Settlement Areas, states that settlement areas shall be the focus of growth

and development. Land use patterns within settlement areas should accommodate a mix of land uses and densities that makes efficient use of the land and resources, optimize existing and planned infrastructure, and is transit-supportive. This section requires transit supportive densities in proximity to transit.

Section 2.4, Strategic Growth Areas, directs growth and development within Strategic Growth Areas ("SGAs"), including Major Transit Station Areas ("MTSAs"), towards the creation of complete communities, containing a range and mix of housing options, intensification, and more mixed-use development. These areas are planned to accommodate "significant" population and employment growth. The policies consider the need for transition in built form to adjacent areas. Major transit station areas, such as Aldershot Station, shall be planned with a minimum density target of 150 residents and jobs combined per hectare, shall be planned to accommodate significant population and employment growth, will serve as focal areas for education, commercial, recreational, and cultural uses, and will support transit use. Moreover, lands adjacent to Frequent Transit Corridors, such as Plains Road East, shall similarly be planned to accommodate intensification.

Section 2.9, Energy Conservation, Air Quality, and Climate Change, promotes the reduction of greenhouse gas emissions and encourages development that adapts to the impacts of climate change through incorporating climate change considerations in the development of infrastructure, supporting energy conservation and efficiency, and promoting the use of green infrastructure.

Section 3.1, General Policies for Infrastructure and Public Service Facilities, directs that planning for infrastructure and public service facilities shall be undertaken in an efficient manner, which is coordinated and integrated with land use planning and growth management, to ensure their financial viability, leverage the capacity of development proponents, and meet current and projected needs.

Section 3.6, Sewage, Water, and Stormwater, states that planning for sewage and water services shall accommodate forecasted growth in a timely and efficient manner that optimizes the use of existing infrastructure, is feasible and financially viable, protects human health and environmental safety, and is efficient. Planning for stormwater management shall be integrated with sewage and water services, to ensure optimization of the system, promote best practices, and align with municipal plans for stormwater management.

Based on our analysis:

1. The Proposed Development will facilitate new commercial uses and expanded residential uses by efficiently intensifying a presently underutilized site and will contribute towards meeting and exceeding the minimum planned resident and job density targets planned for the Aldershot GO MTSA.

2. The Proposed Development will facilitate the redevelopment of the Subject Lands, providing new commercial uses that will diversify the local economic base, as well as increased residential uses that will support local businesses.

3. The Proposed Applications will allow development which will efficiently utilize existing infrastructure including municipal water and sewage services, utilities, roads and public transit.

4. The Proposed Development, located within a Settlement Area, appropriately seeks to increase the permitted height

and density to make efficient use of the site. The lands are located within an existing Built-Up Area and are currently designated for a mix of uses. The Proposed Development supports the existing Built-Up Area by intensifying an underutilized site in a prominent location within a SGA, offering new commercial uses and a range of housing types.

5. Development of the Subject Lands does not cause undue environmental or public health and safety concerns.

6. The Proposed Development will ensure that the Subject Lands are developed in a manner which is compatible with existing and future land uses and provides an appropriate transition in built form to adjacent areas. The Proposed Development will offer new grade-related commercial uses, and expanded residential uses by providing a variety of housing types and sizes to residents of all ages, with approximately 36% of the proposed units being two-bedroom or larger in size, which will support families and larger households.

7. The Proposed Development redevelops the Subject Lands with a compatible mid-rise built form, providing appropriate regard for the existing context and complements the higher intensity and scale of development, including mid-rise and tall buildings which have been recently approved within the Subject Lands' immediate vicinity.

8. The Proposed Development will comply with all applicable Provincial legislation, including the Ontario Building Code and will include design considerations related to accessibility.

9. The Proposed Development will incorporate low impact development and other sustainable measures, transportation demand management measures to assist the Province and City to become resilient to climate change.

In our opinion, the Proposed Development, including Official Plan Amendment and Zoning By-law Amendment applications, are consistent with the 2024 PPS.

4.3 Region Of Halton Official Plan (1994)

The Regional Municipality of Halton Official Plan ("RHOP") was adopted by Council on March 30, 1994, and subsequently approved, with modifications, by the Minister of Municipal Affairs and Housing on November 27, 1995. Regional Official Plan Amendments 48 and 49 were adopted by Regional Council and modified and approved by the Ministry of Municipal Affairs and Housing on November 10, 2021, and November 4, 2022, respectively. In December 2023, through *Bill 150, Planning Statute Law Amendment Act, 2023*, the Province rescinded its November 2022 decision on ROPA 49. Following this, in May 2024 through *Bill 162, Get It Done Act, 2024*, the Province reinstated certain modification from its original November 2022 decision on ROPA 49. Furthermore, as a result of *Bill 185, Cutting Red Tape to Build More Homes Act, 2024*, the Region of Halton no longer has planning responsibilities under the Planning Act and thus the RHOP is considered part of the local official plans of each of the Region's constituent municipalities until such time that those policies are integrated into the local official plans. The current Office Consolidation of the Official Plan is May 16, 2024.

The Subject Lands are located within *Urban Area* on Map 1 – Regional Urban Structure, as shown on **Figure 6**.



Figure 6: Region of Halton Official Plan - Map 1 - Regional Structure

Urban Areas are to accommodate growth that is compact and supportive of transit usage and are to provide a range of uses including a balance of employment, residential and community uses. *Urban Areas* are to accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain high quality, sustainable natural environment and preserve certain landscapes.

The Subject Lands are located within a Major Transit Station Area (MTSA) on Map 1H – Regional Urban Structure and on Map 6D, as shown on **Figures 7 and 8**. MTSAs are to provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the MTSA area in a pedestrian-oriented urban environment and are planned to achieve a minimum density of 150 residents and jobs per hectare.



Figure 7: Region of Halton Official Plan - Map 1h - Regional Urban Structure

Section 79 of the RHOP provides directives towards Strategic Growth Areas, including the Aldershot GO MTSA, which are intended to achieve higher densities than surrounding areas, and to demonstrate an appropriate transition in built form to adjacent areas. Intensification of SGAs will be considered the highest priority for urban development within the Region, and will be planned to encourage parking standards and policies to promote the use of active transportation and public transit.

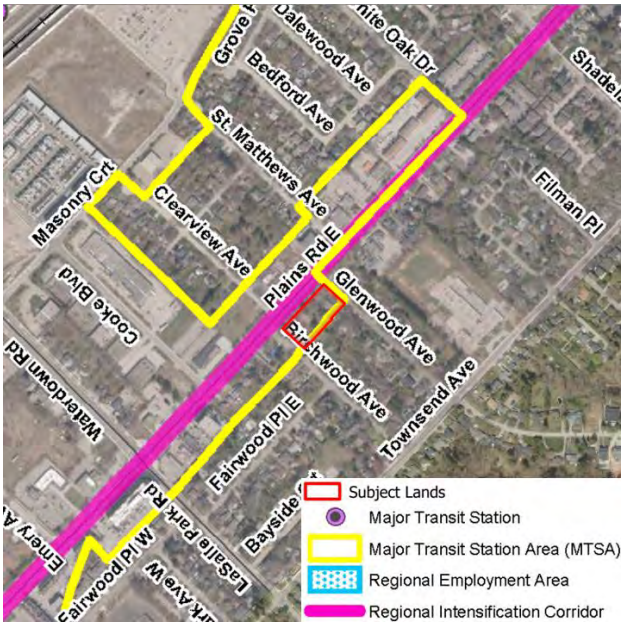


Figure 8: Region of Halton Official Plan - Map 6d - Aldershot GO MTSA

Section 81 further builds on the directives of Section 79, directing that MTSAs will be planned to provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment. MTSAs will leverage investments in infrastructure and frequent transit service by accommodating increased densities and transit-supportive growth, planning for a diverse mix of uses, achieving multimodal access to stations and supporting complete communities. Objectives for MTSAs also includes maximizing the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods.

The Subject Lands are also located along the Plains Road Regional Intensification Corridor.

Section 82.3 echoes many of the same objectives outlined for MTSAs and SGAs, including accommodating higher density, mixed use development and achieving transit supportive densities.

Sections 84 to 86 of the RHOP contains housing policies that state the goal for housing is to supply an adequate mix and variety of housing to satisfy differing physical, social and economic needs. Policies also address the need to make more efficient use of existing developed lands to increase the supply of housing while maintaining the physical character of neighbourhoods, directing that at least 65 percent of new housing will be townhouses or multi-storey buildings to 2031 (and at least 75 per cent each year thereafter).

Section 156(1) requires proponents to consider the Healthy Communities Guidelines in designing features that promote safety and security.

Section 172 directs for the development of a balanced transportation system that minimizes automobile dependency by providing safe, convenient, accessible, affordable, and efficient public transit while promoting active transportation. It advocates for designing developments that support active transportation and public transit, as well as encouraging land use patterns and densities that foster strong live-work relationships and are effectively served by these modes of transport. The section also calls for ensuring public transit is accessible within reasonable walking distances and supports the establishment of a safe and efficient railway network for the movement of goods and people.

Based on our analysis::

1. The Proposed Development conforms to the policies set out in the RHOP for development in the Urban Area, Strategic Growth Area, and MTSA to provide a high-density mixed-use building as an efficient and cost-effective uses of existing infrastructure. The Subject Lands area ideally located for intensification being along an arterial road that is on the periphery of a

neighbourhood and along a designated intensification corridor that was existing transit and planned frequent transit.

2. The Proposed Development consists of an appropriately massed and scaled mid-rise built form, providing a high-quality mix of commercial and residential uses, in a manner that is compatible with the area's existing and emerging context. The Proposed Development's grade-related commercial component will contribute towards the vibrant mix of uses found along the Plains Road corridor, providing grade-related units that are directly accessible to current and future area residents.

3. The Proposed Development will contribute towards increasing the available supply and mix of housing to the City and Region, with 36% of all units consisting of larger two- and three-bedroom units, which will provide additional housing options for families and larger households.

4. The Proposed Development, comprising of an 11-storey mixed-use building, provides an appropriate built form that is compatible with the area's context which is achieved through a number of measures including landscape buffering along the rear lot line, general consistency with a 45-degree angular and compliance with sun-shadow criteria. The Proposed Development contains an appropriate building design, including its massing, scale, setbacks, and architectural design interventions, providing transition to the adjacent low-rise uses.

5. The Proposed Development contains a high-quality built form and landscape design, in a manner that complements and improves the quality of the public realm as experienced from Plains Road East and two surrounding street frontages. The Proposed Development will include low impact development measures that contribute to sustainability and climate change objectives in the RHOP.

6. The Proposed Development facilitates the redevelopment of the Subject Lands with a mix of new commercial and expanded residential uses at a density of 4.88 FAR. The Proposed Development responds to the Provincial, Regional, and Local policy directives by appropriately intensifying an underutilized site within the Aldershot GO MTSA, in a manner that will appropriately leverage and optimize the use of existing infrastructure and services, including mix of surface transit options, as well as higher-order transit options available at Aldershot Station.

In our opinion, the Proposed Development, including Official Plan Amendment and Zoning By-law Amendment applications, conform to the RHOP.

4.4 City Of Burlington Official Plan (1997)

The City of Burlington Official Plan 1997 (the "1997 OP") was approved by Halton Region, with modifications, on March 5, 1997. Due to a number of appeals, certain parts of the plan were referred to the Ontario Land Tribunal (formerly the Ontario Municipal Board) for a decision. The following 1997 OP documents were approved by the Ontario Land Tribunal in 2008. Content and maps were updated in 2019. The 1997 OP is the in-effect official plan

document for the City of Burlington until such time as the council-adopted but appealed City of Burlington Official Plan 2020 comes into effect.

Part 1, Section 4.0 – Land Use Vision, provide high-level directives that are encouraged by the 1997 OP, including the development of a greater diversity of housing types to meet changing population needs, encouraging greater live-work relationship and supporting designation of lands for a wide variety of employment uses, and focusing more intense land uses into specific mixed-use centres and along certain roads. The Plan directs population growth towards underutilized or vacant parcels in existing communities, responding to the needs of changing populations by providing compact housing served by various modes of transportation and located in closer proximity to jobs, providing an assortment of shopping and leisure areas, and providing a broader mix of residential dwellings in terms of type, size, cost and ownership.

Part 2, Section 2.0 - Sustainability and the Environment, directs that energy conservation measures shall be considered through community and site planning, including energy-efficient materials, landscaping, solar orientation of streets and buildings, increased densities, walkability and decreased automobile dependency, and the use of landscaping and building materials. This section also policies with respect to stormwater management requirements for redevelopment.

Part 2, Section 3.0 – Transportation directs for the provision of an integrated, diverse transportation system for all residents and businesses that is safe, convenient, affordable, efficient and energy-conserving while minimizing environmental impacts. The primary role of the system is to provide for the movement of people and goods safely and efficiently within the City and to adjoining areas. The transportation system is the link between land uses in the City and, as such, is an essential part of Burlington's future urban and rural structure. Emphasis will be placed on providing infrastructure to allow the increased use of alternative transportation forms to the automobile.

Part 2, Section 6.0 – Design, directs that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character, that the proposed density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area, and for compatibility with adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing. Considerations for public safety and reducing the visibility of parking areas from the street is also required.

84 & 104 Plains Road East and 990 Glenwood Avenue are designated *Residential Areas* on Schedule A – Settlement Pattern, as shown on **Figure 9**. Part 3, Section 2.0 – Land Use Policies – Urban Planning Area, encourages *Residential Areas* to contain new residential development and intensification, directs that a broad, diverse range of housing types shall be provided including housing which is affordable and accessible for all residents, directs housing opportunities that encourage usage of public transit, pedestrian and bicycle transportation networks and decrease car dependence, encourages the integration of a wide range of housing types and tenure, and for new residential development to be compatible with surrounding properties. Policy 2.3.2 f) outlines that the demolition or conversion of residential rental properties with six or more units should not permitted unless several conditions are met. These include a rental vacancy rate of at least 3% for the past two years, compliance with property standards and applicable laws, the

provision of replacement rental units if demolition occurs, minimizing negative impacts on tenants, and adherence to any applicable Provincial legislation or regulations.



Figure 9: City of Burlington Official Plan (1997) - Schedule A - Settlement Pattern

84 & 104 Plains Road East and 990 Glenwood Avenue are designated *Residential-Medium Density* on Schedule B – Comprehensive Land Use Plan – Urban Panning Area, as shown on **Figure 10**. Lands part of the *Residential Medium-Density* designation are permitted to contain detached and semi-detached homes, townhouses, street townhouses and stacked townhouses, back to back townhouses, attached housing and walk-up apartments, with densities ranging between 26 and 50 units per net hectare. Lands designated *Residential Medium Density* on the south side of Plains Road, between Cooke Boulevard and Filmandale Road (which includes the Subject Lands), shall be subject to site-specific zoning regulations designed to protect the existing character of this portion of Plains Road and provide compatibility with the abutting neighbourhood to the south. Any exterior alteration or addition to the property shall maintain the residential appearance and character of the property.

Policies additionally direct for proposals providing housing intensification to be evaluated based on adequacy of municipal infrastructure and services, adequacy of off-street parking,



Figure 10: City of Burlington Official Plan (1997) - Schedule B – Comprehensive Land Use Plan

availability and capacity of transportation systems, compatibility of development with existing neighbourhoods, provision of adequate shadows, and limiting effects on existing vegetation.

84 & 104 Plains Road East and 990 Glenwood Avenue are located on the periphery of an established neighbourhood and are subject to the evaluation criteria policies for *Residential Areas* outlined in Section 2.5.2. While the section applies to properties in *Residential Areas* designation (which only applies to 84 & 104 Plains Road East and 990 Glenwood Avenue), we believe that the Proposed Development as a whole, including the part of the property in the *Mixed Use Activity Area* designation (92 Plains Road East), collectively conform and appropriately respond to this section's directives. This section encourages intensification broadly, provided that it is

compatible with the existing neighbourhood and, in particular, encourages re-development of under-utilized residential lands, where appropriate, at the periphery of existing residential neighbourhoods for non-ground-oriented housing purposes. Consideration of the following criteria is required when evaluating intensification within established neighbourhoods:

i. *adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland;*
ii. *off-street parking is adequate;*
iii. *the capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather than local residential streets;*
iv. *the proposal is in proximity to existing or future transit facilities;*
v. *compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity space so that a transition between existing and proposed buildings is provided;*
vi. *effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character;*
vii. *significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity spaces, is at an acceptable level;*
viii. *accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care;*
ix. *capability exists to provide adequate buffering and other measures to minimize any identified impacts;*
x. *where intensification potential exists on more than one adjacent property, any re-development proposals on an individual property shall demonstrate that future re-development on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate;*
xi. *natural and cultural heritage features and areas of natural hazard are protected;*
xii. *where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m); and*
xiii. *proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided.*

92 Plains Road East is designated *Mixed Use Activity Areas* on Schedule A – Settlement Pattern, as shown on **Figure 9**. Part 3, Section 5.0 – Land Use Policies – Urban Planning Area, further provide directives for *Mixed Use Activity Areas*, which are planned to address the demand for higher intensity employment, shopping and residential uses within the City, which are encouraged to be comprehensively planned in a compact urban form that is pedestrian-oriented and highly accessible by public transit, while fostering community

interaction and retaining compatibility with nearby uses. *Mixed Use Activity Areas* shall be prioritized for land assembly within strategic locations. The City may implement measures to ensure the integration of development with surrounding neighbourhoods through measures such as the creation of new pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design. 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.

92 Plains Road East is designated *Mixed Use Corridor – General* on Schedule B – Comprehensive Land Use Plan – Urban Panning Area, as shown on **Figure 10**. Lands designated *Mixed Use Corridor – General* are planned locations along multi-purpose arterial or major arterial roads that are encouraged for higher intensity, transit-supportive and pedestrian-oriented mixed-use development, which are to be developed in a compact urban form that retains compatibility with nearby land uses. Lands which are subject to development and re-development within a MTSA shall achieve a higher intensity of re-development and consist of transit supportive uses, shall permit only transit-supportive uses, have a minimum floor space index of 0.5, and a minimum building height of 2-storeys. A maximum floor area ratio of 1.5:1 is to be implemented in the zoning by-law with consideration for higher floor area ratio through site specific rezoning and variance applications subject to various criteria including servicing and infrastructure capacity, compatibility, landscaping, streetscaping and provision of underground parking.

92 Plains Road East is located on the Glenwood Avenue are located on the periphery of an established neighbourhood and is subject to the evaluation criteria policies contained Section 5.3.2. While the section applies to properties in Mixed Use Corridors - General designation (which only applies to 92 Plains Road East), we believe that the Proposed Development as a whole, including the part of the property in the Residential Medium Density designation (84 & 104 Plains Road East and 990 Glenwood Avenue), collectively conform and appropriately respond to this section's directives. The design and development on Mixed Use Corridor – General lands will ensure that:

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;*
viii. *lighting is directed to minimize impacts on adjacent residential uses.*

Section 5.3.2 further continues by providing the following assessment criteria involving proposals for the re-designation of lands to Mixed Use Corridors - General:

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

92 Plains Road East contains site-specific permissions for a mixed-use building consisting of residential and at-grade office uses, with a maximum density of 234 units per hectare and a maximum building height of 7 storeys being permitted.

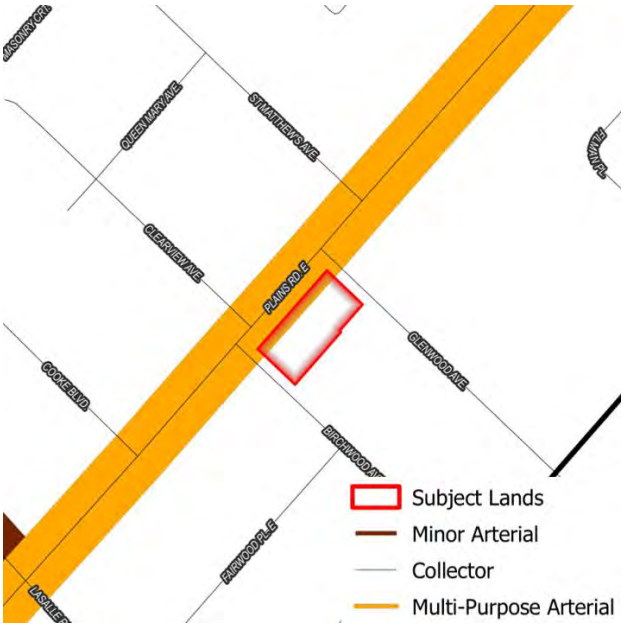


Figure 11: City of Burlington Official Plan (1997) - Schedule J - Classification of Transportation Facilities

The Subject Lands contain primary frontage along Plains Road Classification of Transportation Facilities, which is classified as a *Multi-Purpose Arterial* on Schedule J – Classification of Transportation Facilities, please see **Figure 11**. Plains Road East is additionally classified as a *Primary Bus Service Route* on Appendix A: Schedule 1 – Long Term Transit Service Network (**Figure 12**) and is planned to contain a bike lane on Appendix A: Schedule 2 – Long Term Cycling Master Plan (**Figure 13**).

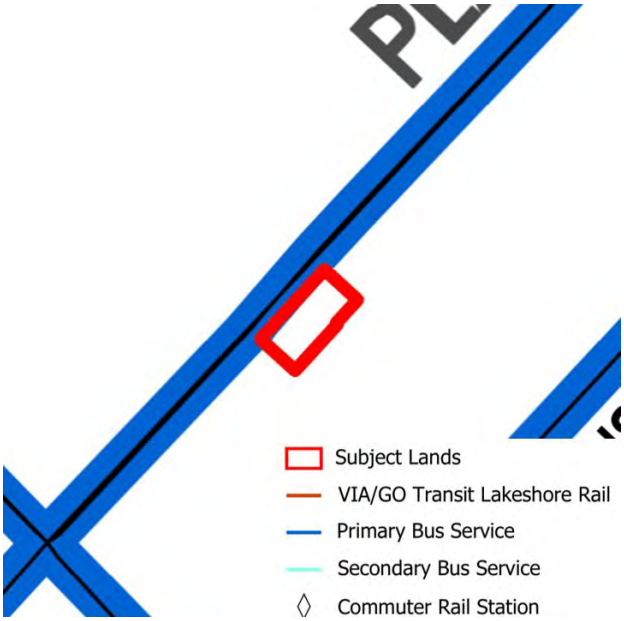


Figure 12: City of Burlington Official Plan (1997) - Appendix A: Schedule 1 – Long Term Transit Service Network

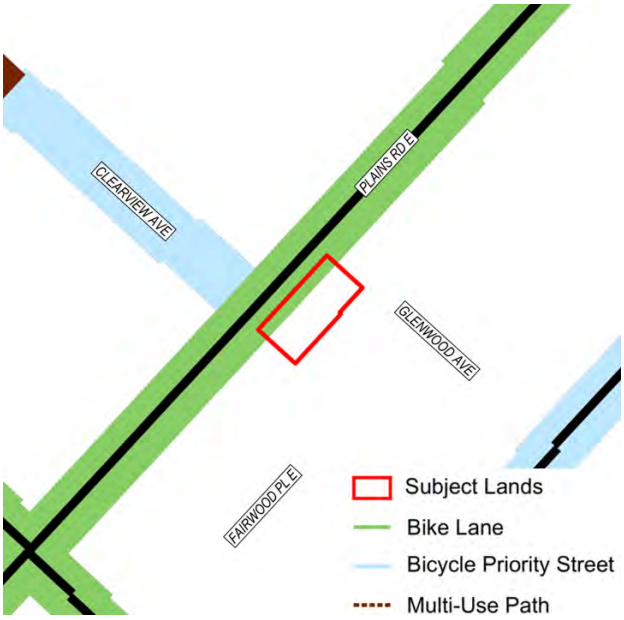


Figure 13: City of Burlington Official Plan (1997) - Appendix A: Schedule 2 – Long Term Cycling Master Plan

Based on our analysis:

1. The Proposed Development will permit a high-quality mix of commercial and residential uses on the Subject Lands, in the form of a mid-rise building, contributing an appropriate amount of density that will efficiently leverage the readily available infrastructure and services within the Subject Lands' vicinity, including surface transit and higher-order transit infrastructure.

2. The Proposed Development contributes towards intensification within the Aldershot GO MTSA, redeveloping the Subject Lands with a compact mid-rise built form, which contains a building density of 4.88 FAR, in a manner that is consistent and conforms with the directives for the Aldershot GO MTSA and for Strategic Growth Areas.

3. The Proposed Development consists of a new mixed-use building that will complement and contribute towards the mixed-use character along the Plains Road corridor and within the Aldershot area, in a manner that will re-enforce the area's existing and future surrounding residential, commercial, employment, and institutional uses.

4. The Proposed Development contains an appropriately massed and scaled built form, and incorporates a series of setbacks, step-backs and other relevant massing and design interventions, ensuring the built form appropriately fits within the area's existing and planned context and transitions to the adjacent low-rise uses.

5. The Proposed Development redevelops the site by providing new commercial uses (1,045.01 square metres GFA) and increased residential uses (253 residential units), which in accordance with Provincial, Regional, and Local policy directives, will contribute towards meeting and exceeding the area's planned minimum resident and job density targets, including those for the Aldershot GO MTSA.

6. The rental replacement policies of the 1997 OP (2.3.2 f)), do not apply to the Proposed Development. The existing dwellings on the Subject Lands are not purpose-built rental units, but rather detached dwellings located on separate lots that were converted over time to contain units for rent. The rental replacement policies are generally intended to protect established, purpose-built rental housing that forms a secure part of the City's long-term rental supply rather than detached ownership housing that was converted over time and put on the market. Policy 2.3.2f) itself is discretionary in nature allowing flexibility in its application in circumstances where it is deemed to apply. Its intent in those circumstances would have to be balanced with the other goals of the OP like increasing overall housing stock. It is also important to consider that CMHC data shows that more than a quarter (28.8%) of condominium units in apartment buildings get put on the rental market (i.e. approximately 72 units in the context of the proposed development).

7. The Proposed Development will meet the sustainability policies of the 1997 OP through the provision of a series of TDM practices, establishing direct connections to the pedestrian network, convenient access to surface and higher-order

transit, providing new on-site commercial uses accessible to building and area residents, providing resident and visitor bicycle parking spaces, and reduction in vehicular parking spaces.

8. The Proposed Development contains a high-quality architectural design and finish, with associated hard and soft landscaping interventions that will complement and enhance the quality of the surrounding public realm, contributing towards the creation of a sense of place.

9. The Proposed Development conforms to and appropriately responds to the *Residential Areas* designation compatibility criteria contained in Section 2.5.2 of the 1997 OP, by:
    a. With respect to i), the Proposed Development is located within the immediate vicinity of an assortment of existing and available municipal infrastructure, services, and facilities, including schools, parks, and open green spaces. The Proposed Development will utilize existing municipal water and sewer services in the area, which will efficiently service the proposed building without requiring municipal infrastructure upgrades, as per the Functional Servicing & Stormwater Management Report prepared by Trafalgar Engineering.
    b. With respect to ii), the Proposed Development will provide an adequate supply of automobile parking spaces as per the parking recommendations in the Transportation Impact Study, prepared by Stantec. A total supply of 291 vehicular parking spaces is proposed, which is deemed as sufficient given the area's immediate proximity to multiple surface transit routes and higher-order transit options, as well as active transportation options, which reduce individual's dependency on private automobile use and encourage the use of alternative transportation modes.
    c. With respect to iii), when assessing future traffic conditions, including changes generated from the Proposed Development and from studies complete from adjacent approved developments, the results showed no significant operational concerns in existing conditions, future background conditions, or future total conditions including site-generated traffic.
    d. With respect to iv), the Subject Lands are well served by 2 separate bus routes, and are within an under 10-minute walking distance of Aldershot Station, which provides access to higher-order transit services offered by GO Transit and VIA Rail, which will discourage private vehicle use and promote sustainable transportation options within the community.
    e. With respect to v), the Proposed Development implements setbacks, step-backs, and other relevant massing and design considerations, as well as a robust landscape programming, ensuring the Proposed Development will provide a net-

positive contribution towards the existing and planned context, while providing an appropriate transition to adjacent properties, including low-rise uses part of the neighbourhood.

f. With respect to vi), the Proposed Development provides compensation for tree removals throughs a high-quality assortment of hard and soft landscaping interventions, including the planting of street trees along all three of the property's street frontages, along with the incorporation of sod and planters, to contribute towards the creation of an attractive public realm.

g. With respect to vii), the Proposed Development incorporates a series of setbacks, step-backs, and relevant massing and design interventions, providing a built form that casts limited new shadows on the adjacent public realm and sidewalks, which are fast-moving over the course of the day, and reflect similar shadowing conditions found within the vicinity of the Plains Road East corridor.

h. With respect to viii), the Proposed Development contains grade-related residential and commercial entrances which connect to the pedestrian network. The Proposed Development is located within a walking distance of an assortment of existing commercial, service, and employment uses, as well as community services, facilities, and amenities, including schools, parks and open green spaces.

i. With respect to ix), the Subject Lands are distinctively located along the north edge of a city block and are separated by streets from adjacent properties to the north, east, and west. The surrounding streets contain wide municipal boulevards, which as part of the Proposed Development, will be programmed with an assortment of hard and soft landscaping interventions which will contribute towards enhancing the public realm and strengthening the interface between the Subject Lands and surrounding properties. The Proposed Development contains a ranged 14.89 metre to 25.77 metre rear yard setback, within which is contained a minimum 3.0 metre landscape buffer, surface parking area, driveway, and shared outdoor amenity areas, all of which will contribute towards creating a buffer between the Proposed Development and low-rise dwellings part of the neighbourhood.

j. With respect to x), the Proposed Development is sited, massed, and scaled to not impact the existing function or future redevelopment potential of any adjacent property.

k. With respect to xi), the Proposed Development is not located within immediate proximity of any identified natural or cultural heritage features. The Proposed Development supports the

environment by efficiently redevelopment an existing underutilized site within a *Settlement Area* with a compact transit-oriented form of development which will be designed to support sustainability through various measures, including a mix of hard and soft landscaping interventions, and tree planting.

l. With respect to xiii), the Proposed Development provides grade-related commercial uses which are oriented along the Plains Road East corridor, from the furthest extent from the residential neighbourhood. The proposed commercial units are visible and directly accessible form the pedestrian network and will be compatible and complement the existing and planned mix of non-residential uses along the corridor.

10. The Proposed Development conforms to and appropriately responds to the *Mixed Use Corridors - General* designation compatibility criteria contained in Section 5.3.2 of the 1997 OP, by:
    a. With respect to i), the proposed ground floor will establish a street wall to frame the public realm. The development height is proposed to ensure compatibility with the existing and planned context of the surrounding community. The Subject Lands are served by 2 separate bus routes, and are within an under 10-minute walking distance of Aldershot Station, which provides access to higher-order transit services offered by GO Transit and VIA Rail.
    b. With respect to ii), the Proposed Development will include design measures to reinforce a pedestrian-scaled environment and promote pedestrian safety and security. A combination of hard and soft landscaping, street trees, and lighting (to be detailed at the Site Plan Approval stage), along all three street frontages will assist in creating a safe and comfortable streetscape. The Proposed Development contains grade-related commercial units, a residential lobby, and residential dwellings, with significant glazing that will promote "eyes on the street" and street level interaction between pedestrians and residents. The Proposed Development incorporates a series of setbacks, step-backs, and massing and design articulations which provides an appropriately massed and scaled built form which is compatible with the existing and planned context, and appropriately transitions to adjacent low-rise uses.
    c. With respect to iii), main building entrances will be barrier-free, clearly visible, and directly accessible from the pedestrian network. Entrances are located nearby existing bus stops along the Plains Road East corridor, which are situated to the immediate east and west of the Subject Lands.
    d. With respect to iv), the Proposed Development limits vehicular access to two (2) curb cuts and driveway entrances from the side streets, consisting of a 6.0-

metre-wide driveway entrance off Glenwood Avenue and 6.0-metre-wide driveway entrance off Birchwood Avenue, which connect to a surface parking lot and to two (2) loading/service areas located along the south edge of the building.

e. With respect to v), the Proposed Development contains 291 vehicular parking spaces, comprising 47 surface parking spaces, with the remaining 244 parking spaces being located within 3 underground parking levels. The building's surface parking, loading, and servicing areas are limited to the building's rear yard, and are appropriately screened from public view through an efficient site layout and assorted use of landscaping interventions.
f. With respect to vi), the Proposed Development shall promote public safety by providing grade-related uses which active the public and private realm and provide "eyes on the street", in addition to providing pedestrian-scaled lighting and finishes which will promote public safety.
g. With respect to vii), the Proposed Development does not contain outdoor storage areas.
h. With respect to viii), the Proposed Development will contain pedestrian-scale lighting which will support pedestrian safety and movement, while contributing towards animating the public realm. Specific lighting details will be explored as part of the detailed design stage at Site Plan Approval.

11. The Proposed Development additionally conforms to and appropriately responds to the Mixed Use Corridors - General re-designation criteria contained in Section 5.3.2 of the 1997 OP, by:
    a) With respect to i), the Proposed Development incorporates setbacks, step-backs, and other massing and design strategies that positively contribute to the existing and planned context while ensuring an appropriate transition to adjacent properties, including low-rise residential uses in the neighborhood. The Subject Lands are uniquely positioned along the northern edge of a city block, bordered by streets on the north, east, and west. These surrounding streets feature wide municipal boulevards, which will be enhanced as part of the Proposed Development through a combination of hard and soft landscaping elements, improving the public realm and reinforcing the connection between the Subject Lands and nearby properties. The rear yard of the Proposed Development ranges from 14.89 to 25.77 metres in depth and includes a minimum 3.0-metre landscaped buffer, surface parking, a driveway, and shared outdoor amenity areas. Together, these features create a functional buffer zone, enhancing compatibility with neighboring low-rise dwellings.
    b) With respect to ii), the Proposed Development will utilize existing municipal water and sewer services in the area, which will efficiently service the proposed

building without requiring municipal infrastructure upgrades, as per the Functional Servicing & Stormwater Management Report prepared by Trafalgar Engineering.

c) With respect to iii), the Proposed Development provides sufficient on-site parking in-line with the recommendations contained in the Transportation Impact Study, prepared by Stantec. A total of 291 vehicular parking spaces is proposed, which is considered sufficient given the site's close access to multiple surface transit routes, higher-order transit options, and active transportation infrastructure. These features collectively reduce reliance on private vehicles and promote the use of alternative transportation modes.

d) With respect to iv), the Subject Lands are well served by 2 separate bus routes, and are within an under 10-minute walking distance of Aldershot Station, which provides access to higher-order transit services offered by GO Transit and VIA Rail, which are expected to discourage building residents and visitors from private vehicular use and promote sustainable transportation options within the community.

e) With respect to v), as per the findings contained in the Transportation Impact Study, prepared by Stantec, when assessing future traffic conditions, including changes generated from the Proposed Development and from studies complete from adjacent approved developments, the results showed no significant operational concerns in existing conditions, future background conditions, or future total conditions including site-generated traffic.

f) With respect to vi), the Subject Lands are located along Plains Road East, a multi-purpose arterial corridor which is expected to suitably accommodate the anticipated traffic generated by the Proposed Development, as determined by the findings contained in the Transportation Impact Study, prepared by Stantec.

In our opinion, the Proposed Development conforms to and implements the vision of the 1997 OP. An amendment to the Burlington 1997 OP will be required to redesignate the properties municipally known as 84 and 104 Plains Road East and 990 Glenwood Avenue as part of the Mixed Use Corridor – General designation, and site-specific permissions will be required to permit the proposed building use, height, and density on the Subject Lands.

4.5 City Of Burlington Official Plan Amendment 119

City of Burlington Council adopted Official Plan Amendment 119 (the "OPA 119") on June 18, 2024, amending portions of the Burlington 1997 OP. OPA 119 emerged from a City-initiated Interim Control By-law Land Use Study which

study area consisted of the Downtown Urban Growth Centre (UGC) in the southern portion and lands in proximity to the Burlington GO Station in the northern portion. OPA 119 contains City-wide policy directives, including encouraging transit-supportive development and the creation of complete communities. OPA 119 is presently under appeal and is not in-force and effect, and is thus considered on an informative, but not determinative, basis.

OPA 119 amends Part 1, Section 4.0 – Land Use Vision, discussing the Official Plan's encouragement of creating a greater diversity of housing types to meet the changing needs of the population, encouraging a greater live-work relationship and supporting designation of lands for a wide variety of employment uses, focusing of more intense land uses and transit-supportive development, and moving towards a more balanced transportation system. The Plan directs population growth towards underutilized or vacant parcels in existing communities, including mixed-use corridors, and to MTSAs.

OPA 119 amends Part 3, Section 5.3 – Mixed Use Corridors, directing for development and re-development within MTSAs to achieve a higher intensity of re-development, consist of transit supportive uses, and have a minimum floor space index of 0.5 and a minimum building height of two storeys.

OPA 119 further amends Part 3, Section 7.0 – Major Transit Station Areas, directing that MTSAs are intended to serve as city-wide destinations and focal points for the provision of transit, will facilitate transit and active transportation, and are focal points for higher intensity and mixed-use, transit-supportive development that will accommodate a significant share of the city's future population and employment growth.

Based on our analysis:

1. The Proposed Development responds to OPA 119's directives, which reaffirm the interest of allocating higher-intensity growth and development within MTSAs which efficiently leverage transit investments and support the active transportation network.

2. The Proposed Development will efficiently redevelop the Subject Lands with a compact transit-supportive mixed-use form of development which will contribute towards diversifying the existing types of land uses found along the Plains Road corridor and within the Aldershot area.

3. The Proposed Development contributes 1,045.01 square metres of commercial GFA and 253 residential units ranging in unit size, from studio to three-bedroom units, contributing towards meeting and exceeding the planned Provincial, Regional, and Local density targets for the Aldershot GO MTSA and targets for the *Mixed Use Corridor – General* designation.

4. The Proposed Applications increase the supply residential and commercial density permitted on the Subject Lands, appropriately leveraging public infrastructure investments, including available surface and higher-order transit.

Based on the above, while OPA 119 is not presently in-force and effect, in our opinion, the Proposed Development, including Official Plan Amendment and Zoning By-law Amendment applications, conform to its Council-approved directives.

4.6 City Of Burlington Official Plan (2020)

The City of Burlington Official Plan 2020 (the "2020 OP") was approved by Halton Region on November 30, 2020, and was subsequently appealed by multiple parties to the OLT. The 2020 OP's policies and mapping largely continue to be under appeal, apart from specific sections which were confirmed to be in-effect by way of OLT decisions dated January 04, 2023, April 13, 2023, February 16, 2024, and April 2, 2024. The under-appeal sections of the 2020 OP are thus considered on an informative, but not determinative, basis.

Only portions of the 2020 OP are in-effect, notably carrying-over the same site-specific permissions for the 92 Plains Road East property, including permission for a mixed-use building consisting of residential and at-grade office uses, with a maximum building height of seven (7) storeys.

The 2020 OP designates the Subject Lands as *Mixed Use Intensification Areas* and *Mixed Use Nodes and Intensification Corridors* on Schedule B: Urban Structure, as shown on **Figure 14**. Chapter 2 – Sustainable Growth, directs that a *Mixed Use Intensification Areas* will contain a range and intensity of uses, which will be developed with transit-supportive densities in compact built forms. Walking, biking, transit and other transportation demand management measures will be prioritized. *Mixed Use Intensification Areas* will offer substantial development opportunities and represent a key element in the 2020 OP's strategy to accommodate and direct growth in the city over the planning horizon and beyond. *Mixed Use Nodes and Intensification Corridors* will be a focus of reurbanization, with some areas being planned to evolve with higher residential intensities and a full mix of uses, in a manner that supports frequent transit corridors, providing focal points of activity and a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design, while enhancing the opportunities for the location of public service facilities and institutional uses.

Chapter 3.1 – Complete Communities contains the 2020 OP's housing policies, supporting the provision of a full range of housing options with access to a variety of services and facilities that meet residents' needs. It directs that the demolition or conversion of residential rental properties with six or more units is not permitted unless the rental vacancy rate has been at or above 3% for the past two years, the building meets applicable standards, tenant impacts are minimized, and all relevant Provincial requirements are satisfied.



Figure 14: City of Burlington Official Plan (2020) – Schedule B: Urban Structure

The 2020 OP designates the Subject Lands as *Primary Growth Areas* on Schedule B-1 – Growth Framework, as shown on **Figure 15**. *Primary Growth Areas* are recognized as a distinct area within the City's Urban Area accommodating the majority of the city's forecasted growth and

consequently will experience the greatest degree of change, shall be regarded as the most appropriate and predominant location for new tall buildings, and shall support the frequent transit corridors and accommodate development that is compact, mixed use, and pedestrian-oriented in nature.



Figure 15: City of Burlington Official Plan (2020) – Schedule B1: Growth Framework

Chapter 7 – Design Excellence, provides urban design and built form directives for development towards ensuring compatibility with the surrounding context and character, providing appropriate built form transition in scale to adjacent properties and the public realm, providing appropriate screening and buffering to minimize identified impacts, creating streetscapes which appropriately frame the public realm, ensuring accessible movement to and from the site, ensuring the enhancement of the public realm and pedestrian environment, limiting shadowing impacts, in a manner that considers the needs of all ages and abilities. Development should take on a compact built form that is pedestrian, cycling, and transit oriented and support the creation of complete communities with high-quality public realm elements (7.3.1).

Primary and Secondary Growth Areas shall promote a transit-supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly *Established Neighbourhood Areas*, including appropriate building design and orientation, providing a site layout and organization to encourage access and circulation, providing interface between the private and the public realm, creating continuous streetscapes, providing appropriate outdoor amenity spaces and open spaces, and screening and integrating rooftop mechanical equipment. They should additionally locate and organize parking access and service areas to minimize their impact on surrounding properties and the public realm.

Chapter 7 further directs development applications for high and medium density mixed-use development to provide on-site connections to public transit, contain on-site bicycle facilities, mitigate adverse impacts on the night sky, provide appropriate parking lot design and landscaping to minimize the urban heat island, provide appropriate tree protection and planting measures, provide appropriate stormwater and erosion control, identify appropriate snow storage areas, and contain a waste management plan with appropriate facilities.

The Subject Lands are designated *Urban Area* on Schedule A – City System, as shown on **Figure 16**. Chapter 8 – Land Use Policies – Urban Area, directs *Urban Areas* to develop their MTSAs into compact, pedestrian, environmentally sustainable and transit-supportive places each with a distinct character, providing a mix of building forms, while ensuring there is an appropriate transition in scale, intensity, height, massing and spacing between various land uses and built forms, while encouraging transit-supportive, pedestrian-oriented and cycling-friendly development in a compact built form.

Chapter 8 - Mixed Use Nodes and Intensification Corridors, directs lands designated *Mixed Use Nodes and Intensification Corridors* to develop in a manner that promotes these areas as focal points for community activities that are characterized by a higher-intensity compact form of development that is pedestrian orientation and accessible to public transit.

The Subject Lands are designated *Urban Corridor* on Schedule C – Land Use – Urban Area, as shown on **Figure 17**.

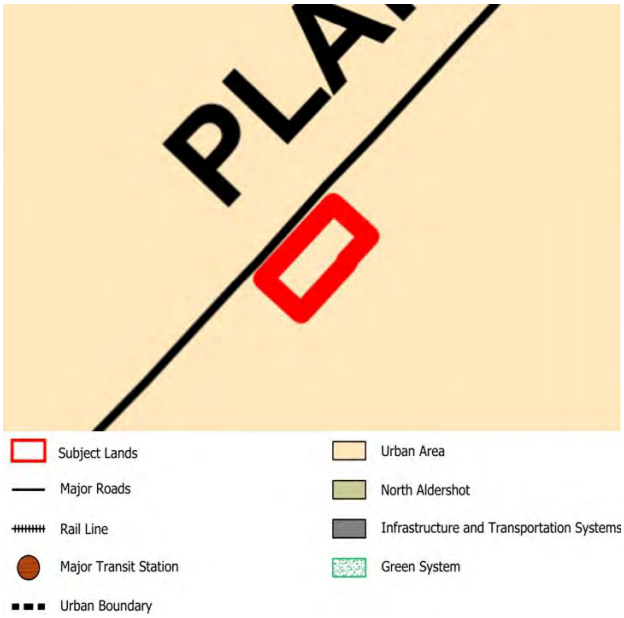


Figure 16: City of Burlington Official Plan (2020) – Schedule A: City System

Chapter 8 provides that the *Urban Corridor* designation are locations in the city along major arterial streets that will serve as areas of concentration for mixed-use development in a compact built form, which will be provided in a higher intensity, transit-supportive and pedestrian-oriented manner, while maintaining compatibility with the surrounding area. The designation permits a maximum building density of 2.0 FAR and building heights between 2-6 storeys, with additional terracing on the above-ground floors to ensure compatibility. Retail and service commercial uses and other pedestrian-oriented uses shall be located on the ground floor of office or residential buildings and should be permitted above or below the first storey of buildings.



Figure 17: City of Burlington Official Plan (2020) – Schedule C: Land Use – Urban Area

The 2020 OP additionally designates Plains Road East as a *Frequent Transit Corridor* on Schedule B2: Growth Framework and Long Term Frequent Transit Corridors (**Figure 18**), as a *MTSA Primary Connector* on Schedule G: Aldershot GO MTSA Special Planning Area (**Figure 19**), as a *Multi-Purpose Arterial* on Schedule O1: Classification of Transportation Facilities – Urban Area (**Figure 20**), and with a planned bike lane on Schedule P: Long-Term Cycling Master Plan (**Figure 21**).



Figure 18: City of Burlington Official Plan (2020) – Schedule B2: Growth Framework and Long Term Frequent Transit Corridors

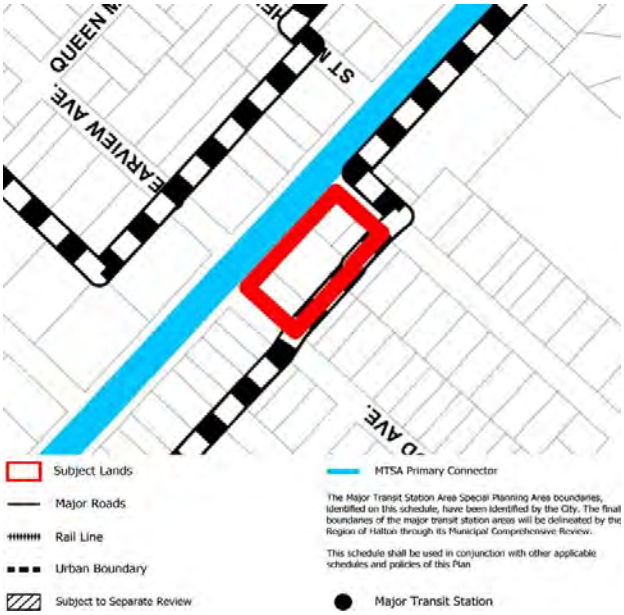


Figure 19: City of Burlington Official Plan (2020) – Schedule G: Aldershot GO MTSA Special Planning Area

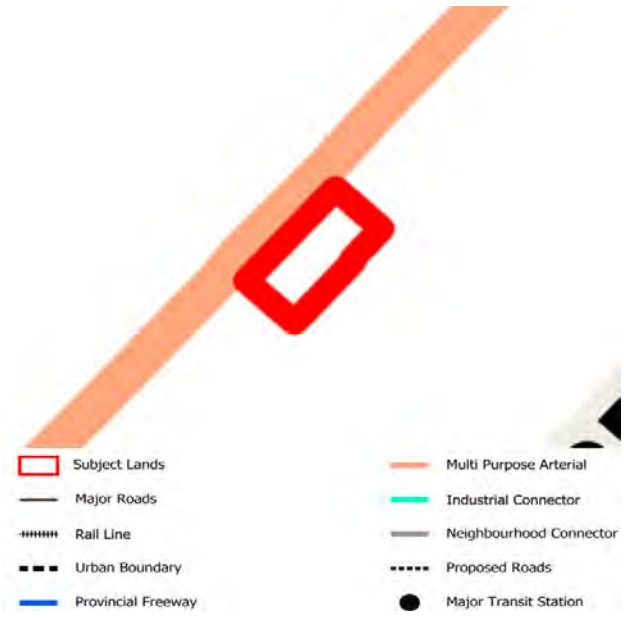


Figure 20: City of Burlington Official Plan (2020) – Schedule O1: Classification of Transportation Facilities



Figure 21: City of Burlington Official Plan (2020) – Schedule P: Long-Term Cycling Master Plan

Based on our analysis:

1. The Proposed Development will permit a high-quality mix of commercial and residential uses on the Subject Lands, in the form of a mid-rise building, contributing an appropriate amount of density that will efficiently leverage the readily available infrastructure and services within the Subject Lands' vicinity, including surface transit and higher-order transit infrastructure.

2. The Proposed Development contributes towards intensification within the Aldershot GO MTSA, redeveloping the Subject Lands with a compact mid-rise built form, which contains a building density of 4.88 FAR, in a manner that is consistent and conforms with the directives for the Aldershot GO MTSA and for Strategic Growth Areas.

3. The Proposed Development consists of a new mixed-use building that will complement and contribute towards the mixed-use character along the Plains Road corridor and within the Aldershot area, in a manner that will re-enforce the area's existing and future surrounding residential, commercial, employment, and institutional uses.

4. The rental replacement policies of the 2020 OP (3.1.2(2)a)), do not apply to the Proposed Development. The existing dwellings on the Subject Lands are not purpose-built rental units, but rather detached dwellings located on separate lots that were converted over time to contain units for rent. The rental replacement policies are generally intended to protect established, purpose-built rental housing that forms a secure part of the City's long-term rental supply rather than detached ownership housing that was converted over time and put on the market. With respect to rental supply, it is also important to consider that CMHC data shows that more than a quarter (28.8%) of condominium units in apartment buildings get put on the rental market (i.e. approximately 72 units in the context of the proposed development).

5.

6. The Proposed Development contains an appropriately massed and scaled built form, and incorporates a series of setbacks, step-backs and other relevant massing and design interventions, ensuring the built form appropriately fits within the area's existing and planned context and transitions to the adjacent low-rise uses.

7. The Proposed Development redevelops the site by providing new commercial uses (1,045.01 square metres GFA) and increased residential uses (253 residential units), which in accordance with Provincial, Regional, and Local policy directives, will contribute towards meeting and exceeding the area's planned minimum resident and job density targets, including those for the Aldershot GO MTSA.

8. The Proposed Development will meet the sustainability policies of the 2020 OP through the provision of a series of TDM practices, establishing direct connections to the pedestrian network, convenient access to surface and higher-order transit, providing new on-site commercial uses accessible to building and area residents, providing resident and visitor bicycle parking spaces, and reduction in vehicular parking spaces.

9. The Proposed Development contains a high-quality architectural design and finish, with associated hard and soft landscaping interventions that will complement and enhance the quality of the surrounding public realm, contributing towards the creation of a sense of place.

In our opinion, the Proposed Development generally conforms to and implements the vision of the 2020 OP. Given that the Burlington 2020 OP is not presently in-force and effect, an amendment will not be required.

4.7 City Of Burlington Official Plan Amendment 2

City of Burlington Council-adopted Official Plan Amendment 2 (the "OPA 2") on June 18, 2024, amending portions of the Burlington 2020 OP. Among some of its key directives, OPA 2, identifies Aldershot GO as a Protected Major Transit Station Area ("PMTSA"), and establishes the boundaries and density targets for the PMTSA, and further implements changes to the authorized land uses in the PMTSAs to allow for a mix of residential and non-residential uses and identifies a new transportation network. OPA 2 is presently being considered by the Minister of Municipal Affairs and Housing and is not in-force and effect, and is thus considered on an informative, but not determinative, basis.

OPA 2 amends Chapter 2 of the Burlington 2020 OP, directing that Aldershot GO will accommodate a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. Thes areas are a significant share of the City's future population and employment growth. OPA 2 also states that in Burlington there are three Protected Major Transit Station Areas identified by the City and the Region around the Downtown Burlington Urban Growth Centre/Burlington GO, Aldershot GO and Appleby GO Stations.

OPA 2 encourages the redevelopment of the PMTSAs into complete communities that are mixed-use to provide a range of retail and service commercial uses that serve the needs of residents, intense, transit-supportive, safe, and respectful of surrounding areas including natural heritage system, parks and open space, and existing neighbourhoods. It encourages the highest intensity of development in the MTSAs where it is in closest proximity to major transit stations and current or planned frequent transit and directs development to ensure that an appropriate transition in scale, intensity, height, massing and spacing of development by including appropriate transitions between various land uses and built forms.

OPA 2 directs that development within the Aldershot GO Major Transit Station Area boundary shall be planned to achieve a minimum density of 150 residents and jobs per hectare, which corresponds to a population of approximately 15,249 residents and 2,565 jobs, at a proportional target of approximately 80% residents and 20% jobs per hectare.

The Subject Lands are designated along *Aldershot Main Street* on Schedule G: Land Use – Aldershot GO Major Transit Station Area, as shown on **Figure 22**.

Aldershot Main Street is envisioned as a mid-rise precinct that advances the historic, neighbourhood driven-Plains Road Village Vision and establishes a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience along the frequent transit corridors of Waterdown Road and Plains Road (East and West).

OPA 2 additionally designates Plains Road East as a *Multi Purpose Arterial* on Schedule G1: Aldershot GO MTSA Transportation Network (**Figure 23**) and as a *MTSA Major Mixed Use Street* on Schedule G2: Aldershot GO MTSA Activated Streets (**Figure 24**).



Figure 22: City of Burlington Official Plan Amendment 2 – Schedule G: Land Use – Aldershot GO Major Transit Station Area



Figure 23: City of Burlington Official Plan Amendment 2 – Schedule G1: Aldershot GO MTSA Transportation Network



Figure 24: City of Burlington Official Plan Amendment 2 – Schedule G2: Aldershot GO MTSA Activated Streets

Based on our analysis::

1. The Proposed Development permits the redevelopment of the Subject Lands with a higher density built form, containing a mix of commercial and residential uses, which will contribute towards meeting and exceeding the minimum employment and housing targets which are planned for the Aldershot PMTSA.

2. The Proposed Development contributes towards the mixed-use main street character of Plains Road, providing an appropriately massed and scaled built form which appropriately responds to the area's development context, in a manner that is compatible with surrounding land uses and provides an appropriate transition towards adjacent low-rise uses.

3. The Proposed Development provides 1,045.01 square metres of commercial GFA and 253 residential units, ranging in

unit size, from studio to three-bedroom units, increasing the Subject Land's density to appropriately leverage available infrastructure and services, including nearby surface transit and higher-order transit.

Based on the above, while OPA 2 is not presently in-force and effect, in our opinion, the Proposed Development, including Official Plan Amendment and Zoning By-law Amendment applications, conform to its Council-approved directives.

4.8 City Of Burlington Community Planning Permit System

City of Burlington Council approved in-principal the Major Transit Station Area Community Planning Permit By-law ("CPPS By-law") on June 18, 2024. The CPPS By-law works in tandem with OPA 2, establishing a Community Planning Permit System that identifies and implements a vision for the MTSAs to redevelop into complete communities that will accommodate a significant share of the City's future population and job growth in a mixed-use format that is transit-supportive, safe, and respectful of surrounding areas. The CPPS By-law has not been enacted by Council, and is not in-force and effect until the implementing policies of OPA 2 are first brought into force and effect. The CPPS By-law is thus considered on an informative, but not determinative, basis.

The CPPS shows the Subject Lands within the *Aldershot Main Street Area (AM)* on Schedule C-1: Precincts in the Aldershot GO MTSA Permit Area, which are required to contain a minimum of two permitted or discretionary uses, among which include residential, office, retail, service commercial, hotel, entertainment, recreational, and light industrial uses. The CPPS By-law contains additional regulations as it pertains to building setbacks, landscaping, residential amenity space, ground-floor height, and transition in scale to *Neighbourhood Areas* through the application of 45-degree angular planes.

The CPPS shows the Subject Lands to contain a maximum building height of 6-storeys on both Schedule C-2: Class 1 Maximum Heights in the Aldershot GO MTSA Permit Area and Schedule C-3: Class 2 Maximum Heights in the Aldershot GO MTSA Permit Area.

In summary:

1. The Proposed Development consists of an appropriately massed and scaled mid-rise built form, providing a high-quality mix of commercial and residential uses, in a manner that is compatible with the area's existing and emerging context. The Proposed Development's grade-related commercial component will contribute towards the vibrant mix of uses found along the Plains Road corridor, providing grade-related commercial units that are directly accessible to current and future area residents.

2. The Proposed Development, comprising of an 11-storey mixed-use building, provides an appropriate built form that is compatible with the area's context. The Proposed Development's building design, including its massing, scale, setbacks, step-backs, and architectural design interventions, provide an appropriate transition to the adjacent low-rise uses.

3. The Proposed Development contains a 4.5 metre ground floor height, providing a taller floor-to-ceiling height which can

be programmed to accommodate a wide range of future uses, ensuring the building's commercial component can efficiently adapt to changes in economic and market demands over time.

Based on the above, while the CPPS By-law is not presently in-force and effect, in our opinion, the Proposed Development, including Official Plan Amendment and Zoning By-law Amendment applications, generally conform to and implements the vision of its Council-approved in-principal directives and would be considered under a Class 3 permit.

4.9 City Of Burlington Zoning By-law 2020

The Subject Lands are subject to two (2) separate zones in the City of Burlington Zoning By-law 2020.

The City of Burlington Zoning By-law 2020 zones the properties municipally known as 84 and 104 Plains Road East and 990 Glenwood Avenue as *Medium Density Residential* (RM1-346). The RM1 Zone permits several types of residential buildings including detached dwellings, semi-detached dwelling, duplex, and a triplex building(s). Mixed-use buildings, apartment buildings, and townhouses are not permitted in the RM1 Zone and are reserved for the higher density zones such as RM2, RM3 and RM4.

The property municipally known as 92 Plains Road East is zoned *Mixed Use General* (MXG-498), which permits an assortment of residential and non-residential uses and allows apartments as a permitted building type. Exception 498 provides site-specific permissions for the development of a 7-storey mixed-use building, containing up to 49 dwelling units, among other regulations.

Based on the above and our analysis in Section 3.4 of this Report, a Zoning By-law Amendment is required to implement site-specific permissions for the Subject Lands to facilitate the Proposed Development.

The proposed amendment will rezone 84 and 104 Plains Road East and 990 Glenwood Avenue from *Medium Density Residential* (RM1) zone to the *Mixed Use General* (MXG) zone and will include adjustments to the site-specific provisions are required to permit the following aspects of the Proposed Development:

- Building Type;
- Building Height;
- Floor Area Ratio;
- Setbacks and Separation Distance;
- Landscape Areas;
- Landscape Buffers;
- Amenity Space;
- Maximum Fence Height;
- Balcony Length and Location;
- Parking Requirements;
- Parking Space Dimensions;
- Parking Space, Driveway, and Structure Setbacks; and,
- Accessory Building and Structure Locations.

Building Type

An amendment to City of Burlington Zoning By-law 2020 is required to facilitate the Proposed Development on the Subject Lands. The proposed amendment will rezone 84 and 104 Plains Road East and 990 Glenwood Avenue from *Medium Density Residential* (RM1) zone to the *Mixed Use General* (MXG) zone, as the RM1 zone does not permit the proposed building typology. The proposed built form is appropriate for the Subject Lands given its location within the MTSA and the City's future vision for the Aldershot GO Station Area.

The proposed zoning category (MXG) is the same zoning category as on other sites located in the

vicinity of the Subject Lands along the Plains Road East corridor, which are permitted to redevelop with similar building types.

Building Height

The development proposes a height of 11-storeys on the Subject Lands. Given the location of the Subject Lands' within the Aldershot GO MTSA, the availability and access to nearby surface transit and higher-order transit options, and the Subject Lands location along a major Regional corridor, the proposed height is suitable for the Subject Lands.

Moreover, given the recent development activity and approvals within the Subject Lands' vicinity, such as the recently OLT-approved 12-storey mixed-use building located just west of site at 40 - 70 Plains Road East, the Proposed Development's 11-storey height is compatible and complements the area's emerging built form context.

As is demonstrated in the Shadow Study, the Proposed Development incorporates a series of setbacks, step-backs, and relevant massing and design interventions, and is generally contained within a 45-degree angular plane cast from the 3.0 metre tall fence located along the rear property line, providing a built form that casts limited fast-moving shadows on neighbourhood dwelling's private amenity areas, on the adjacent public realm and sidewalks, and on school yards.

Floor Area Ratio

The general intent and purpose of a maximum floor area ratio (FAR) requirement is to ensure that the sizes of the proposed uses are appropriate for the development of the area.

The Proposed Development contains a FAR of 4.88, which is in keeping with other proposed and recently approved residential and mixed-used developments within the Subject Land's vicinity, while contributing densities which will efficiently utilize existing infrastructure and transit, and will contribute towards meeting and exceeding the minimum planned densities for the Aldershot GO MTSA.

As was previously discussed, as concluded by the studies prepared in support of the OPA and ZBA applications, the proposed density does not create any undue adverse impacts and no infrastructure upgrades are required to support the development.

Setbacks and Separation Distance

The Proposed Development contains a minimum at-grade setback of 1.2 metres to the north (Plains Road East) lot line, 0.89 metres to the east (Glenwood Avenue) lot line, and 1.0 metres to the west (Birchwood Avenue) lot line, and a ranged 14.89 metre to 25.77 metre rear yard setback.

The general intent and purpose of a front yard, side yard and rear setbacks is to create orientation of a building in relation to the development area property line. The proposed setback reductions will maintain adequate separation between buildings and the property line.

The Subject Lands are distinctively located along the north edge of a city block and are separated by streets from adjacent properties to the north, east, and west. The surrounding streets contain municipal boulevards, which as part of the Proposed Development, will be programmed with an assortment of hard and soft landscaping interventions which will contribute towards enhancing the public realm and strengthening the interface between the Subject Lands and surrounding properties.

The Proposed Development is appropriately massed and scaled, and contains a series of setbacks, step-backs and other relevant massing and design considerations which break-

up the building massing and provide for an appropriate transition to adjacent properties, including low-rise uses part of the neighbourhood.

Moreover, the reduced setbacks will allow for the Proposed Development to efficiently redevelop and build-out the underutilized site, in a manner that appropriately frames the edges of the public and private realm, contributing towards the creation of a pedestrian-friendly streetscape with active grade-related uses.

Landscape Areas

The Subject Lands are located along three street frontages (to the north, east, and west), which contain municipal boulevards. The Proposed Development provides an assortment of hard and soft landscaping interventions, including tree planting, along each of the three frontages, providing for a rich and inviting streetscape. These landscaping interventions enhance the visual appeal and contribute to the urban canopy while creating a comfortable pedestrian environment. The combination of hardscaping elements, such as paved walkways, and soft landscaping features, like greenery and trees, ensures a balanced and cohesive design that integrates seamlessly with the surrounding public realm. Furthermore, these enhancements improve connectivity, foster social interaction, and support ecological benefits such as improved air quality and stormwater management.

Landscape Buffers

The Proposed Development includes a reduced rear yard landscape buffer of 1 metre extending 32.92 metres from the eastern (Glenwood Avenue) lot line, with the remaining buffer at 3.0 metres.

The role of the landscaping buffer is to establish an appropriate interface between the Proposed Development and adjacent low-rise dwellings part of the neighbourhood area.

The Proposed Development contains a ranged 14.89 metre to 25.77 metre rear yard setback, within which is contained a minimum 1.0 metre landscape buffer, surface parking area, driveway, and shared outdoor amenity areas, all of which will contribute towards creating a buffer between the Proposed Development and low-rise dwellings part of the neighbourhood.

The landscape buffer will be optimized with strategically programming the area to provide aesthetic and functional benefits which enhance the overall visual screening and interface.

A 3.0 metre tall privacy fence is additionally proposed along the full extent of the shared south lot line, further enhancing privacy for both properties while minimizing potential disturbances from neighboring areas.

Furthermore, the Proposed Development incorporates a series of setbacks, step-backs, and relevant massing and design interventions, and is generally contained within a 45-degree angular plane cast from the 3.0 metre tall fence located along the rear property line, further pulling-back the massing and scale of the building, as it is experienced from the adjacent properties and public realm.

As described in Section 3.1, should the Owner acquire the 32.92 metre long portion of land from the 982 Glenwood Avenue property located to the south of the Subject Lands, this would allow a consistent 3.0 metre wide landscape buffer along its full extent, further enhancing the rear yard condition.

Amenity Space

The Proposed Development contains 691.95 square metres of indoor amenity space, 817.34 square metres of shared outdoor amenity space, and 2,312.15 square metres of private outdoor amenity space, for a total of 3,901.45 square

metres of amenity (15.42 square metres per unit / 10.13 square metres per bedroom).

While the Proposed Development is deficient in amenity space, the amenity space that is provided is located throughout the building and is of high quality. The amenity space rate proposed is also consistent with similar developments in the area and with amenity space rates in an urban intensification context (at approximately 5 – 10 square metres per unit).

The amenity spaces have been designed to maximize functionality and usability for residents. Further details with respect to the programming of the indoor and outdoor amenity space areas will further be explored as part of the detailed design stage at Site Plan Approval, by considering programming options such as multipurpose rooms, outdoor seating areas, and recreational facilities, to provide a balanced and engaging environment for future residents and visitors.

The Subject Lands are additionally located within a wide variety of parks and open green spaces which provide opportunities for independent and shared recreational activities in addition to those provided as part of the Proposed Development.

Maximum Fence Height

The Proposed Development contains a maximum fence height of 3.0 metres.

The 3.0 metre fence height aligns with the maximum fence height permitted by the Council approved in-principal Community Planning Permit By-law. The proposed maximum fence height will contribute towards moderating the interface between existing residential lots and the Proposed Development by creating a clear physical boundary, enhancing privacy, and blocking light spillover from the parking area and vehicles, thereby fostering a more secure and cohesive environment for residents.

Balcony Length and Location

The Proposed Development contains balconies which are longer in length than 3 metres and in some area exceed over one third of the permitted building wall length. Moreover, the balconies may be located above the first storey on a wall facing the side yard of detached dwellings.

Longer balconies would enhance the private outdoor amenity spaces by increasing the functional use of these areas. The extended balconies would also maximize access to natural sunlight, ensuring these spaces remain well-lit throughout the day, which contributes to a healthier living environment and reduces reliance on artificial lighting.

The Proposed Development is appropriately massed and scaled, and contains a series of setbacks, step-backs and other relevant massing and design considerations which break-up the building massing and provide for an appropriate transition to adjacent properties, including low-rise uses part of the neighbourhood. Balconies located along the south main wall, above the ground floor, will be appropriately integrated into the design to minimize visual impact and maintain privacy for both the residents and surrounding properties. The balcony configurations are thoughtfully positioned to ensure that they do not overpower the architectural character of the building, while also providing functional outdoor spaces for the residents. The careful design and placement of these balconies, along with the step-backs, ensure a harmonious blend with the existing urban fabric, while mitigating potential concerns such as overshadowing and privacy loss for adjacent properties.

Parking Requirements

The Proposed Development contains a parking supply of 0.98 parking spaces per unit for residential uses and a parking supply of 0.15 spaces per dwelling unit which is shared for residential visitor, commercial and other non-residential uses.

A reduced parking supply is sufficient for the Proposed Development when considering the availability of alternative transportation options, including access to the area's pedestrian network and trails, local transit, higher-order transit, and cycling infrastructure. These factors contribute towards reducing individuals' dependency on private automobile use and thus support the adequacy of the reduced parking provision.

Th shared residential visitor and commercial parking supply is effective in optimizing supply, as residential visitor demand generally peaks during evenings and weekends, while commercial demand is concentrated during daytime hours. The resulting temporal offset allows for more efficient use of available parking spaces and reduces the need for additional, underutilized capacity.

Moreover, the robust TDM program will further incentivize active transportation and public transit use, while discouraging private automobile use, contributing towards improving building and area residents' quality of life. This approach aligns with the City of Burlington Council's in-principle approval of the proposed Comprehensive Parking Policy Strategy (CPPS) By-law, which supports a shift toward more sustainable and multimodal transportation practices.

The proposed parking rate is consistent with the Subject Lands' location within an MTSA and is supported by the accompanying TIS.

Parking Space Dimensions

Of the proposed 291 parking spaces, the Proposed Development includes 27 small car parking spaces (approximately 9% of the total supply), which are designed to be narrower and more compact in area. Specifically, these spaces are proposed to have a reduced minimum length of 5.5 metres and a width of 2.4 metres, resulting in a minimum area of 13.2 square metres, in contrast to the standard minimum dimensions of 6.0 metres in length and 2.75 metres in width. Of these 27 small car parking spaces, 3 are located on the surface parking lot and 24 are distributed across the three underground parking levels.

The inclusion of small car parking spaces supports the efficient use of the site's constrained footprint, enabling the provision of a higher number of parking spaces within the available parking area without compromising functionality or circulation. Additionally, the Proposed Development introduces site-specific modifications to accessible parking dimensions to support a compact and efficient layout. The minimum width of accessible parking spaces is proposed to be reduced from 2.75 metres to 2.4 metres, and the minimum area from 16.5 square metres to 13.2 square metres. Furthermore, the minimum width of the required accessible parking space walkway is proposed to be reduced from 2.0 metres to 1.5 metres.

Collectively, these modifications balance the need for efficient parking design with accessibility and user functionality, while responding to the spatial constraints of the site and promoting a compact, transit-supportive form of development.

Parking Space, Driveway, and Structure Setbacks

The Proposed Development includes site-specific provisions to permit reduced setbacks for parking spaces, driveways, and the below-grade parking structure, responding to site constraints and supporting a compact, transit-supportive form. A 1.2 metre setback is proposed between parking areas and ground floor habitable windows, which is mitigated through landscape screening and internal layout design to preserve residential privacy and comfort. A 2.5 metre setback from adjacent R1, R2, and R3 zones is also proposed, which is appropriately buffered through a 1.0 - 3.0 metre-wide landscaped area along the rear lot line.

For the parking structure, a 0.6 metre setback from the street line is proposed where the structure projects up to 1.6 metres above grade. This is integrated into the site through grading, landscaping, and urban design elements to maintain a pedestrian-friendly interface. Allowing the structure to encroach into landscape buffers enables efficient underground layout while still delivering enhanced at-grade landscaping and streetscape design.

Accessory Building and Structure Locations

The Proposed Development seeks to exempt accessory buildings and structures from yard requirements to allow greater flexibility in the placement of amenity-related features such as seating areas, pergolas, and utility structures. This provision enables more effective use of the site while maintaining a high standard of design and compatibility. The proposal ensures an appropriate interface with adjacent properties through the inclusion of a 3.0 metre-wide landscaped buffer along the south lot line, enhanced with a combination of hard and soft landscaping elements, new tree plantings, and a continuous 3.0 metre privacy fence. These measures collectively provide adequate separation, visual screening, and mitigate any potential impacts, while supporting an efficient and functional site layout that enhances comfort for both residents and the surrounding community.

A complete draft ZBA is included as **Appendix E** of this Report.

5.0 Summary and Conclusions

MHBC has prepared this report in support of a request for an OPA and ZBA to permit the redevelopment of an underutilized site with a mid-rise mixed-use building.

The Subject Lands are designated *Residential Medium-Density* and *Mixed Use Corridor – General* in the City of Burlington Official Plan 1997. The proposed Official Plan Amendments would permit the proposed residential uses, floor area ratio and height. The proposed redevelopment of the Subject Lands contemplates a greater intensity and scale of development to support the existing Transit routes, Aldershot GO Station, and appropriately addresses the intensification goals of Provincial and City-wide policies.

The proposed building, site layout and design follow the general design parameters used in the City of Burlington. The proposed built form and orientation of the building contributes to an active street frontage along the public street while achieving greater height and density.

The Proposed Development provides a number of setbacks and step-backs and is generally contained within the angular plane cast from neighbourhoods area to the south of the site, in a manner that creates an appropriate relationship to the public realm and transition to surrounding low-density uses.

The site-specific provisions that form part of the Official Plan and Zoning By-law Amendments will permit a development that is compatible and well integrated with a community located in an area of the city that is undergoing significant change.

As such, the Proposed Applications are in the public interest and represent good planning for the following reasons:

1. The Proposed Applications have regard for matters of Provincial interest under the Planning Act.
2. The Proposed Applications are consistent with the relevant policies of the Provincial Planning Statement.
3. The Proposed Applications conform to the applicable policies of the Region of Halton Official Plan and City of Burlington Official Plan (1997 and 2000), as proposed to be amended.
4. The Proposed Applications provide for appropriate and reasonable density that is transit-supportive, being located within walking distance of a range of existing and planned surface transit and higher-order transit options.
5. The Proposed Applications provide intensification, urban revitalization and growth in a modern urban format that is compact, vibrant and pedestrian-oriented. The proposal is in keeping with the evolving character of this area.
6. The Proposed Applications will contribute towards increasing the supply and mix of available residential housing units and will provide additional housing choices for existing and future residents in this area of the City.

7. The Proposed Applications permit re-development of the site in an appropriate manner, efficiently utilizing existing municipal infrastructure along Plains Road East and from two abutting street frontages.
8. The Proposed Applications will permit development which will not cause any environmental or public health and safety concerns.
9. The Proposed Applications will allow a development that will conform to the policies on sustainable development and promote a sustainable community by incorporating low impact development measures, transportation demand management measures and other green infrastructure.
10. The Proposed Applications will permit development which has been planned and designed with the importance of health and an active community living in mind, with "family sized units" and assorted mix of indoor and outdoor amenity spaces.
11. The Proposed Applications will permit development that is in reasonable walking and cycling distance to a range of commercial, service, recreational, institutional, and educational facilities, in addition to parks and open green spaces, thus supporting a healthy and active lifestyle for future residents.
12. The Proposed Applications will permit a development that is compatible with adjacent land uses.

For the above reasons, we respectfully submit that the proposed Official Plan Amendment and Zoning By-law Amendment as contained in **Appendix D and E** are appropriate and we respectfully request their approval.

We certify that is report was prepared jointly by the identified authors who are Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

Respectfully submitted,

MHBC



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



Thomas Dybowski, MSC.PL., MCIP, RPP
Intermediate Planner

APPENDIX A: PRE-CONSULTATION COMMENT REPORT

Preconsultation Meeting Notes

84, 92 & 104 Plains Road East & 990 Glenwood Avenue - January 24, 2024

Attendees:
City of Burlington – Mark Johnson, William Wallace, Mark Dalrymple, Tina Vassalli, Inderjit Chhina, Karyn Poad, Annette Simpson, Smeeta Adiga, Jeanette Bax
Region of Halton – Amanda McNeish, John Kisneris, Adam Huycke
Proponent – David Vrhovnik

Description of Development Concept:

A mixed-use development consisting of an 11-storey building comprising 223 residential units and 986 sqm of ground floor commercial. Access is proposed from Birchwood Avenue and Glenwood Avenue, and a total of 272 parking spaces is proposed (including 213 underground parking spaces and 59 surface parking spaces).

Planning Comments:

Official Plan (1997, as amended)

- The subject lands are designated as 'Residential – Medium Density' and 'Mixed Use Corridor – General' under Schedule 'B' – Comprehensive Land Use Plan – Urban Planning Area.
- In accordance with Part III, Section 2.2.2 a), with Residential Areas, a broad range of residential dwelling types shall be permitted, including assisted and special needs housing such as group homes, rest/retirement homes and long-term care facilities, as well as uses compatible with, complementary to and serving the primary residential use of the land, such as home occupations and cottage industries, neighbourhood parks, and offices.
- In accordance with Part III, Section 2.2.2 d), in Medium Density Residential areas, either ground or non-ground-oriented housing units with a density ranging between 26 and 50 units per net hectare shall be permitted.
- In accordance with Part III, Section 2.2.2 g) (ii), detached and semi-detached homes, townhouses, street townhouses and stacked townhouses, back to back townhouses, attached housing and walk-up apartments shall be permitted in Residential-Medium Density areas, provided that these forms meet the density as specified in Part III, Subsection 2.2.2 d), for these areas.
- The lands are also subject to a site-specific policy under Part III, section 2.2.3 h) of the Official Plan as follows:
    - notwithstanding the policies of Part III, Subsection 2.2.2 d of this Plan, the lands designated "Residential Medium Density" on the south side of Plains Road, between Cooke Boulevard and Filmandale Road, shall be subject to site-specific zoning regulations designed to protect the existing character of this portion of Plains Road and provide compatibility with the abutting neighbourhood to the south. Any exterior alteration or addition to the property shall maintain the residential appearance and character of the property.
- In accordance with Part III, Section 5.3.2 a), lands designated as 'Mixed Use Corridor – General' may permit:
    - a 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 motor vehicle dealerships;
    - high density residential uses and a full range of office uses. Townhouses may only be permitted as a component of an overall development of mixed residential or residential/commercial building forms, where the townhouse portion of the mixed development does not abut the multi-purpose arterial or major arterial road and where the development of the townhouse component does not compromise the long-term objectives for the Mixed Use Corridor designation with respect to such matters as mix of uses, building form and intensity;

    - development and re-development of lands within a major transit station area, such as a GO transit commuter rail station, shall achieve a higher intensity of re-development and consist of transit supportive uses, as called for and defined in the Growth Plan for the Greater Golden Horseshoe. Notwithstanding Part III, Subsection 5.3.3 b) and e), those lands designated Mixed Use Corridor subject to the Commercial Corridor Policies of Subsection 5.3.3 and located within a major transit station area, shall permit only transit supportive uses, as defined in the Growth Plan for the Greater Golden Horseshoe, have a minimum floor space index of 0.5 and a minimum building height of two storeys.
- In accordance with Part III, Section 5.3.2 b) and c), 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 and retail and service commercial uses are to be located at street level in office or residential buildings.
- In accordance with Part III, Section 5.3.2 d), Zoning By-law regulations affecting Mixed Use Corridors shall be based on the following factors:
    - 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;
    - 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;
- There has been a previous Official Plan Amendment on the subject lands including:
    - OPA 116– Application approved by LPAT (now known as OLT) on December 31, 2019
        - Includes the following site-specific policy to permit the development of a 7-storey mixed-use building:
            - Notwithstanding the policies of Part III, Subsections 5.3.2 a) ii) and d) ii) of this Plan, for the lands described as 92 Plains Road East a mixed use building consisting of residential and at-grade office uses, with a maximum density of 234 units per hectare and a maximum building height of 7 storeys shall be permitted.
- Part III, Section 2.5 – Housing Intensification policies are to be addressed when evaluating intensification proposals.

Zoning By-law (2020, as amended)
- The subject lands are zoned Residential – Medium Density (RM1-346) and Mixed Use Corridor - General (MXG-498).
- The site-specific exception 346 contains regulations that are intended to maintain the existing residential character of this portion of Plains Road. Townhouses are prohibited. Apartment buildings are not a permitted use in this zone.
- The site-specific exception 498 contains regulations for Apartment Buildings and Ground Floor Office. Townhouses, Back-to-Back Townhouses and Stacked Townhouses, including a range of retail and commercial uses are permitted in this zone.

New Official Plan (2020)
On Nov. 30, 2020, the City's new Official Plan (Burlington Official Plan, 2020) was approved by Halton Region. All parts of the Burlington Official Plan, 2020 that were not appealed came into effect the day after the end of the appeal period, Dec. 22, 2020. For the list of the appeals filed with the Ontario Land Tribunal (OLT), see the Dec. 23, 2020 update under "Burlington Official Plan, 2020 appeals process".

On Jan. 4, 2023, the OLT formally confirmed which parts of the Burlington Official Plan, 2020 came into effect on Dec. 22, 2020 and which parts did not. The OLT also confirmed that no parts of the Official Plan (other than policies where appeal rights are limited by the Planning Act) are in effect on lands with site-specific appeals. For a list of policies in effect as of Dec. 22, 2020, see the May 16,

2023 update under “Burlington Official Plan, 2020 appeals process”. This update also includes a list of site-specific appellants.

Until all broad appeals to the Region’s approval of the Burlington Official Plan, 2020 are resolved, parts of the old Official Plan (Burlington Official Plan 1997, as amended) will stay in effect. Parts of the Burlington Official Plan, 2020 that are broadly appealed may be considered on an informative, but not determinative, basis.

The interim working version of the Burlington Official Plan, 2020 is provided for information only. For legal purposes, reference the original certified documents on file with the City Clerk, including the April 26, 2018 City of Burlington adopting bylaw and the Nov. 30, 2020 Halton Region Notice of Decision.

As the OLT process continues, the Burlington Official Plan, 2020 may change and need to be updated. Readers of the Plan must satisfy themselves as to the legal status and applicability of the policies by reviewing all Orders and Decisions from the OLT. You can view these documents by visiting the Ontario Land Tribunal's webpage for case no. OLT-22-002219: "OP - New Official Plan – City of Burlington". For more information please visit the City’s New Official Plan Project website *https://www.burlington.ca/en/services-for-you/official-plan-review.asp*.

- The subject lands are designated as ‘Urban Corridor’ under Schedule C – Land Use – Urban Area.
- In accordance with Subsection 8.1.3 (7.2) c), the following uses may be permitted on lands designated ‘Urban Corridor’:
    - retail and service commercial uses;
    - automotive commercial uses, including large-scale motor vehicle
    - dealerships existing on the date this Plan comes into effect;
    - residential uses with the exception of single-detached and semidetached dwellings;
    - office uses;
    - entertainment uses; and
    - recreation uses
- Subsection 8.1.3 (7.2) d) further describes that other forms of ground-oriented dwellings may only be permitted, provided that the ground-oriented residential portion of the development:
    - does not abut a Multi-Purpose Arterial Street, Urban Avenue or Main Street, as shown on Schedule O-1, Classification of Transportation Facilities-Urban Area, of this Plan;
    - is developed in conjunction with, and is part of, a multi-residential or mixed use building; and
    - does not compromise the objectives of the Urban Corridor designation
- Subsection 8.1.3 (7.2) e) describes stand alone ground-oriented dwellings shall be prohibited in Urban Corridor lands located within MTSAs.
- Subsection 8.1.3 (7.2) f) describes a maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained.
- Subsection 8.1.3 (7.2) g) describes the minimum building height shall be two (2) storeys and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street.
- Subsection 8.1.3 (7.2) h) describes that to ensure compatibility with adjacent residential areas the maximum six (6) storey building height may not be permitted on sites that are small in size, have insufficient depth, are adjacent to areas designated Residential-Low Density, or front local streets.
- The subject lands are designated as ‘Mixed Use Nodes and Intensification Corridors’ under Schedule B – Urban Structure, therefore Subsection 2.3.1 would be applicable.
- The subject lands are designated as ‘Primary Growth Area’ under Schedule B-1 – Growth Framework, therefore Subsection 2.4.2(1) would be applicable as well as the urban design and built form policies for primary growth areas under Subsection 7.3.2(1).

- Plains Road East is identified as:
    - ‘MTSA Primary Corridor’ and ‘Frequent Transit Corridor’ under Schedule B-2 – Growth Framework and Long-Term Frequent Transit Corridors.
    - ‘Multi Purpose Arterial’ under Schedule O-1 – Classification of Transportation Facilities - Urban Area.
    - ‘Bike Lane’ under Schedule P – Long Term Cycling Master Plan.
- In accordance with Subsection 7.3.1, the design of development in New Communities (including lands in MTSA Special Planning Areas) the appropriate public realm and built form and the urban design objectives and implementing tools shall be determined through a co-ordinated area-specific planning exercise. The design of new communities shall serve to create and promote a new distinct character within Burlington as a result of an area-specific plan. New community design should contain compact built forms of development that support higher densities, are pedestrian, cycling and transit oriented, particularly along transit and transportation corridors, support the achievement of complete communities with high-quality public realm elements and encourage increased use of public transit.
- Chapter 12.1.2(2.2) Development Criteria shall be satisfied where applicable for this proposal.

Housing Strategy

Subsection 3.1.1(2)(g) of Burlington’s Official Plan (2020), in alignment with the City's Strategic Plan, directed the City to develop a comprehensive housing strategy to among other things, support the Region of Halton’s Housing Strategy, describe the current range and mix of housing in the city, establish city-wide housing objectives and examine opportunities for partnerships to increase the supply of affordable housing. The objective is to establish minimum targets in support of achieving the region of Halton’s housing mix and affordable unit goals along with specific targets for two and three-bedroom units.

The Burlington Housing Strategy and the Annual Housing Targets (Appendix B to the Housing Strategy) were approved by City Council on June 21, 2022. The City’s Housing Strategy provides a roadmap for addressing local housing needs and increasing housing options that meet the needs of current and future residents. The Housing Strategy identifies 12 Actions to move toward the vision for housing in Burlington. It provides a set of action-oriented housing objectives (Themes) and an associated implementation plan.

One of the Housing Strategy’s stated objectives (Theme 2) of the Housing Strategy is to support a broad variety of housing types and forms to increase housing options to meet the needs of all current and future residents at all stages of life. Action 4 of the Housing Strategy established minimum targets around housing that build upon the policies of the Official Plan (2020) and use the findings of the Housing Strategy Project. These targets, appended to the Housing Strategy set targets for rental units, affordable units and 3-bedroom units.

As the number of units will exceed 100, a Housing Impact Statement may be required per policy 3.1.1(2) h) of the Official Plan 2020:

- Per section 3.1.1(2) h), the City shall require the submission of a housing impact statement where a development proposal includes more than one hundred (100) dwelling units, identifying:
  (i) how the proposal contributes to achieving the Region of Halton housing targets, including identification of any proposed new affordable or assisted housing units;

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

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

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

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

Background

The Major Transit Station Area Area-Specific Planning project commenced in 2017 with the purpose of establishing a policy framework that guides future development and investment within the Major Transit Station Areas to plan for the location and form of new housing, offices, industries, anticipated needs for services such as parks, new infrastructure, schools and community amenities. The policy framework will also guide the growth of complete communities in a transit supportive manner.

On October 11, 2023 staff released proposed draft Official Plan Amendment No. 2 (OPA 2) and draft Community Planning Permit (CPP) By-law for public engagement throughout Fall 2023. The draft OPA and draft CPP By-law are being advanced in conformity with both Provincial and Regional plans and reflect the culmination of the visioning, technical work and public consultation that has been completed to date. They largely reflect the vision for the MTSAs as outlined in the Council-endorsed Recommended Preferred Precinct Plans (Dec 2021) and the Major Transit Station Area Area-Specific Planning Study Final Report (June 2022), as well as technical study and additional areas of analysis as directed by Council that have been completed since then. For a detailed overview of key project milestones and documents that informed the preparation of the draft OPA and CPP By-law, visit www.getinvolvedburlington.ca/mtsa.

The land use schedules included in the draft OPA and draft CPP By-law are to be read in conjunction with the policies and regulations of both documents. Together they establish a vision for future growth in the MTSAs to the year 2051 and set the standards for future development over the long term.

A statutory public meeting on the proposed OPA and draft CPP By-law was held on October 31st. A copy of the draft OPA and CPP By-law can be found at www.getinvolvedburlington.ca/mtsa.

Draft MTSA & Precinct Policies and Regulations

The following section provides an overview of the draft policies and regulations for the site located at 84, 92 & 104 Plains Road East & 990 Glenwood Avenue as outlined the draft Official Plan Amendment No. 2 and draft Community Planning Permit (CPP) By-law.

- The subject site is located within the Aldershot GO Major Transit Station Area. This MTSA is envisioned to continue to evolve as an urban neighbourhood with a distinct sense of place and neighbourhood identity that is connected with the surrounding community. The MTSA is supported by five distinct precincts providing a mix of residential, commercial and employment uses.
- Within the Aldershot GO MTSA, the subject site is located within the Aldershot Main Street Precinct. The vision for the Aldershot Main Street Precinct is as follows:

    - Envisioned to advance the historic neighbourhood driven-Plains Road Village Vision and establish a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience along the frequent transit corridors of Waterdown Road and Plains Road (East and West).
- As envisioned through the background work, including the MTSA Final Study (2022), the Aldershot Main Street is intended to contain a mix of uses and is intended through the CPP By-law to ensure development located within the Aldershot Main Street Precinct shall contain a minimum of two permitted or discretionary uses and should contain three permitted uses in the same building or lot where feasible (draft CPP By-law, 7.5.2).
- Permitted and discretionary uses for the Aldershot Main Street Precinct is outlined in Table 7.1 in the draft CPP By-law. Certain permitted uses are subject to footnote a): retail, service commercial and entertainment uses are limited to the bottom two floors only.
    - In the Aldershot Main Street Precinct, dwelling units above the first two storeys in a mixed use building are permitted. The intent is to provide a mix of uses along Aldershot Main Street that are accessible to pedestrians, create vibrancy at the street level and support the MTSA vision for complete communities (draft CPP By-law, Table 7.1, 7.5.2).

Transportation

- As shown on Schedule G-1 "Aldershot GO MTSA Transportation Network" in the draft OPA No.2, the subject property is located adjacent to an existing Multi-Purpose Arterial (Plains Road E.).

Activated Streets

- As shown on Schedule G-2 "Aldershot GO MTSA Activated Streets" in draft OPA No.2 and Figure 2a of the draft CPP By-law, the subject site is located along Activated Streets - MTSA Major Mixed Use Street (Plains Road E. and Cooke Boulevard). Activated Streets located in MTSAs will be designed to cater to pedestrians and create a vibrant streetscape for leisure, shopping, dining and working. Section 5.26 and 5.27 of the draft CPP By-law provide considerations that apply to development along Activated Streets.

    - Along Major Mixed Use Streets such as Plains Road E. and Cooke Blvd., retail, service commercial or office uses shall be required continuously at grade in buildings having frontage onto public streets. Public service facilities, institutional uses and residential lobby entrances in conjunction with other permitted uses are permitted along activated streets (draft OPA No. 2, policy 8.1.2 (8.2)).

Other Matters

- Draft Official Plan Amendment No.2 contains land use compatibility policies as part of the approvals process for any future development containing sensitive uses. Refer to draft section 8.1.2 (6) Land Use Compatibility. Also refer to the recently completed MTSA Land Use Compatibility Study (May 2023) prepared by Dillon Consulting, particularly Section 7.0 Discussion of Technical Study Requirements, for more information.

- Maximum Heights and the Provision of Services, Facilities and Matters:

  With respect to height, the intent of the draft CPPS is to permit the maximum heights set out in the Council-endorsed Recommended Preferred Precinct Plans (Dec 2021) and allow for the possibility of heights beyond those specified in the CPP By-law without the need for an official plan amendment, provided that the achievement of complete communities and appropriate transitions to existing low-rise areas outside of the MTSAs are demonstrated.

- It should be noted that while the proposed OPA provides minimum density targets for each MTSA and general policies regarding complete communities and built form transitions, it does not establish minimum/maximum heights; instead, heights are regulated through the draft CPP By-law.

- The draft CPP By-law requires the provision of services, facilities and matters commensurate with permissions for height, and sets out development standards to ensure that development delivers a variety of community amenities and transitions appropriately to existing low rise areas outside of the MTSAs. All CPP applications are subject to sections 5.28 Burlington Housing Targets, and 5.29 Provision of Services, Facilities and Matters, of the draft CPP By-law.

- The minimum height of the subject site is envisioned to be 6 storeys (Table 7.2), and the maximum heights are contemplated to be 6 storeys for a Class 1 application and 6 storeys for a Class 2 application (Schedule B-2 and B-3, respectively).

- Table 7.2 in the draft CPP By-law, footnote F) notes that within Aldershot Main Street Precinct where a building is adjacent to an existing Residential-Low Density designation as identified on Schedule C of the Burlington Official Plan, the maximum height shall be 6 storeys.

- Class 2 and 3 applications are also subject to provision 3.5.1, Criteria for Variations from Standards, of the draft CPP By-law.

- Please refer to Section 5 General Provisions and Section 6.6 Development Standards of the draft CPP By-law for general standards applying to all MTSAs and standards specific to the MTSA and precinct. Variations to standards may be allowed through a Class 2 or 3 CPP application; see Table 3.1 and Section 3.4 Variations of the draft CPP By-law for more information about how variation requests are proposed to be administered under the CPPS.

- Building Transitions

With respect to building transitions, the intent of the draft CPPS is to minimize impacts on abutting residential properties. Please refer to section 7.7 of the Draft CPP Bylaw:

- Where a tall or mid-rise building is proposed that abuts a property identified as Residential-Low Density on Schedule C of the Official Plan, development shall incorporate transitions to minimize the impact of shadow and maximize access to sunlight, sky view, and privacy on neighbouring properties:

- a) No building should extend beyond a 45 degree angular plane measured from the shared lot line; or

- b) Where there is a compelling planning reason to consider one or more of the following methods to achieve transition:

    - i) Increased yard setbacks;

    - ii) Building stepbacks;

    - iii) Reduction in building massing;

- iv) Introduction of intervening ground-oriented dwelling or built form; or
- v) Other approaches.

Next Steps

- Staff are considering all feedback received through the Fall 2023 statutory process, which may result in changes to the draft OPA and draft CPP by-law. Staff anticipate providing a recommendation report to Council in Q1 2024.

- Updates will be posted to the MTSA project website, www.getinvolvedburlington.ca/mtsa, when future staff reports are available. We encourage you to subscribe to the project website to be notified by email when updates are posted.

- Continue to follow the MTSA project at www.getinvolvedburlington.ca/mtsa and email us at mtsa@burlington.ca with question or if you would like to set up a meeting to discuss further.

Preliminary Review of the Concept Plan

- Part III, Section 2.5.2 a) - proposed housing intensification must be compatible with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided. Similar with Subsection 7.3.1 of the New Official Plan, the design of development shall serve to create and promote a new distinct character within Burlington as a result of an area-specific plan and contain compact built forms of development that support higher densities, are pedestrian, cycling and transit oriented, particularly along transit and transportation corridors, support the achievement of complete communities with high-quality public realm elements and encourage increased use of public transit.
- FAR of 1.5:1 and 2.0:1 is required by the Official Plan and New Official Plan, respectively. The MXG zone permits a maximum FAR of 1.5:1 for apartment buildings and a maximum Floor Area of 1800 m² per Retail or Service Commercial Use. Please include the FAR and Floor Area of Retail or Service Commercial uses as part of proposed building statistics to determine if aligned with policy direction and zoning regulations.
- The proposed building height is 11 storeys. The requested height exceeds the vision in the MTSA Area Specific Plan Study for Aldershot GO, where the subject lands “Aldershot Main Street” Precinct would permit up to six (6) storeys.
    - There is some concern in terms of height as subject lands are adjacent to an existing Residential-Low Density designation as identified on Schedule C of the Burlington Official Plan. For this area of “Aldershot Main Street” the maximum height is intended to be 6 storeys.

    - The draft MTSA Area Specific Plan Study for Aldershot GO contains policy direction with respect to building transitions, noting the intent of the draft CPPS is to minimize impacts on abutting residential properties. The development proposes a mid-rise building that is adjacent to lands identified as Residential-Low Density on Schedule C of the Official Plan. Within these areas development shall incorporate transitions to minimize the impact of shadow and maximize access to sunlight, sky view, and privacy on neighbouring properties.

- In accordance with Part 5, Section 4.13 of the Zoning By-law, the MXG zone would require the following amenity area calculations:
    - 15m² per efficiency for dwelling unit
    - 20m² per one-bedroom dwelling unit
    - 35 m² per two or more bedroom dwelling unit
- It is recommended that the proposed building includes approximately 55 percent of the building dedicated to one- and two-bedroom units and approximately 25 percent dedicated to three- or more bedrooms in order to meet the Housing Strategy policy direction. Please include unit breakdown as part of proposed building statistics to determine if aligned with policy direction.
- The following design guidelines are applicable to the proposed development:
    - Pedestrian Level Wind Study Guidelines
    - Shadow Study Guidelines
    - Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings
    - Sustainable Building and Development Guidelines
    - Plains Road Corridor Urban Design Guidelines

Application Requirements

- An Official Plan and Zoning By-law amendment application would be required to facilitate the proposed use.
- Prior to submitting the application, a Pre-Application Public Consultation Meeting is required:
    - The meeting is to be organized by the applicant and must be held before the application is submitted. Please try to avoid holding meetings in late December.
    - Circulation of the meeting invitation to residents and tenants within 120 metres of the development site will be completed by the City for a fee. Provide a PDF of the meeting invitation on the applicant's letterhead for distribution. Notice must be sent a minimum of 20 days in advance of the meeting.
    - Please notify the Ward Councilor, and the Coordinator of Development Review of the date, time and location of the meeting. Be sure your meeting location is accessible and close to the development site. The meeting may be held virtually. Please contact William Wallace, Supervisor of Development Review, at william.wallace@burlington.ca for further instructions on hosting a virtual meeting.
    - During the meeting, provide a detailed overview of the development proposal and allow time for questions and comments from the public. Take notes of the discussion.
    - As part of a complete application, the applicant must provide neighbourhood meeting minutes which include a written summary of public input received at the meeting. As part of the Planning Justification Report, the applicant must explain how this public input was used to modify the development proposal.
    - If a complete application is not submitted within six months of this pre-consultation form, another community meeting may be required.
- Prior to submitting the application, consultation with the Burlington Urban Design Panel (BUD) will be required.
    - An Urban Design Brief will be required to explain how the City's Urban Design Guidelines have been addressed and how the comments of BUD have been taken into account.
    - A copy of the BUD meeting minutes must be submitted with the application. BUD Terms of Reference are provided.
    - Contact the City's Urban Designer, Silvia Laban, silvia.laban@burlington.ca, to initiate a BUD consultation
- A Planning Justification Report will be required:
    - to discuss the impact of Provincial, Regional and local planning policy (including both 1997 and New Official Plan (2020)) on the proposed land use;
    - to explain why the requested increase in height, density, and floor area ratio is desirable and represents good planning;

    - to discuss how the results of required technical studies have been used to refine the redevelopment proposal;
    - to explain how input received at the pre-application public consultation meeting has been used to refine the proposal;
    - to explain how input received from the Burlington Urban Design Review Panel has been used to refine the proposal; and
    - to explain how the proposed development is compatible with surrounding land uses and maintains the Official Plan's intent for these lands, including but not limited to height, setbacks, massing, wind, shadow, design and community features.
- Architectural Plans including conceptual floor plans and elevations
- Survey Sketch
- Conceptual Site Plan Layout
- 3-D Model of Proposed Buildings
- Burlington Urban Design Advisory Panel (BUD) Comments
- Height Survey of Adjacent Buildings
- Angular Plane Study
- Shadow Analysis Plan
- Wind Impact Study
- Land Use Compatibility Study
- Noise Feasibility / Vibration Study
- Section 37 Benefits may be required.
- Housing Impact Statement
- Please consult with Burlington Hydro, Metrolinx and Union Gas in regard to servicing supply and requirements.
- Please consider sustainable building design in your proposed development, using the City's Sustainable Building and Development Guidelines. An introductory letter from the Burlington Sustainable Development Committee is provided.

Business Development Comments:

The City of Burlington aims to make your application experience as smooth as possible. We have reviewed your file, and you qualify to receive tailored support from the City's Business Development Manager. This staff will help you understand application requirements, help you navigate the process through to receiving your occupancy permit, and be a primary contact for you when connecting with the city. Please reach out Jeanette Bax, Manager of Business Development at jeanette.bax@burlington.ca if you have any questions or concerns about your application or our process."

Zoning Comments:

We have reviewed this Pre-consultation application and have the following comments:

The subject properties are zoned, RM3-346, Medium Density Residential and MXG-498, Mixed Use General, under By-law 2020, as amended. Applicant is proposing an apartment building with ground floor commercial space.

We have reviewed the latest submission for completeness and have the following comments:

1) Full Zoning statistics would be required, including, but not limited to:
    a. Amenity area calculation
    Part 16 – Definitions: Amenity Area
    The area situated within the boundaries of a project and intended for recreational purposes, which may include open spaces, patios, balconies, communal play areas, lounges, sundecks, and roofdecks, but shall not include the area occupied at grade by the buildings, service areas, parking, and driveways.

b. FAR calculation

Part 16 – Definitions

Floor Area Ratio

The mathematical relationship between building floor area and lot area, determined by dividing the gross building floor area of all buildings on a lot by the net area of that lot.

Floor Area, Gross Building (GBFA)

The total area of the floor measured to the outside of all outside walls, including a basement or cellar but excluding areas used for parking of motor vehicles or areas above an atrium.

Note: GBFA includes all area in the underground parking garage except parking spaces and driveways/aisle and all mechanical area in the garage as well as all roof top mechanical rooms.

2) Provide all building and underground garage setbacks, including the setbacks from each terrace level/floor to the nearest lot lines.
    a. Provide the minimum and maximum yards adjacent to all streets for each level above grade, as required.
    b. Confirm the yards for balconies and terraces to the nearest lot lines.
    c. Confirm the underground ramp setback to the street line.
    d. Confirm setback from the driveway/parking spaces to the ground floor units.
3) Provide all balcony and terrace dimensions.
4) Confirm if "Exit C" will be enclosed or located within a building.
    a. If located within a structure or building, please provide the yard to the R2.1 zone.
5) All parking spaces including accessible parking spaces to be dimensioned and/or parking space width and area confirmed.
    a. All Parking spaces should be labeled (e.g., Occupant, visitor, non-residential, shared parking, etc.)
6) All Bike parking spaces dimensions to be labeled (e.g., Occupant, visitor, non-residential)
7) Provide all floor plans including any mechanical and mezzanine level floor plans.
8) Provide elevation plans with dimensions.
9) **City of Burlington Staff to confirm any/all widening and/or land dedications prior to the proposed by-law creation.**

Notes

- A Zoning Clearance certificate is required for the proposed apartment building.
    - Separate Zoning Clearances required for each non-residential tenant fit-up.

Staff Contact: Mark Dalrymple
Zoning Examiner
Community Planning Department
P. 905 335 7600, ext 7933 | F. 905 335 7880 | E. mark.dalrymple@burlington.ca

Region of Halton Planning Comments:

Description of Proposal

Applications for Local Official Plan Amendment and Zoning By-law Amendment (ZBA) are proposed to facilitate the development of an 11 storey mixed use building containing 223 residential units and 986 sq.m. of ground floor service commercial use.

The development is proposed over 4 existing lots. As noted on the application form, the existing uses include a vacant building and residential homes.

Preliminary Regional Comments:

REGIONAL OFFICIAL PLAN, 2009

The subject lands are designated Urban Area (Map 1) per the Region's Official Plan (ROP), 2009 as amended by Regional Official Plan Amendment (ROPA) 48 and 49, and located within the Built Boundary. The subject lands are further located within an identified Major Transit Station Area and Regional Intensification Corridor, which are considered to be components of the Strategic Growth Area in the ROP.

Regional Official Plan Amendment No. 48

ROPA 48 was adopted by Regional Council on July 7, 2021 and approved by the Province on November 10, 2021. This amendment is the first amendment to be advanced as part of the Regional Official Plan Review under Section 26 of the Planning Act. The amendment defines specific elements of a Regional Urban Structure including Strategic Growth Areas and the delineation of Urban Growth Centres and Major Transit Station Areas. ROPA 48 also includes a limited number of Employment Area conversions, establishes targets for Strategic Growth Areas and updates the population and employment allocations assigned to Halton Region to 2051 by the Growth Plan, 2019.

Regional Official Plan Amendment No. 49

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

The Ministry of Municipal Affairs and Housing is the approval authority of ROPA 49 and issued a decision on November 4th 2022. On December 6, 2023 Bill 150, "Planning Statute Law Amendment Act, 2023" received Royal Assent. This legislation results in specific decisions issued under the Planning Act by the Minister of Municipal Affairs and Housing being deemed to have never been made, including the Minister's November 4, 2022 decision to approve ROPA 49, with modifications. As a result, ROPA 49 as adopted by Regional Council on June 15, 2022 is in effect as of November 4, 2022. Bill 150 also implements three modifications related to corridor protection policies and mapping (Modifications #18, #19 and #39 in the Minister decision on ROPA 49), which are also in effect as of November 4, 2022. The proposed development has been reviewed against the in-force Regional Official Plan with regard to the policies of ROPA 49, as adopted by the Province.

- Per Section 76 of the ROP, the range of permitted uses and the creation of new lots within the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to all other relevant policies of the ROP.
- Section 78 identifies a Regional Urban Structure that directs growth to *Strategic Growth Areas*. The Regional Urban Structure as shown on Map 1H implements Halton's planning vision and growth management strategy and sets out a hierarchy in which to direct population and employment growth to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection

of lands for employment uses.

- Major Transit Station Areas and Regional Intensification Corridors are considered to be components of Strategic Growth Areas in the ROP, with an objective to generally achieve higher densities than the surrounding areas. Direction on the appropriate form of development is to be in accordance with the City's Official Plan and Zoning By-law.

- The ROP identifies a minimum growth target of 150 persons and jobs per hectare for this growth area, and further identifies a growth target of ~80%:~20% (residents to jobs) ratio for this growth area (Aldershot GO MTSA).
- While the subject lands are located within a Strategic Growth Area where growth and redevelopment are to be focused, the ROP identifies and supports the comprehensive planning for these areas in accordance with policy 77(5) of the ROP. Specifically, the Region's Official Plan (Sections 48, 77 (5) and 79.3(3)) provides that Area Specific Plans are required for the development of new Strategic Growth Areas. An approved Area Specific Plan would provide for the comprehensive development for the area. Any application received in advance of the approval of approval of an Area Specific Plan for this area may be considered premature. Careful consideration of the proposed intensification of use for the subject lands needs to be given in the context of the Region's growth management strategy and the City's Area Specific Planning work.
- Matters to be addressed should an application be submitted in advance of the completion of the Regional Comprehensive Review and City of Burlington Area Specific Plan for this area, through the submission of a Planning Justification Report:

    - How the proposal addresses the Regional Urban Structure and growth management policies of the ROP as amended by ROPA 48 & 49;

    - Consideration and evaluation of Section 77(5) of the ROP;

    - Comprehensive evaluation of the municipal services within the area consistent with the Region's Area Servicing Plan requirements;

    - Comprehensive evaluation of land use compatibility impacts for the area and the proposed development (also subject to City of Burlington input).

- Section 77(22) of the ROP requires Local Municipalities to include in their Official Plans development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.
    - The Region questions whether any of the existing properties are currently used for employment purposes (or was the last known use). If so, the redevelopment would result in the loss/demolition of employment use on site.
    - The development concept and/or a Planning Justification Report may be required to demonstrate how the loss of employment space and jobs is being addressed as part of the redevelopment of these lands, subject to the City of Burlington confirming if the above noted development criteria applies to this proposal.
    - It is also acknowledged that the proposal does include 986 sq.m. of ground floor service commercial.
- Section 84 states that it is a goal for housing to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.
- Additional housing polices in the ROP speak to making efficient use of serviced lands to increase the supply of housing, and encouraging Local Municipalities and the development industry to be innovative in housing designs.

- The ROP also contains a number of policies that support the provision of assisted and affordable housing, especially within areas where public transit, retail and other facilities are readily available. Increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas is encouraged.
- Information and resources on assisted and affordable rental housing programs for private sector developers in Halton Region has been attached to these notes for the proponent's information.
- Regional Staff question whether the proposed redevelopment would result in the demolition of purpose built rental housing. The applicant should confirm if any of the subject lands contain rental units.
    - The ROP requires Local Municipalities to use a 3 per cent vacancy rate to permit the conversion or demolition of rental housing. It is further noted that the current vacancy rate for Burlington is well below 3 per cent. Further information and justification should be clearly provided in the Planning Justification Report to address this matter.
    - Should the proposal result in the demolition of purpose built rental units, it is not permitted by ROP policy.
    - A robust housing analysis, including a tenant relocation plan will be required as part of the complete application, should removal of rental housing be proposed. The replacement and permanent protection of all existing rental units will be required as part of any redevelopment plan.

Land Use Compatibility

ROP policy requires the assessment of Land Use Compatibility matters when a new sensitive use is proposed in close proximity to major facilities and transportation uses. Section 81(6) sets out that existing employment uses within and adjacent to Major Transit Station Areas are to be protected by ensuring land use compatibility with adjacent new development, and that new development is required to meet Provincial Policy Statement (PPS), 2020 requirements for land use compatibility.

- Section 143(9) of the ROP requires proposed development adjacent or in proximity to railway lines or railway yards to undertake the following studies and to implement the study recommendations, including the restriction of new residential and other sensitive land uses:
    - noise study, if the development is within 300m of a railway right-of-way or 1000m of a railway yard;
    - vibration study, if the development is within 75m of a railway right-of-way;
    - air quality study, if the development contains sensitive land uses and is within 1000m of a railway yard.
- Section 143(12) of the ROP requires the proponent of sensitive land uses in proximity to industrial, transportation and utility sources of noise, vibration, odour and air pollutants to complete appropriate studies and undertake necessary mitigating actions, in accordance with the Region's Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines.
- The subject lands fall within 1000m of the Aldershot GO Train layover yard (to the north), and further appears to be within the Potential Area of Influence of major facilities such as King Paving & Construction and St. Marys Cement.
- As such, a Land Use Compatibility Assessment (including Air Quality Assessment and Noise Assessment) is required to be submitted and to support the proposed development, which may be subject to Peer Review at the cost of the applicant.
    - In accordance with ROP policy, impacts from the nearby industrial and transportation sources of noise needs to be assessed, and appropriate recommendations/mitigation measures are to be implemented to address potential impacts on the proposed sensitive use as part of a development application submission.

- Land Use Compatibility with the proposed sensitive use (i.e., residential) should be discussed and addressed within a Planning Justification Report.

Potential for Site Contamination

Section 147(17) of the Regional Official Plan (ROP) requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. This process is described Halton Region's Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites.

Regional staff have considered the proposal within the context of the Region's Protocol for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites.

If a change to a more sensitive use be proposed on any of the existing properties, the owner is required to submit a Ministry of the Environment Conservation and Parks (MECP) acknowledged Record of Site Condition (RSC) that indicates the site is suitable for the proposed land use. The Owner is also required to submit all environmental documentation used for filling the RSC to Halton Region (i.e., Phase 1 and/or 2 Environmental Site Assessment (ESA), completed to O.Reg. 153/04 standards). The author of the environmental reports must further extend third party reliance to Halton Region through the submission of a letter of reliance. Please utilize the Region's template in this regard.

Where no change to a more sensitive use is being proposed, then an Environmental Site Screening Questionnaire (ESSQ), and Ph 1 ESA is required, included a letter of reliance following the Region's template. If a Ph 2 ESA is indicated as required by the Ph 1 ESA, the the Ph 2 ESA is also required to be submitted. The letter of reliance following the Region's template should also reference the Ph 2 ESA in this respect. As noted above, ESAs are to be completed to O.Reg. 153/04 standards.

Waste Management:

The residential portion of this development may be eligible for Region waste collection (recycling, organics and garbage), provided the requirements as outlined in the Region's Development Design Guidelines for Source Separation of Solid Waste are met.

The commercial portion of this development will receive cart collection by the Region. Carts will be placed out on Plains Road East for collection curbside once construction is completed and the business is occupied.

- A Waste Management Plan must be submitted and demonstrate how waste will be managed, stored and collected in a manner that is safe, functional and accessible, to the satisfaction of Halton Region.
- The Waste Management Plan and associated representative scaled drawings should be designed per the Region's Development Design Guidelines for Source Separation of Solid Waste which sets out the minimum design requirements. Information on the following is required:
    - Number of residential units/ types of units.
    - Number of floors.
    - The number of Recycling and Organic Material Receptacles required.
    - The size and number of Front End garbage collection bins required (as applicable).
    - Truck turning plan/auto turn plans showing turning radius from center

line (labelled) throughout the site/collection path from the municipal road to the collection point and back to the municipal road.

- Show/label with dimensions, the available length of the head-on approach and the length the truck will be required to reverse.
- Show/label with dimensions the vertical clearance of the loading area. This should be clearly shown on an elevation plan.
- Show/label where the waste collection point will be within the loading area. Please indicate length and width of the space available.
- Please submit a scaled drawing indicating how the bins will be configured in the staging area including dimensions, grade, and waste receptacle placement. Note: The staging area is considered separate from, and in addition to the loading area.
- Please submit a scaled drawing of the internal waste collection/handling room(s), showing compacting and sorting equipment, dimensions, waste receptacle placement, and proposed doors per Section 1.3.7.
- Provide a description of the flow of waste receptacles from the waste storage room to the outdoor Waste collection loading area.
- Show external enclosures required, including the configuration of the required number of Waste receptacles.
- Indicate the location of the bulk waste storage room, including dimensions. The minimum requirement is 10 sq.m.

Please ensure the following general design considerations/technical requirements are accounted for:

- Sufficient space for a rear packer collection vehicle and side loader collection vehicle is available to operate safely. Occupants of the vehicle must be able to open both doors and exit the vehicle, and be able to walk the perimeter of the vehicle unhindered. Please ensure there is sufficient space to accommodate the length of the truck with the forks extended to carry out waste collection of all waste receptacles.
- A minimum turning radius of 13 m from centre line is required for waste collection vehicles. This must be shown/labelled on plans and on all turning radii along the waste collection vehicle path.
- The waste loading area must be a minimum 7.5m high x 6m wide x 18m long to ensure waste collection vehicles can fully enter the indoor loading area and ensure the minimum 18 m head-on approach requirement is met. When entering the waste collection area, the vehicle must be entering from a straight position and not on a turn/angle. The requirement for head-on approach is to allow the collection vehicle to straighten and align with the waste bin.
- An overhead garage door height can be 4.5 min in height (i.e., drive through height).
- Collection point level (+/- 2%).
- For two-way traffic, a 6 m road width is required. For one-way traffic, a 4.5 m road width is required.
- Continuous forward movement of Waste collection vehicles is required without reversing. A cul-de-sac or T-turnaround may be acceptable

on-site.

- 18 m maximum back-up distance is required. Requiring waste collection vehicles to back up in front of doors is a safety concern and to be avoided.
- The collection area or staging area is the minimum area required for waste receptacles and is considered separate from the loading area.
- Door width for waste rooms and any door where a waste receptacle must go through is required to be a minimum of 2.2 m.
- Ensure internal storage requirements are designed per Section 1.9 of the Guidelines.
- Ensure sufficient storage for all waste receptacles (and compactors if required) is provided.
- Please ensure relevant turning radii, and height/width clearances (e.g., drive-through height, loading area height, etc.) are clearly labelled on the site plan.
- Regional collection vehicles cannot back out onto a municipal road for waste collection.
- Design requirements should be reviewed at the Zoning By-law Amendment stage (if applicable) as site-specific provisions may be affected.
- The Region's Development Design Guidelines for Source Separation of Solid Waste and can be accessed online at: https://www.halton.ca/Repository/Development-Design-Guidelines-for-Source-Separatio

Should the waste management vehicle be required to drive over top any underground structures (e.g., parking garage), a professional engineer must provide a letter certifying the underground parking structure can withstand the weight of a fully loaded truck (capacity 35 tonnes).

Should the development be deemed eligible for Regional waste collection, a completed Drive Through Agreement will be required to be submitted and approved by the Region prior to the commencement of collection.

For the proposed development, the following is recommended:

- It is recommended that 3 separate chutes be utilized for the residential building.
- A compactor is recommended for garbage, front end collection for recycling and cart collection for organics.
- Recycling (3 yard loose) – 5 bins
- Organics carts (360 L wheeled cart) – 9 carts
- Garbage (3 yard compacted) – 4 bins

With respect to the current development concept:

- The applicant is asked to clarify if the area labelled as "Loading Dock" is intended to be the waste staging area (i.e., where bins/carts are placed on the day of collection). If so, this should be re-labelled as the "Garbage Staging Area".
- The applicant is asked to clarify if the area labelled as "Garbage Staging Area

for Pick Up" is intended to be where waste collection vehicles park in order to provide collection at the pick up point. If so, this area should be re-labelled as "Garbage Loading Area or Loading Area"

- Currently, the "Loading Area" does not conform to the minimum required size to accommodate waste collection vehicles. Please include detailed dimensions (length, width, height clearance) of the loading area and staging area.
- The applicant should indicate what kind of safety warning system will be in place for when the collection vehicle is backing up to make a 3 pt. turn to exit the loading area and cars are entering or exiting the underground parking. The Region recommends flashing lights and signs indicating a collection vehicle is backing up and is in the loading area.
- Regional staff would strongly encourage the applicant to design the proposed development to meet the Region's Development Design Guidelines for Source Separation of Solid Waste in order to be eligible for on-site Regional waste collection.
- The Region would be please to further discuss Regional waste design requirements, if required. Should the applicant have questions or require a meeting, please reach out to the Region to schedule a meeting.
- It is unclear if a 13m turning radius is provided. Please ensure this is labelled.
- It is unclear if a full 18m head-on approach, plus staging area is provided. Please ensure dimensions are labelled.

Municipal Servicing:

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

Existing Servicing:

Water:

- There are Halton Region local watermains and trunk/transmission watermains located within Plains Road East adjacent to the proposed development.
- Generally, no trunk/transmission watermain service connection laterals are permitted. Any proposed trunk/transmission watermain connection laterals require special review and Regional permission to connect into, and it should be noted that permission is not always guaranteed.
- There is a Halton Region watermain located within Glenwood Avenue adjacent to the proposed development.
- There is a Halton Region watermain located within Birchwood Avenue adjacent to the proposed development.

Wastewater:

- There is a Halton Region wastewater main (sanitary sewer) within the northerly boulevard of Plains Road East.
- There is a short section of Halton Region wastewater main (sanitary sewer) located within the southerly boulevard of Plains Road East adjacent to the proposed development, which flows in a westerly direction. A preliminary review indicates that this sanitary sewer main has limited capacity.
- There are Halton Region wastewater mains (sanitary sewers) located within Glenwood Avenue and part of Birchwood Avenue, which also have limited capacity.

General Servicing Comments:

- The developer should undertake to locate the size and location of all watermains, water services, water meters, wastewater mains (sanitary sewers), wastewater (sanitary) services, property line wastewater (sanitary) inspection manholes, stormwater mains and stormwater services that exist within the road right-of-ways, to the property and within the property and place them on an Existing Site Servicing Plan drawing within their reports. Public and private utility companies can be utilized for this purpose.
- A Functional Servicing Report (FSR) is required to be prepared by the developer's civil engineering consultant.
    - Information on watermains, water services, fire hydrants, sanitary sewer mains, sanitary sewer services, property line wastewater (sanitary) inspection manholes, stormwater mains and stormwater services must be provided.
    - The FSR must show options for how the property is proposed to be serviced according to City of Burlington and Halton Region standards.
    - Local watermain and wastewater main (sanitary sewer) hydraulic analysis should be completed by the developer's consultant as well for the local sewers and the drainage area down the to the nearest trunk sewer.
    - The consultant should include details about all other developments properties in the drainage area in their analysis of the local sewers.
    - The FSR should speak to the number/type of units proposed and the phasing of the development with respect to the impacts on the Region's water distribution system and wastewater collection system.
    - Phasing, timing of the development, and required/available capacity shall be detailed in the report.
    - The FSR must include details about the potential external main upsizing and main extensions to accommodate the development, etc.
    - The FSR must future forecast Regional capital works projects. The proposed development (i.e., FSR) will have to align with any Area Servicing Plan and Master Servicing Plan (i.e., Integrated Water, Wastewater and Transportation Master Servicing Plan) that is required for the area, City and Region.
    - The FSR should incorporate Fire Flow Rate Testing. The proponent should undertake fireflow rate testing of representative Regional fire hydrants in the area, with the proponent's fireflow contractor and Region forces present. Include within the FSR a copy of the fireflow rate testing results, and the Fire Underwriters Survey (FUS) requirements for the development. This information will help to assist in informing the watermain design and watermain hydraulic modelling analysis that is being undertaken by the proponent's consultants.
    - Further to the formal hydraulic analysis requirement, the developer's consultant can utilize the Region's current water and wastewater models (if required). The developer's civil consulting engineering firm will be required to enter into a Data License Agreement prior to obtaining any digital information from the Region.
    - The FSR should include information related to all the other Utilities infrastructure in the area and potential conflicts.
    - The FSR should show the existing site services and note how they are proposed to be decommissioned to make way for the development.
- The developer must physically locate the watermains, wastewater mains (sanitary sewers) and stormwater mains that are located immediately adjacent to the property. The developer's Professional Engineer that is preparing the FSR must consult with the Region regarding the proximity of the proposed development to the watermains and wastewater mains (sanitary sewers), and the Region's approved set-back of the development from the watermains and wastewater

mains. There shall be no impact from the development on the Region's watermains and wastewater mains.
    - The Engineer shall prepare a number of cross-section engineering drawings along the north, west and east portions of the property and the City's road boulevard (through the prospective site services from the building to the mains), for discussion with the Region.
    - Proposed footings, foundation walls, overhangs, excavation, shoring, tie-backs, municipal mains and utilities will require to be detailed for review by the Region.
- Please note that this development will require additional municipal watermain isolation, and full size water chambers (including three/four valves) for the proposed development's water service connections, to the Region's water distribution system. The developer's civil engineering consultant must undertake a design exercise within the FSR in order to demonstrate that a full size water chamber, where required, can fit within the road/boulevard, while giving adequate separation distances from the other utilities in the area. The Engineer shall prepare a number of detail drawings, for discussion with the Region early in the process.
- New development must be on the basis of full municipal services.
- The developer should be aware of the Region's Multi-Unit Servicing Policy with respect to the number and location of water meters.
- Regional policies state that water and sanitary services cannot cross lot lines. The owner will ensure this throughout the process. Each lot must be independently serviced if it is proposed to be a separate lot.
- Any major servicing works required for this project would fall under the Regional Servicing Agreement process, including securities, Agreement registration, developer's liability insurance and the payment of Agreement fees.
- Servicing of a standard nature is required to go through the Regional Services Permit process.
- The size and scope of, utility trench and road cut, road restoration shall be to the satisfaction of the City of Burlington for local roads.
- Watermain and wastewater main (sanitary) servicing capacity is not guaranteed at the LOPA and ZBA stage. Servicing of development in the Burlington area of Halton Region is currently on a first-come-first-serve basis. The owner can pre-consult about servicing capacity with the Region at any time in the future going forward. The available capacity will be reviewed closely and commented upon at the time of Planning application receipt. Should a servicing capacity issue be identified at that time, it will have to be dealt with in coordination with the Region. Servicing capacity is deemed to be in hand at the issuance of a Regional Servicing Agreement, Special Financial Agreement, and Regional Services Permit, which is reviewed and obtained toward the end of the City's Site Plan approval process, or Regional Servicing Agreement.
- The property is located within the Aldershot GO Major Transit Station Area of the City of Burlington. The City of Burlington is undertaking an Area Specific Plan process (including the Area Servicing Plans) for the Burlington Major Transit Station Areas. Halton Region has initiated an Integrated Water, Wastewater and Transportation Master Plan review exercise for the Region, together with, and in time, background studies and formal programs.
- As always, acquiring land for development purposes and hiring consultants, at this time, is at the risk of the developer.
- Any water services and sanitary services that currently exist to the property that will not be utilized for any reason will be required to be disconnected right at the respective main by the developer.
- The developer's site servicing consultant can preconsult with the Region at any time regarding their proposed draft site servicing water design, wastewater design and identified utility conflicts (including storm).

- The Region would like to receive confirmation in writing when any required formal land assembly has taken place (should the proposed development area consist of more than one lot) at the LOPA and ZBA stage in order to assess if servicing conforms with Regional Policies, and to confirm that water and wastewater services do not and will not cross lot lines for different property owners.
- At the Site Plan application stage the proposed street tree planting and proposed street furniture will have to be reviewed closely in order to avoid tree planting/street furniture conflicts with the Region's watermains and wastewater mains (sanitary sewers) located within Plains Road East, Glenwood Avenue and Birchwood Avenue, to the satisfaction of the City and the Region.

Submission Requirements:

- All submission materials (digital format)
- Applicable Regional Fee(s)
- Complete Application forms
- Planning Justification Report
- Land Use Compatibility Study (Air and Noise)
- Comprehensive Development Plan / Site Plan
- Existing/Proposed Site Servicing Plans
- Functional Servicing Report (including Phasing Plan with projected dates and Cross-Sections)
- Environmental Site Screening Questionnaire (ESSQ), Record of Site Condition (RSC) if a change to a more sensitive use is proposed, associated environmental documents (Ph 1 and/or 2 ESA), Letter of Reliance *Please follow Region's template.
- Waste Management Plan
- Confirmation of rental housing (potential requirement for a housing analysis, including a tenant relocation plan)

Staff Contact: Amanda McNeish
Intermediate Planner - Burlington
Development Services
Public Works
Halton Region
905-825-6000, ext. 7840 | 1-866-442-5866

Development Engineering Comments:

Please find below the Development Engineering comments for the **Official Plan and Zoning By-Law Pre-Consultation for 84, 92 & 104 Plains Road East & 990 Glenwood Ave.** (PRCN-DRT-004/24). Please communicate to the Applicant that they or their consultants are welcome to contact me directly if they have any questions about the comments/requirements. I would ask that they copy Planning on all correspondence.

The following items are not intended to be an exhaustive list but rather to help identify areas of possible concern. City staff are not responsible for any errors or omissions. The detailed design review will occur during the subsequent Site Plan application review, should the current application be approved, where additional supporting materials will be required, which may include, but not be limited to, an Environmental Site Assessment, Hydrogeological study, Geotechnical Study, etc.

GENERAL COMMENTS

1. All plans to use the same base layer.
2. Identify existing and/or proposed property lines on all plans.

3. Identify existing and/or proposed municipal easements on all plans. For existing municipal easements, provide copies of registered instruments/agreements.
4. Identify limits of existing and/or proposed underground parking on all plans.
5. Identify existing reserves across property frontage.
6. Identify all applicable external agency setbacks on all plans.
7. All private utilities must be constructed within the subject property limits.
8. As per the City's Hydro Services Policy for development sites within a designated MTSA and/or the downtown, any new 27.6 kV hydro service or other utility which is required for the multi-story development shall be buried. Additionally, any existing overhead 4 kV hydro service along the frontage of the subject property shall be buried. The costs associated with the hydro service works shall be borne by the Developer.
9. City Plan and Profile drawings may be downloaded from the Open Data Portal.
10. At the site plan stage headlight trespass would be reviewed, please consider mitigation of headlight trespass (for the rear at grade parking) in the design, staff note that fences are noted along the north sidewalk adjacent to the ground floor residential units, a combination of fencing/landscaping can be utilized to prevent headlight trespass. Please also consider a dense coniferous landscape buffer along the south property line in combination with the solid wood fence to mitigate headlight trespass into ex. rear neighbouring residential yards.
11. Considering that the previous site plan for 92 Plains East (only) has been dormant for a year or so, and a new RZ/OPA and subsequent site plan application approval would be required, which will take a few months at the least, staff requests that the ex. tree protection and erosion control measures be removed from site as they are in a deteriorated condition.

RIGHT OF WAY

1. Please be advised that any future land conveyances are to be free and clear of contamination and will not be accepted with a Certificate of Property Use. As such, for sites with contamination concerns environmental investigations should clearly delineate between lands to be conveyed and those to be retained.
2. Please be advised that a Municipal Consent Permit is required for any works on public lands, including but not limited to daylighting, temporary staging, grading, servicing, construction, or disturbance of vegetation. Fees for a Municipal Consent Permit shall be in accordance with the City's Rates and Fees By-law, as amended.
3. Please be advised that the City has a capital project tentatively scheduled for 2025 the scope of which includes renewal of Plains Road East between Waterdown Road and Shadeland Ave. Coordination between the City project and the proposed development may be required, i.e., if the OPA/ZBA application is approved, then staff would want to discuss servicing requirements within Plains Road East, and tentative schedules, as early as possible with the developer's consulting civil engineer to try to coordinate the projects, to avoid road cuts in a newly paved road. A previous site plan application for 92 Plains Road East required a new storm sewer in the municipal right of way (under the sidewalk) to connect to a storm MH at the Birchwood Ave. intersection, it may be possible with this new proposal, with the inclusion of 84 Plains Road East, to avoid the previously proposed run of storm sewer under the sidewalk, and just connect the proposed development to the municipal storm sewer on the west side of Birchwood from the west side of the proposed development.

FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT

1. All documents to be prepared in accordance with the Council approved Stormwater Management Design Guidelines (COB SWM), as amended.
2. To be stamped and certified by a Professional Engineer.

3. Should an external agency have differing requirements then the most stringent criteria shall apply.
4. The City's Stormwater Engineer has provided the following criteria:
    a. **Quality Control (COB SWM 6.1.4.1 and 6.1.4.2):**
        - Enhanced 80.0% TSS removal achieved with a treatment train approach. An OGS will only be credited with 50.0% TSS removal.
        - OGS CA-ETV certified units only.
        - OGS to be sized to capture and treat a min. 90.0% of the runoff volume.
        - Rooftop areas may be considered clean if the flows are separated from non-roof areas as per COB SWM 3.6 and 6.1.4.1.
    b. **Quantity Control (COB SWM 6.1.1.1):**
        - Discharge to a storm sewer and control either the 100-year post development or Regional Storm, whichever is greater to the 5-year pre-development.
        - A max. pre-development imperviousness of 36.0% (C = 0.50) for re-development is to be used for the pre-development calculations.
    c. **Erosion Control (COB SWM 3.4 and 6.1.2)**:
        - The AMEC 2013 Class EA study for Aldershot recommended that criteria from the Falcon Creek Hydrology/Hydraulics study be applied to all of the Aldershot Community, therefore erosion control criteria shall be as per the December 2012 Falcon Creek Hydrology and Hydraulic Study, prepared by Valdor Engineering Inc., if the consulting engineer requires a copy of the study, please contact Development Engineering staff.
    d. **Water Balance (COB SWM 3.5 and 6.1.3):**
        - The AMEC 2013 Class EA study for Aldershot recommended that criteria from the Falcon Creek Hydrology/Hydraulics study be applied to all of the Aldershot Community, therefore water balance criteria shall be as per the December 2012 Falcon Creek Hydrology and Hydraulic Study, prepared by Valdor Engineering Inc., if the consulting engineer requires a copy of the study, please contact Development Engineering staff.
    e. **Groundwater:**
        - If there is a foundation drainage collection system, flows must be accommodated in the quantity control for the site, and discharge must meet the Storm Sewer Discharge Bylaw 59-2022 Table 1 criteria, as amended.
    f. **External Flows**:
        - Identify all external flows and safely accommodate them under the developed conditions to avoid upstream flooding or ponding.
    g. **Overland Flow Route (COB SWM 5.3.2 and 6.1.1.3):**
        - Provide the emergency overland flow route on the plans and direct it towards the municipal right of way. Include the neighbouring properties to ensure existing drainage patterns are being maintained.
5. Provide full sized scalable, signed, and stamped plans for the following:
    a. pre-development storm drainage area
    b. post-development storm drainage area
    c. grading
    d. servicing
    e. any additional applicable plans
6. Include a Letter of Reliance that allows the City to rely upon the documents.

NOISE AND VIBRATION FEASIBILITY STUDY

1. All documents to be prepared in accordance with the MECP's Environmental Noise Guideline Publication NPC-300, as amended.

2. To be stamped and certified by a Professional Engineer.
3. Should an external agency have differing requirements then the most stringent criteria shall apply.
4. The study shall include but is not limited to the following:
    a. Considered a Class 1 property.
    b. Identify offsite stationary noise sources that may require mitigation for existing and/or proposed development and provide the mitigation requirements. If offsite mitigation is required, then confirmation of a legal agreement between the development and offsite sources is required. Please be advised that adjacent property owners are not obligated to mitigate their onsite stationary noise sources, as it relates to stationary noise impacts on the subject development. The applicant is responsible for mitigating the exceedances within the limits of the subject development, which may require mitigation or a site redesign.
    c. Provide all model calculations for both onsite and offsite.
    d. Provide any onsite noise measurements.
    e. Use reflective surfaces for model calculations where applicable.
    f. Provide capacity volumes received from the City's Transportation Services Department for roads using model calculations. Include the correspondence within the appendix.
    g. Provide any correspondence from external agencies to confirm traffic and/or train counts within the appendix.
    h. Provide all mitigating measure calculations including but not limited to window glazing, façade requirements, noise walls, etc.
    i. Provide a key plan identifying points of reception.
    j. Provide a key plan identifying sources of noise for both stationary and linear noise sources and include distances from subject property.
    k. NPC-300 exceedances for every floor and side of building for high-rise development sites.
    l. Predictable worst case noise impact(s) to be identified for all development sites.
    m. Points of reception required for every neighbouring property.
    n. Provide a table for the points of reception and include the allowable noise level under NPC-300, estimated noise level, and the mitigated noise level.
    o. Provide warning clause recommendations where applicable.
    p. Provide a summary and drawing of any required mitigation measures.
5. Include a Letter of Reliance that allows the City to rely upon the documents.

Staff Contact: Annette Simpson
Senior Engineering Technologist
Development Engineering
Engineering Services
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Urban Forestry & Landscape Comments:

Please be advised that the Urban Forestry and Landscaping review of this application is considered preliminary at this time. Urban Forestry and Landscaping may provide additional comments, raise additional concerns, or request additional information upon receiving the outstanding or revised information, and upon further comprehensive review of its contents.

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

2. The Landscape Concept Plan must show and dimension pedestrian walkways and connections to the city sidewalk (1500mm minimum width, 1800mm recommended). Consider the width of the pedestrian walkways minus the doors that open out to ensure pedestrians don't need to walk on vehicular driveways.
3. Please shows all active easements/hazard lines are outlined and labeled on the Landscape Concept Plan.
4. The Landscape Concept Plan must show the proposed layout and use of any outdoor amenity areas. This includes showing all wind mitigation and safety measures such as buffer planting, screens and fencing, trellises or awnings for outdoor rooftop amenity areas.
5. The Landscape Concept Plan must show the location of air vents/shafts and coordinate with landscape concept (i.e., do not locate vents in walkways and coordinate with proposed planting locations).
6. The Landscape Concept Plan must show proposed tree plantings that follow the ESA's guide *Planting Under or Around Powerlines & Electrical Equipment:* trees and/or shrubs with a max. mature height and spread of 4.5m in the Low Zone (to 4.5m from the power lines), trees with a max. mature height and spread of 7.6m in the Medium Zone (7.6m from the power line), and trees of any size beyond 7.6m from the power line. See the ESA Guidelines for Planting Under or Around Powerlines & Electrical Equipment.
7. Where trees are proposed, ensure the minimum required soil volumes are provided and documented on the Landscape Concept Plan using good quality soil. The minimum requirements are as follows: $30m^3$ of soil per tree in a single tree pit, $20m^3$ per tree in a shared planting environment. Excavation for each planting environment should be 0.75m to 1.2m depth and should not exceed 1.5m depth and be tailored to stock size used. Smaller rooting volume (minimum 15-$20m^3$) may be proposed for smaller trees. This will be reviewed in detail at the Site Plan Stage.
8. Where trees, shrubs and herbaceous material is proposed, ensure material is suitable for the existing and proposed conditions to ensure success (i.e., salt tolerant, and suitable for existing and proposed soil and other environmental conditions).
9. Where required, landscape buffers should provide separation and be designed to partially obstruct the views to adjacent properties along shared property lines. The landscape buffers should consist of a dense landscape screen including a combination of evergreen trees, deciduous trees, and understory shrubs. Or alternatively, a combination of solid screen fencing with evergreen and deciduous trees and understory shrubs.
10. Screen parking spaces from road frontages using buffer planting.
11. Please review and apply the Sustainable Building and Development Guidelines. All of the City of Burlington's Urban Design Guidelines can be accessed on the City of Burlington website using the following link: https://www.burlington.ca/en/planning-and-development/urban-design.aspx
12. Locate the barrier free parking spaces closest to the main entrances and not crossing vehicular traffic.
13. An Arborist Report, Tree Inventory and Protection Plan or Vegetation Assessment is required to document **all existing trees greater than 10cm DBH on site and on adjacent properties within 6m of the property lines** as well **all trees of any size on city property**. Ensure your Tree Inventory Table is provided as an excel file in addition to the word file. Please see the City of Burlington: Pre-Submission Checklist for further requirements.
14. Tree protection hoarding should be shown as per the City of Burlington's Tree Protection and Preservation Specification SS12A. Include a copy of the specification on the Tree Inventory and Protection Plan that includes all notes (1-8) from the specification. The specification can be found using this link: https://www.burlington.ca/en/home-property-and-environment/resources/Forestry/Tree-Protection/City-of-Burlington-Standard-Specification-for-Tree-Protection-and-Preservation.pdf

15. We ask that you consider alternative design concepts that will result in fewer trees being proposed for removal. In the case that alternatives to the design are not possible, please provide detailed justification for the removal of every individual tree. The City of Burlington does not support the removal of trees due to condition alone. Similarly, work shall be modified to avoid working inside the minimum tree protection zone of all trees.
16. The City's Public Tree By-law 68-2013 is applicable to the proposed development. A tree permit is required for all work around city trees, including the payment of the Tree Permit fee and securities for trees to be retained. Removal of city trees will require council approval. Details regarding the issuance of a Public Tree Permit will be outlined in detail at the Site Plan Stage.
17. Removal of public trees will require replacement plantings that are to be proposed shown on City property. Where there is no room for replacement trees, cash-in-lieu of replacement will be required. Specific compensation and replacement quantities will be identified at the Site Plan Stage.
18. The removal of private trees shall be considered as a last resort as any existing private tree should be prioritized for preservation. Trees that are to be removed will require a plan for replacement. Private trees that are 15cm in DBH will be counted toward replacement requirements using the City's aggregate caliper method. Tree replacements will be based on 50mm caliper replacement sizes. Proposals for private tree replacements shall be shown on the subject property. Where there is no room for replacement trees, cash-in-lieu of replacement will be required. Specific compensation and replacement quantities will be identified at the Site Plan Stage.
19. Removal to trees on neighboring properties, or that are located on a shared property line (boundary trees) will require consent from the adjoining and/or adjacent owner(s).

    Where impacts are proposed (i.e., encroachment / injury) to neighbouring and/or boundary trees the adjoining and/or adjacent owner(s) shall be consulted and made aware of the proposed development and potential impacts to their trees and/or boundary trees and the applicant shall submit a document in writing from adjoining and/or adjacent owner(s) that there are no concerns with the proposal for those trees, or the applicant's qualified tree professional (as defined in Pre-Submission Checklist) shall address the potential impacts to the neighbor's trees and/or boundary trees and provide an attestation in the Arborist Report that the impacts proposed will not be a detriment to the trees, and they will remain in healthy condition. Information in the report shall also include the preservation methods, including pruning and fertilizing, that can be implemented by the owner to ensure the health of trees on neighboring properties. The above will be reviewed in detail at the Site Plan Stage.
20. Private trees that are regulated and require removal or injury to facilitate project works may require a private tree permit depending on the timing of removal and/or injury relative to planning application(s). Please consult with the City at all stages of your project (i.e., demolition) to ensure compliance. Additional documentation may be required.
21. All trees proposed to be retained and their corresponding tree protection hoarding (vertical and/or horizontal) shall be illustrated on all Civil drawings and on the Construction Management and Mobility Plans.
22. Please provide a comment matrix that identifies the above comments and how they were addressed with the site plan submission.

City of Burlington: Pre-Submission Checklist

The Arborist Report, Tree Inventory and Tree Protection Plan is to be prepared by a qualified tree professional (i.e., Arborist certified by the International Society of Arboriculture (ISA), including ISA number; qualified by Ministry of Training, Colleges and Universities (MTCU) or Ontario Training and Apprentice Board (OTAB); registered professional Forester in Ontario, etc.) and the Landscape Plans shall be prepared by a qualified member of the Ontario Association of Landscape Architects. Documents prepared by non-qualified professionals will not be accepted.

Tree Inventory Table Requirements

1. The address of the subject site.
2. Tree Identifier No. as indicated on the Tree Protection Plan.
3. The common and botanical name of tree species
4. Diameter at Breast Height (DBH) for each individual tree identified on the Tree Protection Plan. For multi-stemmed trees, each stem diameter is to be provided in addition to the DBH using the sum of square formula.
5. Health and structural condition rating for each tree as a percentage (%). (E: excellent= 90%, G: good= 90%, FG: fair/good= 70%, F: fair= 60%, FP: fair/poor= 50%, P: poor= 35%, VP: very poor=20%).
6. Please identify any tree related commentary such as evidence of pests and diseases or structural issues (e.g., EAB).
7. The minimum tree protection zone, and critical root zone and associated impacts as a percentage based on the City's standard specification SS12A, refer to link page 6: Tree Protection and Preservation Specification SS12A
8. Tree ownership (i.e., private, public, boundary, neighbour) and corresponding address. Where multiple types of public property are identified, please further clarify the public property (e.g., public row, public parkland, public creek corridor or creek block) so it is clear. City staff may require verification by legal survey.
9. Please identify the proposed recommendation for each tree, i.e., preserve, injury (encroachment), destruction (removal).
10. Please include the critical root zone (CRZ) as identified in the City's specification document.
11. Please include percentage of impact in MTPZ and that of the CRZ
12. General notes on the subject tree and mitigative measures (e.g., hydro-vac)
13. Please provide a table in an excel format to be included with the report.

Tree Protection Plan Requirements:

1. Contains legible drawings on 24 X 36.
2. Drawn to a metric scale of 1:100, 1:200, 1:250 or 1:300, and include a scale bar.
3. Illustrates the proposed development (including property lines, easements, regulated areas, paved areas, buildings and entrances, landscaped areas, regulated limits, etc.) and is coordinated with the Site Plan and civil drawings (i.e., grading, servicing etc.).
4. A label and location of all existing tree(s) over 10cm diameter at breast height (DBH) measured at 1.4m above the ground) on site and within 6m of the property lines, and trees of any size on city property. Trunk for each tree to be scaled to size.
5. Legend that defines symbols, lines and/or colours used on the plan. The elements included in the legend should match shown on the plan. Do not include other elements that are not applicable.
6. Label and dimension minimum tree protection zones (circles) and critical root zones (circles) in accordance with City's Tree Protection and Preservation Specification SS12A
7. Label and dimension protective tree hoarding (fencing) and root protection (as required) in accordance with the City's Tree Protection and Preservation Specification SS12A
8. Label all mitigative work around trees as necessary (i.e., air-spade and root pruning etc.)
9. Location of all associated construction activities, including but not limited to:
    - Construction access route (with width measurements)
    - Construction material storage area(s)
    - Excavation area including limits of over-dig
    - Trenching and/or boring locations (with depths and width measurements)

- All proposed servicing and utilities on both public and private property
- Fill placement from excavation, or material being brought to the lot
    - Grade and surface changes

Arborist Report Requirements

1. The address of the subject site.
2. The author, contact information, and relevant qualifications (e.g., ISA, RPF)
3. The date(s) that the assessment was conducted, methodology and limitations; ensure assessments were completed within the last year (365 days)
4. An overview of the proposed work and explain what arboricultural work is to be undertaken for each tree(s) (e.g., tree to be injured, tree to be destroyed (removed), tree to be preserved and protected)
5. Where applicable, a description of the trees to be removed including the specific reason(s) (e.g., new sanitary service) per tree. Alternate layouts and construction measures should be considered and discussed to ensure all proposed removals are necessary and justified (i.e., there are no alternatives)
6. Where applicable, a description of the trees to be injured where construction activities will be in the minimum tree protection zone and the mitigation measures to be implemented to minimize impacts (e.g., exploratory air-spade and root prune)
7. Where applicable, a description of the trees to be fully protected and the methods to be implemented to ensure no impacts.
8. Tree inventory (table of tree details) (refer to the tree inventory section)
9. Please ensure that all multi-stem trees are shown as one consolidated caliper in the chart using the sum of squares method below:

> **Method 1** – Measure the DBH of each trunk. The DBH for the tree is found by taking the square root of the sum of all squared stem DBHs rounding to the nearest whole number. Example: You have three stems that all measure 5", 6" and 8" so the DBH would be $\sqrt{(5^2+6^2+8^2)}$ = $\sqrt{(25+36+64)}$= $\sqrt{(125)}$=11". It should be noted in the comments that it is a multi-stem tree.

10. A proposal for the replanting or replacing of trees that are to be removed. Cash-in-lieu compensation requirements should be referenced in the report if applicable. Please ensure that the numerical costs are not included as City staff will make that determination.
11. Confirmation that the Tree Protection Zones established and maintained around any trees on the property and all mitigative measures prescribed are in accordance with the City's relevant policies, procedures, and specifications (SS12A)
12. Where applicable the minimum frequency of site inspections by a qualified tree professional during proposed works
13. Recommendations for post-construction care and/or monitoring (as required) for regulated trees and proposed replacement trees.
14. Please indicate if a subsequent hazard tree management report may be applicable to the subject site.
15. Where applicable a consent letter for the removal of boundary tree(s) (those located along the shared property line) or a neighbour tree(s) to be attached to the report document
16. Where applicable a consent letter for the injury to a boundary and/or neighbour tree(s) to be attached to the report document or an attestation.
17. Where applicable any additional relevant information (e.g., legal survey, TRAQ form, pre-construction exploratory review etc.) to be attached to the report document.
18. Abbreviations should be defined, and industry standard terminology used.

Landscape Plan Requirements

1. Contains legible drawings on 24 X 36.
2. Drawn to a metric scale of 1:100, 1:200, 1:250 or 1:300, and include a scale bar.
3. Drawing stamped and signed by a qualified member of the Ontario Association of Landscape Architects
4. Identifies the location and general design intent of the proposed plantings and amenity areas.
5. Shows location and dimensions of pedestrian walkways and crossings. Include dimensions from open doors if doors open out onto walkways.
6. Identifies minimum required soil volumes, and location of any structural soil cell installation areas to achieve minimum soil volumes ($30m^3$ of soil per tree in a single tree pit, $15m^3$ per tree in a shared planting environment. Excavation for each planting environment should be 0.75m to 1.2m depth and should not exceed 1.5m depth)
7. Identifies the location, type, and height of proposed fencing.
8. Identifies snow storage and bicycle parking areas.
9. Identifies the location of air vents/shafts.
10. Identifies property lines, easements, regulated areas, impermeable surfaces (including curbs, roads, driveways, sidewalks, etc.), buildings and entrances, landscaped beds, lawns or other permeable surface areas, other information as needed.
11. Identifies the location of all underground, at grade and overhead utilities with the connection to the proposed or existing building (if applicable).
12. Identifies the location of any stormwater management infrastructure, including swales, sub-drains, catch basins, pipes, and other quality and quantity controls as required.
13. Is coordinated with the Site Plan, Grading and Servicing drawings, Planning Justification Report, Noise Study, Wind Study, and shows any recommended mitigation measures (i.e., buffer planting, screening, fencing) conceptually on the Landscape Concept Plans

Staff Contact: Jacqueline Viscardi
Intermediate Landscape Development Technician
jacqueline.viscardi@burlington.ca
905-335-7600 ext. 7640

Parks Design & Construction Comments:

With respect to the above Pre-Con, Parks wished to collect cash in lieu of parkland, with CILP charged at the rate in effect at the time of building permit issuance. Kristen L. in Realty Services will be able to provide further details with respect to the amount and calculations. Please note that while this Pre-Con is for OBA-ZBA the Applicant should be made aware of this in anticipation of the SPA stage.

Staff Contact: Kyle Poole
Landscape Architect
Parks Design & Construction
Engineering Services
(905) 335-7600 ext. 7795
kyle.poole@burlington.ca

Transportation Services Comments:

BACKGROUND

Transportation Planning are in receipt of pre-consultation documentation for the Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) applications for the subject site at 84,92 and 104 Plains Road East and 990 Glenwood Drive. The documentation reviewed includes:

- Concept Plan package dated April 2023 with revision details "Issued for Pre-Consultation Meeting 2023-12-09":
  - Site Plan, Dwg No. A1
  - P1 Garage Plan, Dwg. No A2
  - P2 Garage Plan, Dwg. No A3

DEVELOPMENT PROPOSAL

The development proposes the creation of an 11-storey mixed-use building with parking provided both at-grade and underground. It consists of 223 residential dwelling units and a 986 m^2 Gross Floor Area of ground floor commercial.

The site is located on the south side of Plains Road East between Birchwood Avenue and Glenwood Avenue. This memo serves to inform the Applicant/Developer what is required to be submitted in support of their application.

TRANSPORTATION PLANNING REVIEW and COMMENTS

Transportation Planning offer the following comments, recommendations, and information to assist the Applicant/Developer when preparing for OPA and ZBA Applications. If they choose not to follow them, it is at their risk of reducing the efficiency of the approval process. From a Transportation perspective, successfully addressing these comments will support a more efficient and successful application.

Transportation Planning reserve the right to request additional studies, however, note the following studies are required to be submitted with the applications for an Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA):

- Transportation Impact Study (TIS)
- Parking Justification Report (PJR)
- Transportation Demand Management (TDM)and Implementation

Site Context

1. The proposed development site at 84,92 and 104 Plains Road East and 990 Glenwood Drive is on the on the south side of Plains Road East between Birchwood Avenue and Glenwood Avenue.

   The Burlington Official Plan 2020:
   a. Classifies Plains Road East as a *Multi-Purpose Arterial* per Schedule O-1, Classification of Transportation Facilities – Urban Area.
   b. Classifies Birchwood Avenue as a *Local Road* per Schedule O-1, Classification of Transportation Facilities – Urban Area.
   c. Classifies Glenwood Avenue as a *Local Road* per Schedule O-1, Classification of Transportation Facilities – Urban Area.

d. Schedule B, Urban Structure shows that the subject property is within a *Mixed-Use Node and Intensification Corridor,* as well as the Aldershot GO *Major Transit Station Area (MTSA) Special Planning Area*.
e. Schedule B-1, Growth Framework shows that the subject property is within a *Primary Growth Area and MTSA Special Planning Area*.
f. Schedule B-2, Growth Framework and Long-Term Frequent Transit Corridors shows that Plains Road East is an *MTSA Primary Connector* and *Frequent Transit Corridor*.
g. Schedule P, Long-Term Cycling Master Plan shows Plains Road East with bike lanes.

2. The Integrated Mobility Plan (IMP) identifies the Preferred Network Solution:
    a. The subject property is within a Pedestrian Priority Area.
    b. Plains Road East is identified as part of the On-Road Cycling Spine Network.
    c. Plains Road East is earmarked to have Bus Rapid Transit with Dedicated Lanes.

3. Plains Road East has a four-lane basic cross-section with a two-way left-turn lane (centre turn lane). A sidewalk is present on both sides of the road. It has a posted speed limit of 60 km/h.

4. Birchwood Avenue has a two-lane basic cross-section without sidewalks. It has a T-intersection with Plains Road East. It has a posted speed limit of 40 km/h.

5. Glenwood Avenue has a two-lane basic cross-section without sidewalks. It has a T-intersection with Plains Road East and is approximately 60 meters west of the signalized intersection of Plains Road East at St. Matthew's Avenue. It has a posted speed limit of 40 km/h.

Deemed Right-of-Way Widths - **No Additional Lands Required**

6. Plains Road East is under the authority of the City of Burlington. The deemed right-of-way width of Plains Road East is 36 meters per the Burlington Official Plan and Zoning By-Law. The existing right-of-way adjacent to the subject site is approximately 36 metres and no additional lands are required.

7. Birchwood Avenue is under the authority of the City of Burlington. The deemed right-of-way width of Birchwood Avenue is 20 meters per the Burlington Official Plan and Zoning By-Law. The existing right-of-way adjacent to the subject site is approximately 20 metres and no additional lands are required.

8. Glenwood Avenue is under the authority of the City of Burlington. The deemed right-of-way width of Glenwood Avenue is 20 meters per the Burlington Official Plan and Zoning By-Law. The existing right-of-way adjacent to the subject site is approximately 20 metres and no additional lands are required.

Daylight Triangles - Required

9. As per the Official Plan Section 6.2.2(2)d), a 5-meter x 5-meter daylight triangle is required at the intersection of Plains Road East and Glenwood Avenue (i.e., Local Road intersecting with Multi-Purpose Arterial Street).

10. As per the Official Plan Section 6.2.2(2)d), a 5-meter x 5-meter daylight triangle is required at the intersection of Plains Road East and Birchwood Avenue (i.e., Local Road intersecting with Multi-Purpose Arterial Street).

11. The required daylight triangles shall be illustrated on future site plans. A survey conducted by an Ontario Land Surveyor (OLS), at the Applicant's expense, will identify the exact dimensions of the conveyance and dedication.

12. No privately owned infrastructure is permitted either above or below grade within a daylight triangle.

Visibility Triangles - Required

13. At the intersections of Plains Road East at Birchwood Avenue and Glenwood Avenue a visibility triangle shall be provided in accordance with the Zoning By-Law Part 1 Section 2.12.1; Table 1.2.5. The required dimensions are to be confirmed with Zoning,

14. The visibility triangles shall be shown and labelled on any subsequent submissions. Within a visibility triangle solid fencing and landscaping shall not exceed a height of 1 meter above the elevation of the street pavement measured at the center point of intersecting streets.

Parking Supply

<u>Auto Parking Supply</u>

15. The subject development shall meet the parking supply requirements of the Zoning By-Law Table 1.2.6: Off-Street Parking Standards.

16. Apartment buildings within a Primary Growth Area, as identified on Schedule B-1 of the City Official Plan, require 1.25 spaces per unit inclusive of visitor parking. The table also indicates "this is an interim rate and is subject to further study to be undertaken by the City. An application to reduce this parking rate will be required to be supported by a parking justification study deemed acceptable by the City."

17. For the retail, commercial component of the development a parking rate of 5 spaces per 100 m^2 GFA is required.

18. Zoning have confirmed the required number of parking spaces. The Applicant/Developer shall be made aware that parking spaces for compact cars are not contemplated in the Zoning By-law.

19. The concept site plans show that the proposed development will provide 272 parking spaces (including 8 barrier-free spaces and 20 compact cars):
    a. Underground Parking: 213 spaces
    b. Ground Floor Parking: 59 spaces

20. The Applicant/Developer is requesting a parking reduction, consequently they shall submit a Parking Justification Report (PJR) for review by Transportation Planning. The PJR shall include providing sufficient bicycle parking and Transportation Demand Management (TDM) measures to mitigate and offset the proposed auto parking reduction.

21. The Accessibility Coordinator will provide comments on accessible parking space size, supply, and signage.

Bicycle Parking Supply

22. Provisions for long-term as well as short-term bicycle parking should be included n the site and follow the recommendations of the July 2017 Burlington City-Wide Parking Standards Review:
    a. Residential Land Use: 0.5 long-term plus 0.05 short-term bicycle parking spaces per unit.
    b. Retail Land Use: 2 long-term spaces plus 1 space per 1,000 m^2 GFA / 3 short-term spaces plus 1 space per 1,000 m^2 GFA

23. The Applicant/Developer proposes:
    a. 223 residential units which requires:
        i. 112 long-term bicycle parking spaces in an indoor and secure location.
        ii. Plus 12 short-term bicycle parking spaces, preferably in a sheltered location close to the front door of the building.
    b. 986 m2 of retail use which requires:
        i. 3 long-term bicycle parking spaces in an indoor and secure location.
        ii. Plus 4 short-term bicycle parking spaces, preferably in a sheltered location close to the front door of the building.

24. All bicycle parking shall be shown and labeled on the site plan. Each bicycle parking space shall be on private property and be 60 cm x 1.8 meters in size.

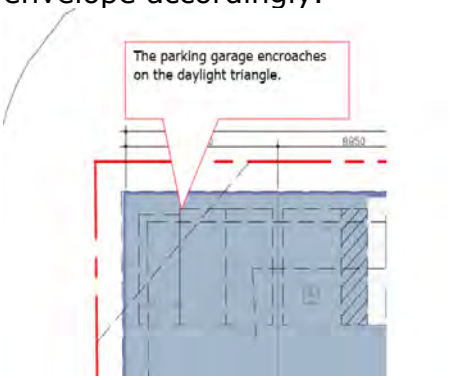
Transportation Impact Study

25. A Transportation Impact Study (TIS), also known as a Mobility Impact Assessment (MIA) is required for this application. The TIS/MIA shall be completed by a qualified/recognized traffic/transportation engineering consultant. The TIS/MIA shall follow the Region of Halton's Transportation Impact Study Guidelines (https://www.halton.ca/Repository/Transportation-Impact-Study-Guidelines). It shall be submitted to the satisfaction and approval of the Director of Transportation Services or designate.

26. The Transportation Consultant shall provide a proposed scope/terms of reference for the TIS which includes a Parking Justification Report and Transportation Demand Management (TDM)and Implementation Strategy to offset the proposed parking reduction. The scope shall be submitted to Transportation Planning and approval obtained prior to commencement of the study.

Underground Parking

27. The proposed concept plan shows that the underground parking structure encroaches into the daylight triangle, which is not supportable. Please revise the underground building envelope accordingly.



Site Plan Comments and Considerations

Access

28. Transportation Planning support the proposed accesses from Birchwood Avenue and Glenwood Avenue.

29. The proposed layby within the Plains Road East right-of-way cannot be supported. This is due to a future protected bike lane on Plains Road East. The feasibility of the proposed active transportation shown on the site plan is uncertain at this time.

Pedestrian Space

30. Sidewalks shall be constructed to current Burlington standards along the entire Birchwood Avenue and Glenwood Avenue frontages. Sidewalks are to be poured through the driveways without depressions or changes in elevation to promote pedestrian movement as the priority. Standard drawing S-121, Sidewalk with Boulevard, shall inform the design.

31. As per the Burlington IMP, the subject site falls within a Pedestrian Priority Area. The site design should promote pedestrian access and continuity. An enhanced pedestrian realm should be implemented along the building frontage on Plains Road East, providing a connection between the principal residential entrance and the sidewalk.

Loading Space

32. The on-site loading space which supports the commercial and residential land uses requires dimensioning.

33. The Applicant/Developer is to provide turning plans demonstrating an appropriately sized design vehicle can successfully maneuver to and from the loading area.

Parking Layout

34. The site plan shall include dimensions of parking stalls, driveways, and aisles which follow the Burlington Site Plan Application Guidelines and include the following:
    a. Parking stalls to be a minimum of 16.5 m^2 in area, with a minimum width of 2.75 meters by minimum length of 6.0 metres. Reduced parking stall sizes are not acceptable.
    b. Where a parking space is limited on one or both sides by a wall or column, increase the stall width by 30 cm (0.3 m) for each obstructed side.
    c. Parking aisles are to be a minimum of 6 meters wide. Aisle widths must allow efficient movements of traffic through the site and access to parking spaces.
    d. Structural columns are to be set back 0.5 meters on both sides of the driving aisle to provide for 7.0 meters clear (face of the column to face of column).
    e. The maximum ramp grade is 12%; ramps with grades 8% or more will require heating coils.
    f. A flat landing pad area of 6 meters in length with appropriate transition grades is required at the top of the ramps.
    g. Appropriate transition grades are required at the bottom of the ramps.

Turning Plans

35. The Applicant/Developer shall provide turning plans and swept path analysis illustrating how the design vehicles will:
    a. Circulate successfully within the surface level of the site,
    b. Circulate successfully within the underground parking garage,
    c. Confirm successful garbage truck and moving truck circulation.

Street Lighting

36. The Applicant/Developer shall be made aware the street lighting and respective utilities along the 3 frontages of the site may require relocation based on the layout of the development.

Additional comments will be provided at the next stage of the application.

Staff Contact: Smeeta Adiga,
Transportation Planning Technologist,
smeeta.adiga@burlington.ca

Sandra Lucas, Supervisor Transportation Planning,
Sandra.lucas@burlington.ca

APPENDIX B: PHOTOGRAPHS OF THE SUBJECT LANDS AND AREA CONTEXT

Appendix B: Photographs of the Subject Lands and Area Context



FIGURE 1: VIEW OF 84 PLAINS ROAD EAST, LOOKING EAST FROM BIRCHWOOD AVENUE



FIGURE 2: VIEW OF 84 PLAINS ROAD EAST, LOOKING SOUTH FROM PLAINS ROAD EAST



FIGURE 3: VIEW OF 92 PLAINS ROAD EAST, LOOKING SOUTH FROM PLAINS ROAD EAST



FIGURE 4: VIEW OF 104 PLAINS ROAD EAST, LOOKING SOUTH FROM PLAINS ROAD EAST



FIGURE 5: VIEW OF 104 PLAINS ROAD EAST, LOOKING WEST FROM GLENWOOD AVENUE



FIGURE 6: VIEW OF 990 GLENWOOD AVENUE, LOOKING WEST FROM GLENWOOD AVENUE

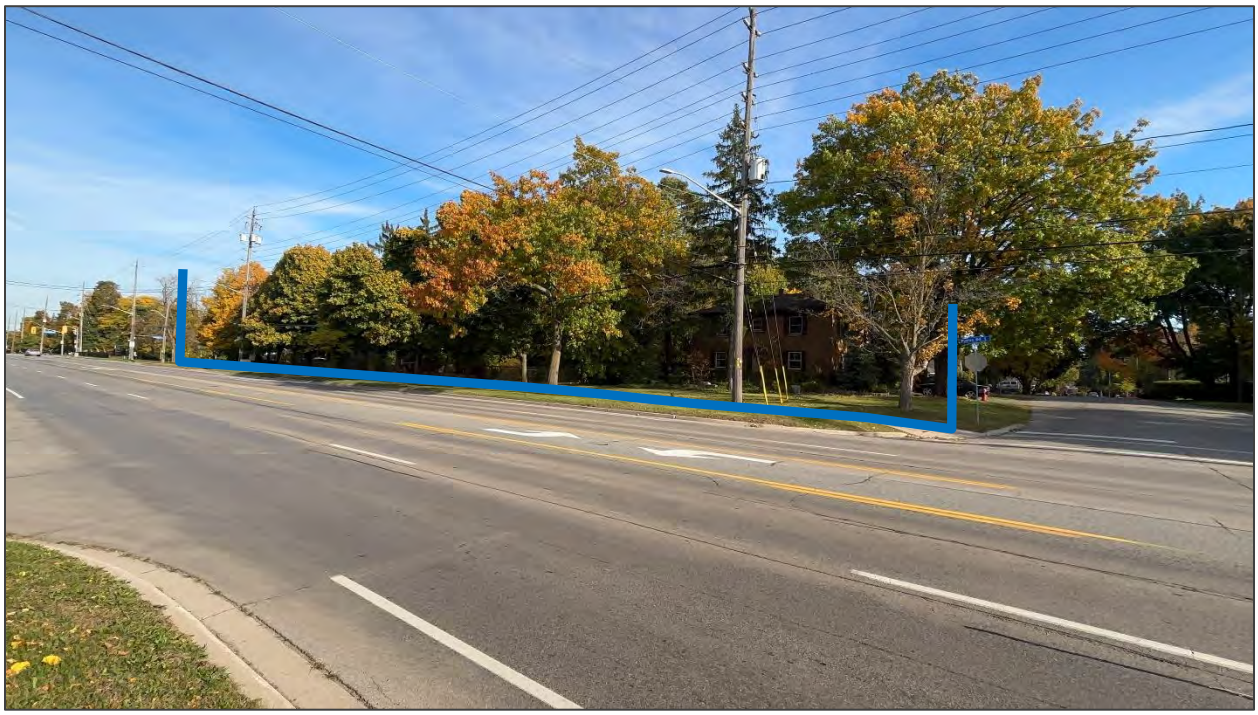


FIGURE 7: VIEW OF THE SUBJECT LANDS, LOOKING SOUTH-EAST FROM PLAINS ROAD AND BIRCHWOOD AVENUE INTERSECTION (WITH SUBJECT LANDS' APPROXIMATE PLAINS ROAD FRONTAGE ILLUSTRATED IN BLUE)



FIGURE 8: VIEW OF GLENWOOD AVENUE, LOOKING SOUTH FROM THE PLAINS ROAD EAST AND GLENWOOD AVENUE INTERSECTION



FIGURE 9: VIEW ALONG PLAINS ROAD, LOOKING EAST FROM THE PLAINS ROAD EAST AND GLENWOOD AVENUE INTERSECTION



FIGURE 10: VIEW ALONG PLAINS ROAD, LOOKING NORTH-EAST FROM THE PLAINS ROAD EAST AND BIRCHWOOD AVENUE INTERSECTION



FIGURE 11: VIEW TO THE NORTH-WEST OF THE PLAINS ROAD EAST CLEARVIEW AVENUE INTERSECTION [1]



FIGURE 12: VIEW OF BIRCHWOOD AVENUE, LOOKING SOUTH FROM THE PLAINS ROAD EAST AND BIRCHWOOD AVENUE INTERSECTION

[1] The vacant lot at 53-71 Plains Road East and 1025 Cooke Boulevard was subject to OLT-approved Official Plan Amendment and Zoning By-law Amendment applications to facilitate the development of 9 and 18 storey mixed-use buildings.

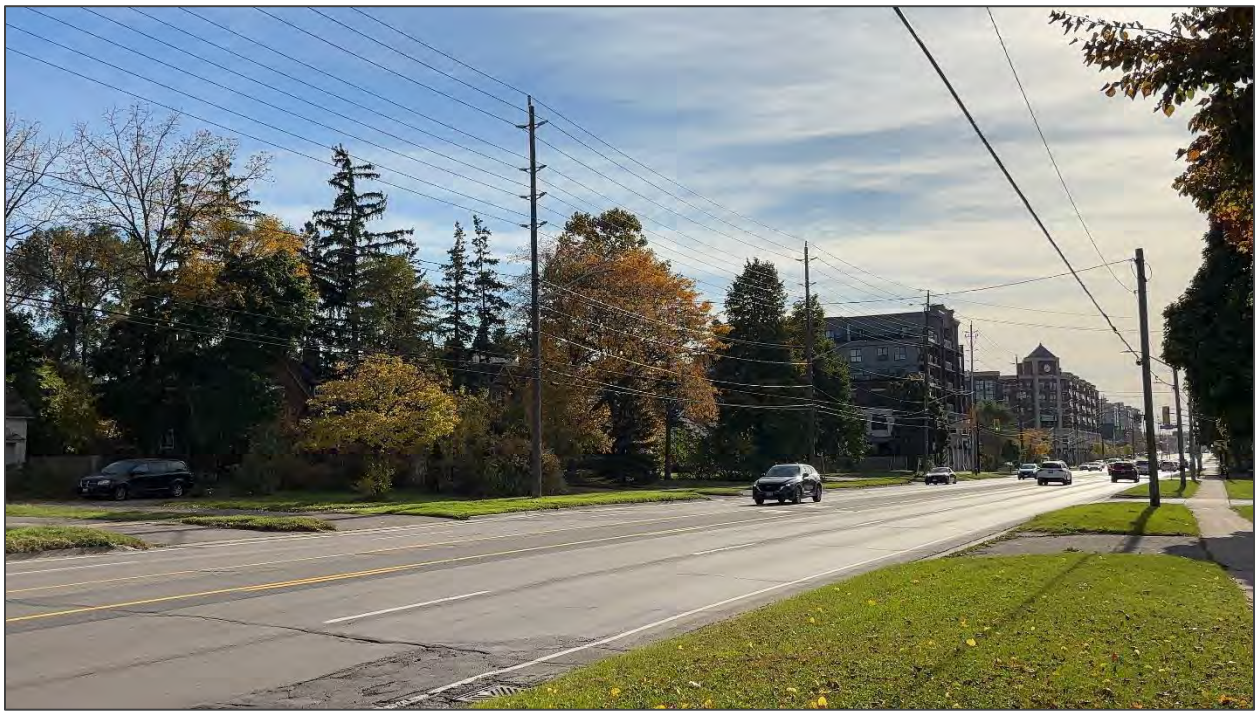


FIGURE 13: VIEW ALONG PLAINS ROAD EAST, LOOKING WEST FROM THE PLAINS ROAD EAST AND BIRCHWOOD AVENUE INTERSECTION



FIGURE 14: VIEW OF 34 PLAINS ROAD EAST, A 6-STOREY MIXED-USE BUILDING, LOOKING SOUTH FROM PLAINS ROAD



FIGURE 15: VIEW OF 18 PLAINS ROAD WEST, A 6-STOREY RETIREMENT RESIDENCE, LOOKING SOUTH-WEST FROM THE WATERDOWN ROAD AND PLAINS ROAD INTERSECTION

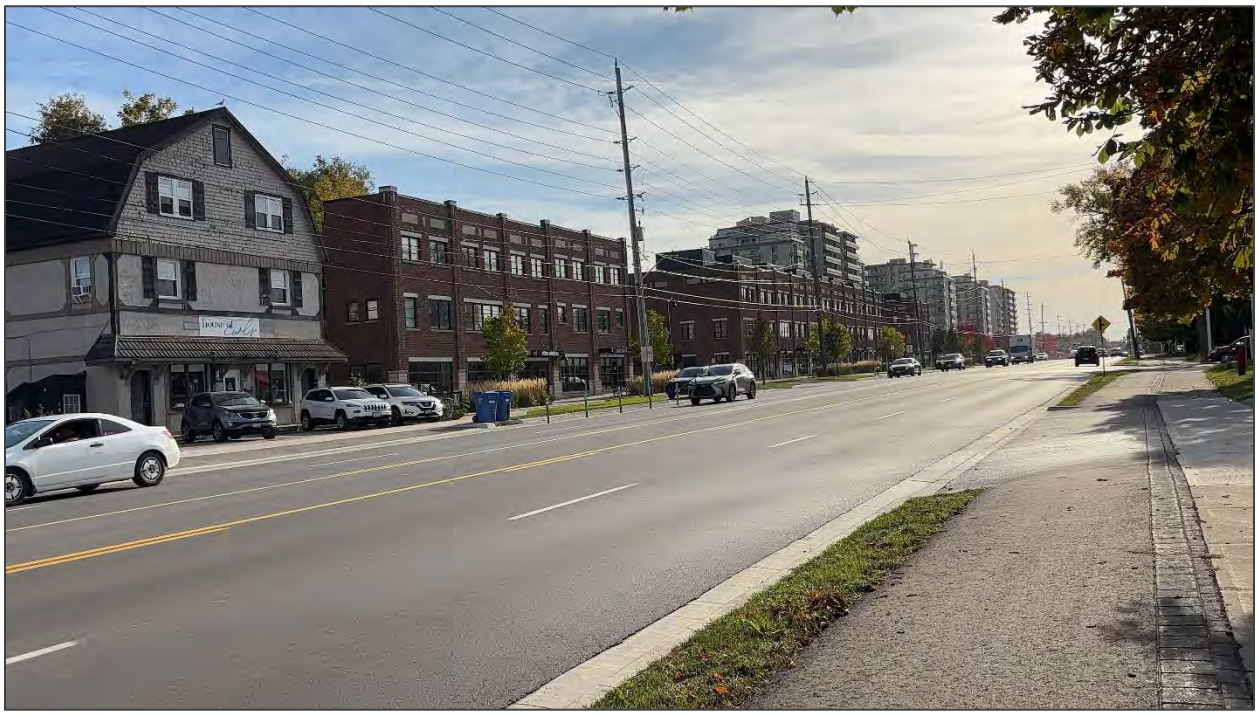


FIGURE 16: VIEW OF COLLECTION OF 3-STOREY MIXED-USE BUILDINGS, FOLLOWED BY FOUR (4) 12-STOREY RESIDENTIAL AND MIXED-USE BUILDINGS, LOOKING WEST ALONG PLAINS ROAD WEST, TO THE WEST OF WATERDOWN ROAD



FIGURE 17: VIEW OF COLLECTION of FOUR (4) 12-STOREY RESIDENTIAL AND MIXED-USE BUILDINGS, LOOKING EAST FROM THE DARYL DRIVE AND PLAINS ROAD WEST INTERSECTION



FIGURE 18: VIEW OF 6-STOREY RESIDENTIAL BUILDING AND FOUR (4) BLOCKS OF 3-STOREY TOWNHOUSES, LOOKING EAST FROM THE WATERDOWN ROAD AND MASONRY COURT INTERSECTION [2]

[2] The vacant lot at 1120 Cooke Boulevard (pictured left) was subject to a recent Burlington City Council decision, approving the proposed Official Plan Amendment and Zoning By-law Amendment applications to facilitate the development of 29, 31, and 33 storey buildings containing mixed-uses.

APPENDIX C: ARCHITECTURAL PLANS, PREPARED BY KOZLOWSKI ARCHITECT, DATED May 9, 2025

PLAINS ROAD EAST

PLAINS ROAD EAST
FIRE ROUTE

ALDERSHOT MAIN STREET (AM)
MAJOR TRANSIT STATION AREA (MTSA) MAJOR MIXED USE STREET

5M WIDE LANDSCAPE BUFFER

3M WIDE MUNICIPAL SIDEWALK (TO NORTH EDGE TO LINE UP WITH MUNICIPAL SIDEWALK EAST AND WEST OF SITE)

SET BACK FROM STREET CURB

PROPERTY LINE

ROAD CURB

MIN SET BACKS FOR RETAIL AT GRADE

MIN SET BACKS FOR RESIDENTIAL

5x5 DAYLIGHT TRIANGLE

6x6 VISIBILITY TRIANGLE

INSIDE EDGE OF SHORING AT ITS MAX EXTENT

EXISTING HYDRANT

1.5M WIDE MUNICIPAL SIDEWALK

PRINCIPAL ENTRANCE

COMMERCIAL ENTRANCE

6x6 VISIBILITY TRIANGLE

5x5 DAYLIGHT TRIANGLE

28 SHORT TERM BICYCLE RACKS

GARAGE INTAKE

GAS REGULATORS

COMMERCIAL WEST
596.05

COMMERCIAL EAST
448.41

GROUND FLR INDOOR AMENITY
406.93

CHUTE ABOVE

EXIT A

EXIT B

RESIDENTIAL

G-06
2BDRM
65

G-05
1BDRM+DEN
65

G-04
1BDRM+DEN
51

G-03
1BDRM+DEN
50

G-02
1BDRM+DEN
50

G-01
2BDRM
42

PRIVATE GARDEN

PRIVATE GARDENS

PLANTER

1.2 HIGH FENCE WITH GATE

1.2M HIGH FENCE W/ GATE

SNOW STORAGE AREA 23M2

SNOW STORAGE AREA 21M2

GARBAGE ROOM
132M2
5 RECYCLING BINS
6 GARBAGE BINS
12 (360L) ORGANIC CARTS

SECURITY WIRE CHAIN LINK FENCE WITH GATE MIN 2.2M WIDE

TRISORTER W/COMPACTOR

MECH AND SPRINKLER ROOMS

ELECT RISERS

RESIDENTIAL LOBBY
G-09

GARBAGE BULK ITEMS 10M2

INDOOR AMENITY

B/O RAMP
98.48

98.70
RAMP DN TO P1 @6%

8M WIDE VEHICULAR RAMP

100.37
RAMP DN TO P1 @7.5%

CURB RAMP

CONCRETE SIDEWALK

5.95MX8.6M GARBAGE STAGING AREA FOR PICK UP
46M2
4.2M MIN HEADROOM

OUTDOOR COMMON AMENITY

OUTDOOR AMENITY UNDER CANOPY
21.72

FLUSH CURB
GARBAGE BIN COLLECTION OPEN TO SKY

TRAFFIC CALMING ZONE RAISED PAVEMENT WITH PAINTED LINES

GAZEBO

GARAGE ENTRANCE

47 ON GRADE PARKING SPACES (INCLUDES 3 SMALL CARS AND 4 BARRIER FREE) + 2 LOADING DOCKS

STORM WATER FILTRATION SYSTEM ACCESS

GARAGE AIR SHAFT 6.8m2

3X3 VISIBILITY TRIANGLE

GROUNDING MIN 0.3M FROM PROPERTY LINE

BOLLARDS

PROPOSED PRECAST CONCRETE PAD AS PER BH37-324B

PROPOSED 1000kVA

3M WIDE LANDSCAPE BUFFER
3M HIGH SOLID FENCE SEPARATING PROPOSED DEVELOPMENT FROM LOW DENSITY RESIDENTIAL NEIGHBOUR

1.2M HIGH FENCE W/ GATE
OFF LEASH DOG RUN AREA

LAND ACQUIRED - FORMAL SEVERANCE APPLICATION IN PROCESS

MIN LANDSCAPE BUFFER TO RESIDENTIAL ALSO
MIN BUFFER FOR PARKING

E/O SHORING STRUCTURE - MIN 0.5M CLEAR OF GROUNDING

3 YARD GARBAGE BIN
2.03Mx1.12Mx1.22M

3 YARD RECYCLABLE CONTAINERS
BIN 2.03Mx1.12Mx1.22M

3 YARD RECYCLABLE PAPERS
BIN 2.03Mx1.12Mx1.22M

2 YARD ORGANICS BIN
2.03Mx1.02Mx0.92M

NOTES RE GARBAGE COLLECTION
- COMMERCIAL UNITS WILL RECEIVE CART COLLECTION ALONG PLAINS ROAD EAST
- GARBAGE TRUCK PROCEEDS IN CONTINUOUS FORWARD MOTION
- UNDERGROUND PARKING STRUCTURE TO SUPPORT MIN35 TONNES LOAD

PARKING
UNDERGROUND GARAGE:
244 (INCLUDES 4 BARRIER FREE + 24 SMALL CARS)
ON GRADE:
47 (INCLUDES 4 BARRIER FREE + 3 SMALL CARS)
2 LOADING DOCKS
TOTAL PARKING: 291 CARS (INCLUDES 8 BARRIER FREE)
PARKING:
RETAIL/VISITOR - 43
RESIDENTIAL - 248

BICYCLES STORAGE:
28 ON GRADE SHORT TERM RACKS;
111 UNDERGROUND LONG TERM STORAGE;
7 UNDERGROUND LONG TERM STORAGE FOR LARGE BICYCLES
TOTAL LONG TERM BICYCLE STORAGE: 118
TOTAL BICYCLE STORAGE: 146

AMENITIES (INDOORS AND OUTDOORS)		
CATEGORY	NAME	AREAS AMENITY (M2)
INDOOR COMMON	GROUND FLR INDOOR AMENITY	406.93
	P2 INDOOR AMENITY	142.51
	P1 INDOOR AMENITY	142.51
		691.95
OUTDOOR COMMON	LAND ACQUIRED SEVERANCE APPLICATION IN PROGRESS	60.25
	OUTDOOR OPEN AIR AMENITY	659.91
	OUTDOOR AMENITY UNDER CANOPY	21.72
	6TH FLR OUTDOOR	37.37
	7TH FLOOR OUTDOOR	19.05
	8TH FLR OUTDOOR	19.05
		817.34
PRIVATE BALCONY/TERRACE	2ND FLOOR	181.63
	3RD FLOOR	201.86
	4TH FLOOR	204.65
	5TH FLOOR	204.64
	6TH FLOOR	476.30
	7TH FLOOR	101.67
	8TH FLOOR	202.41
	9TH FLOOR	101.26
	10TH FLOOR	548.83
	11TH FLOOR	88.90
		2312.15
PRIVATE GROUND LEVEL PATIOS	OUTDOOR RESIDENTIAL PATIOS	80.01
		80.01
	15.42M2/UNIT	3901.45

FAR AS DEFINED IN ZONING BY-LAW 2020: "THE MATHEMATICAL RELATIONSHIP BETWEEN BUILDING FLOOR AREA AND LOT AREA DETERMINED BY DIVIDING THE GROSS BUILDING FLOOR AREA OF ALL BUILDINGS ON A LOT BY THE NET AREA OF THAT LOT."

GROSS BUILDING FLOOR AREA IS DEFINED IN ZONING BY-LAW 2020 AS FOLLOWS : "THE TOTAL AREA OF THE FLOOR MEASURED TO THE OUTSIDE OF ALL OUTSIDE WALLS, INCLUDING A BASEMENT OR CELLAR BUT EXCLUDING AREAS USED FOR PARKING OF MOTOR VEHICLES OR AREAS ABOVE AN ATRIUM."

ZONING BY-LAW 2020: "THE SUM OF THE AREAS OF EACH FLOOR OF A BUILDING BUT SHALL INCLUDE A BASEMENT OR CELLAR WHEN USED FOR COMMERCIAL PURPOSE MEASUREMENT SHALL BE FROM THE EXTERIOR FACE OF OUTSIDE WALLS, OR FROM THE CENTRE LINE OF PARTITION AND COMMON WALLS. GROSS FLOOR AREA SHALL NOT INCLUDE FLOOR SPACE DEVOTED TO VEHICLE PARKING, STORAGE, AIR HANDLING EQUIPMENT, ENCLOSED MALL AND HALLWAYS, EXCLUDING KIOSK, STAIRWAYS, ELEVATORS AND ASSOCIATED EQUIPMENT; WASHROOMS; FOYERS, LOBBIES, BUT NOT WAITING AREAS/ROOMS"

BUILDING AREAS AS PER ZONING BY-LAW 2020

NAME	AREA FAR CALC M2	AREAS GFA CALC M2
P3	90.00	0.00
P2	681.00	0.00
P1	721.00	0.00
1ST FLOOR	2099.00	1757.00
2ND FLOOR	2305.00	2065.00
3RD FLOOR	2299.00	2055.00
4TH FLOOR	2305.00	2065.00
5TH FLOOR	2305.00	2065.00
6TH FLOOR	1927.00	1681.00
7TH FLOOR	1927.00	1681.00
8TH FLOOR	1817.00	1571.00
9TH FLOOR	1789.00	1541.00
10TH FLOOR	1282.00	1043.00
11TH FLOOR	1284.00	1044.00
MECHANICAL PENTHOUSE	636.00	0.00
	23467	18568
	FAR=4.88	

BUILDING HEIGHT FROM GRADE:
T/O ROOF DECK OVER 11TH FLOOR - 35400
T/O ROOF DECK OVER MECHANICAL PENTHOUSE - 39400

GROUND FLOOR

6 EXTERIOR INDEPENDENTLY ACCESSED APARTMENTS

SITE AREAS STATISTIC

AREA LOT	AREA BUILDING	COVERAGE	AREA DRIVEWAY	AREA WALKWAY	AREA LANDSCAPE	LANDSCAPE %	LANDSCAPE+ WALKWAY%
4807.65	2123.00	44.16%	1491.05	409.01	784.97	16.33%	24.83%

GROUND FLOOR GROSS AREAS STATISTIC

NAME	AREA BUILDING	AREAS RESIDENTIAL	AREAS COMMERCIAL	AREAS SERVICE
1ST FLOOR	2098.99	730.61	1045.01	15.32

1 SITE PLAN
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

N N
DRAWING NORTH GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

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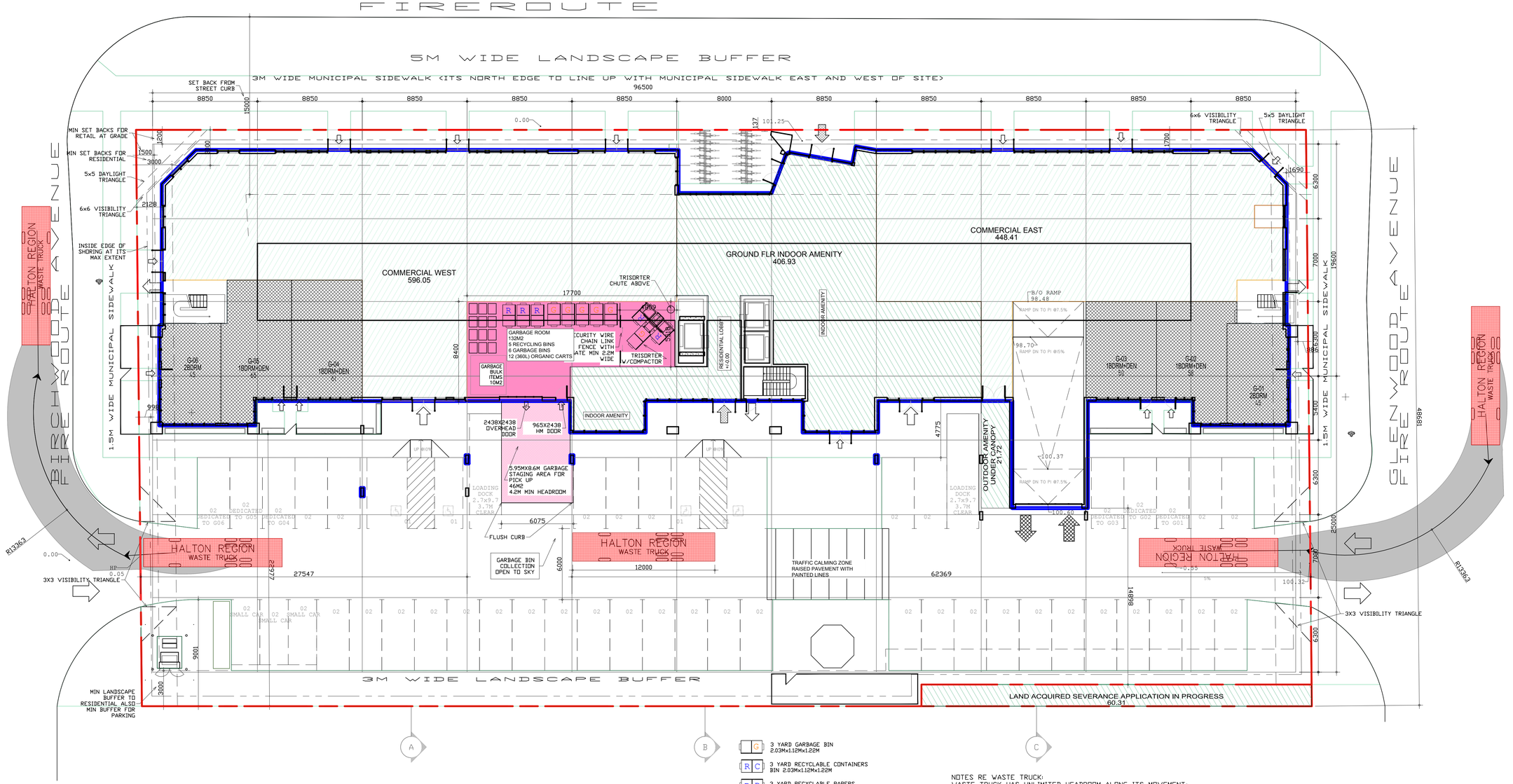
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RADEK KOZLOWSKI
LICENCE 6810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

SITE PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A1



3 YARD GARBAGE BIN
2.03Mx1.12Mx1.22M

3 YARD RECYCLABLE CONTAINERS
BIN 2.03Mx1.12Mx1.22M

3 YARD RECYCLABLE PAPERS
BIN 2.03Mx1.12Mx1.22M

360L ORGANICS CART
0.69Mx0.89Mx1.19M

NOTES RE WASTE TRUCK:
WASTE TRUCK HAS UNLIMITED HEADROOM ALONG ITS MOVEMENT;
GARBAGE TRUCK PROCEEDS IN FORWARD MOTION ONLY;
UNDERGROUND PARKING STRUCTURE SUPPORTS MIN 35TONNES LOAD;

THE SITE ACCOMMODATES ALL 4 TYPES OF WASTE TRUCKS AS SPECIFIED IN APPENDIX 2 OF HALTON REGION WASTE MANAGEMENT GUIDELINES
- 1. REAR PACKER
LENGTH -9.7M; WIDTH -2.7M; HEIGHT -3.7M; TURNING RADIUS -13.00M;
- 2. RECYCLING
LENGTH -9.65M; WIDTH -2.44M; HEIGHT -3.69M (BUCKET UP 5.08 M); TURNING RADIUS -13.00M;
- 3. FRONT END
LENGTH -9.7M; WIDTH -2.7M; HEIGHT -3.8M; TURNING RADIUS -11.50 M
- 4. WHITE GOODS
LENGTH -11.7M; WIDTH -3.2M; HEIGHT -3.8M; TURNING RADIUS -13.00M

1 SITE PLAN
1=150

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WASTE MANAGEMENT DIAGRAM AS PART OF WASTE MANAGEMENT REPORT DATED 2025 01 27
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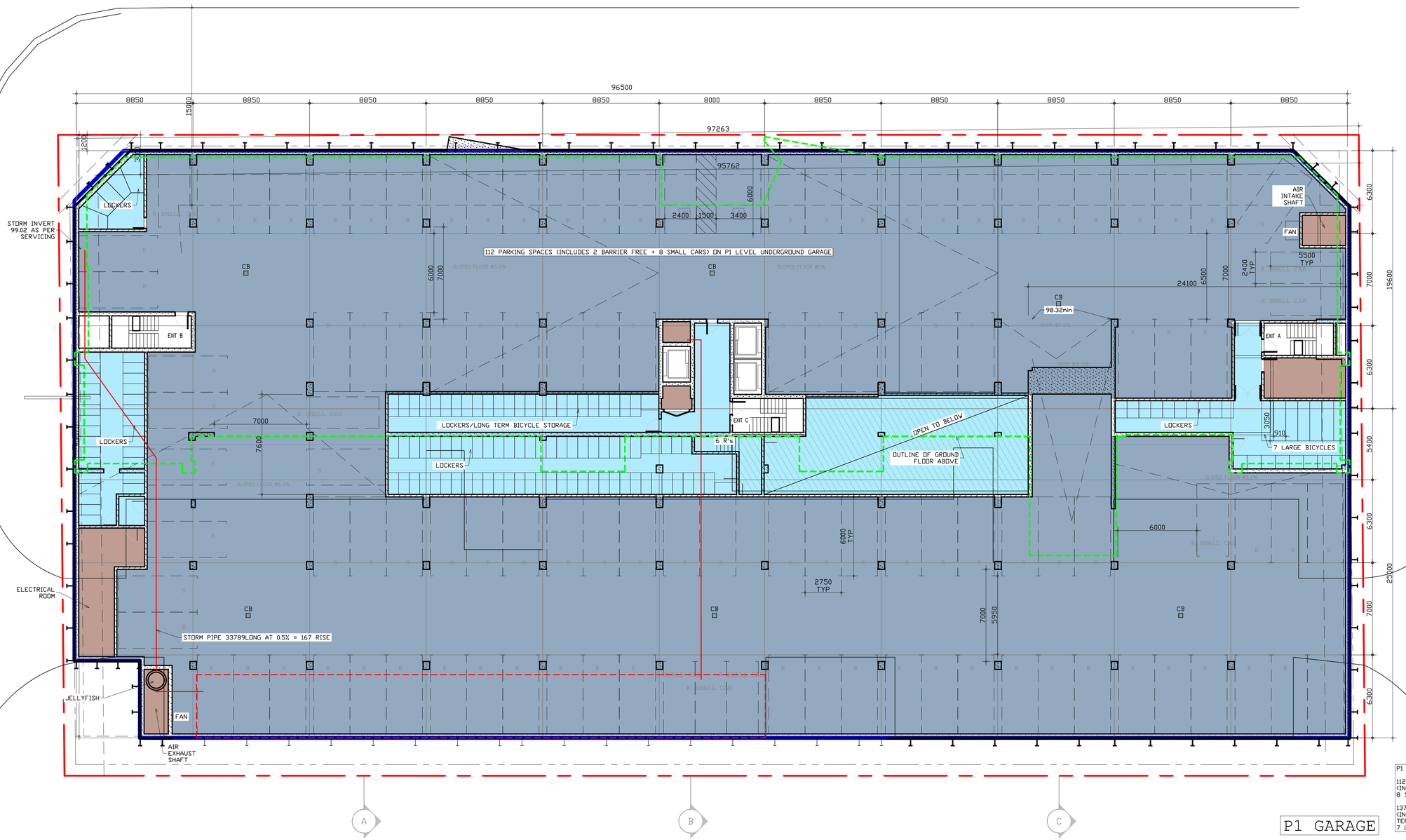
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ALDERSHOT
BURLINGTON

SITE PLAN

WASTE MANAGEMENT DIAGRAM

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PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A1.1



P1
112 CARS
(INCLUDES 2 BARRIER FREE + 8 SMALL CARS)

137 LOCKERS
(INCLUDES 25 LOCKER/LONG TERM BICYCLE STORAGE)
7 LARGE BICYCLE STORAGE

P1 GARAGE

GARAGE P1 AREA STATISTIC

NAME	AREA BUILDING	AREAS GARAGE	AREAS LOCKERS	AREAS SERVICE
P1	4271.92	3456.80	524.26	76.17

1 GARAGE P1
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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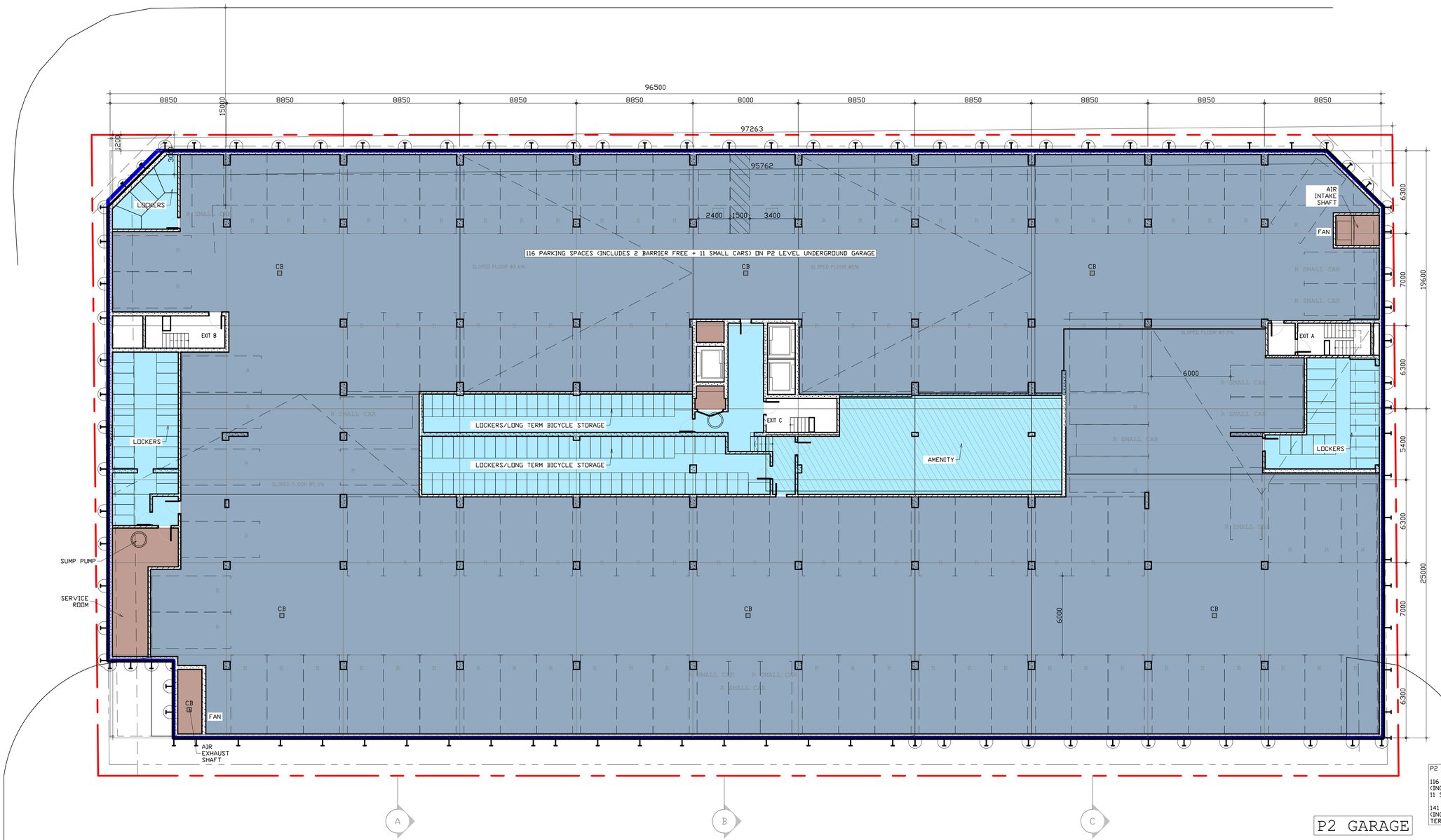
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84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

P1 GARAGE PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A2



P2 GARAGE

GARAGE P2 AREA STATISTIC				
NAME	AREA BUILDING	AREAS GARAGE	AREAS LOCKERS	AREAS SERVICE
P2	4271.91	3495.12	501.19	56.88

P2

116 CARS
(INCLUDES 2 BARRIER FREE + 11 SMALL CARS)

141 LOCKERS
(INCLUDES 86 LOCKER/LONG TERM BICYCLE STORAGE)

1 GARAGE P2
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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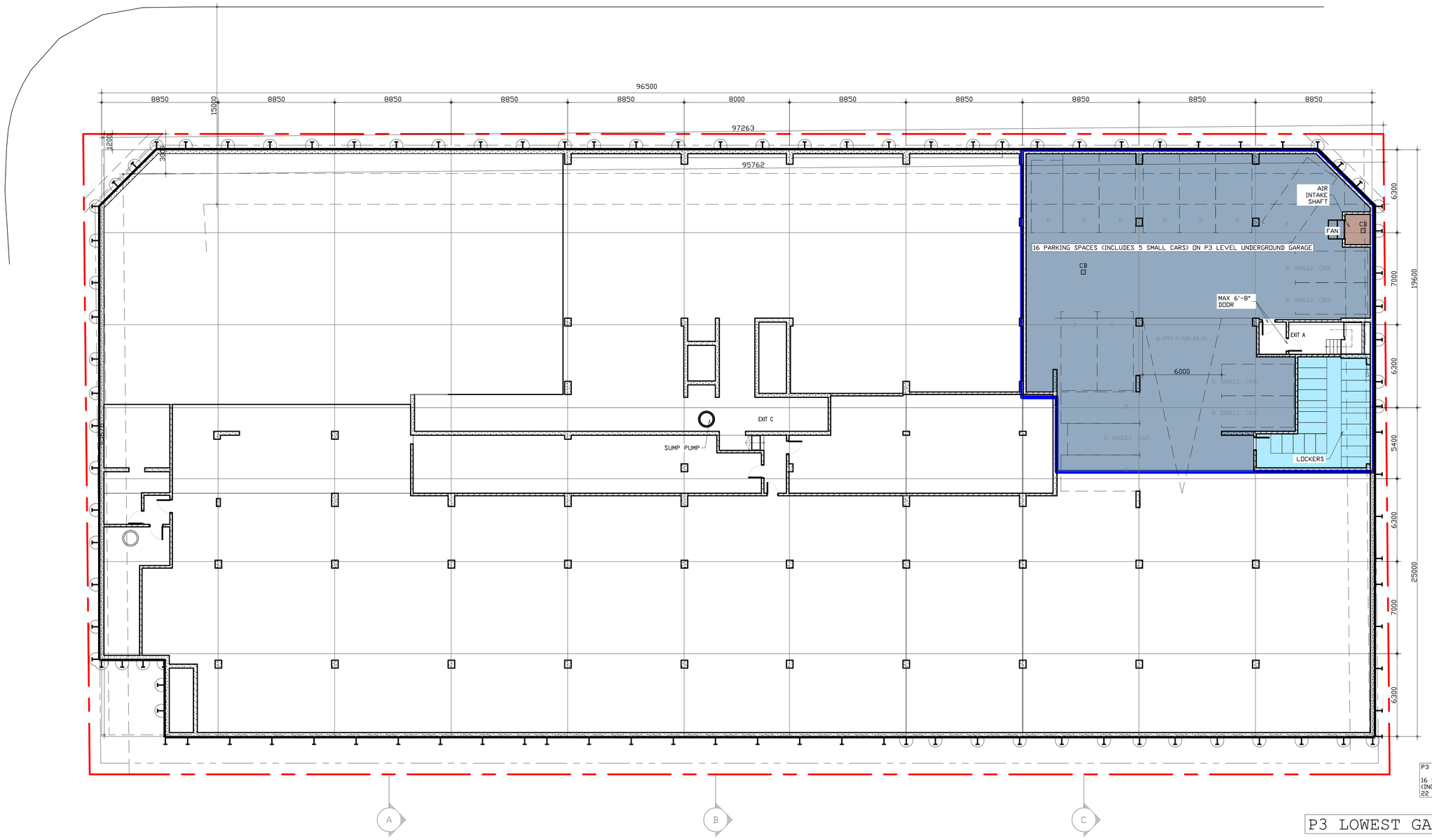
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P2 GARAGE PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A3



P3
16 CARS
(INCLUDES 5 SMALL CARS)
22 LOCKERS

P3 LOWEST GARAGE

GARAGE P3 LOWEST LEVEL
AREA STATISTIC

NAME	AREA BUILDING	AREAS GARAGE	AREAS LOCKERS	AREAS SERVICE
P3	630.24	518.75	54.62	4.38

1 GARAGE P3 LOWEST LEVEL
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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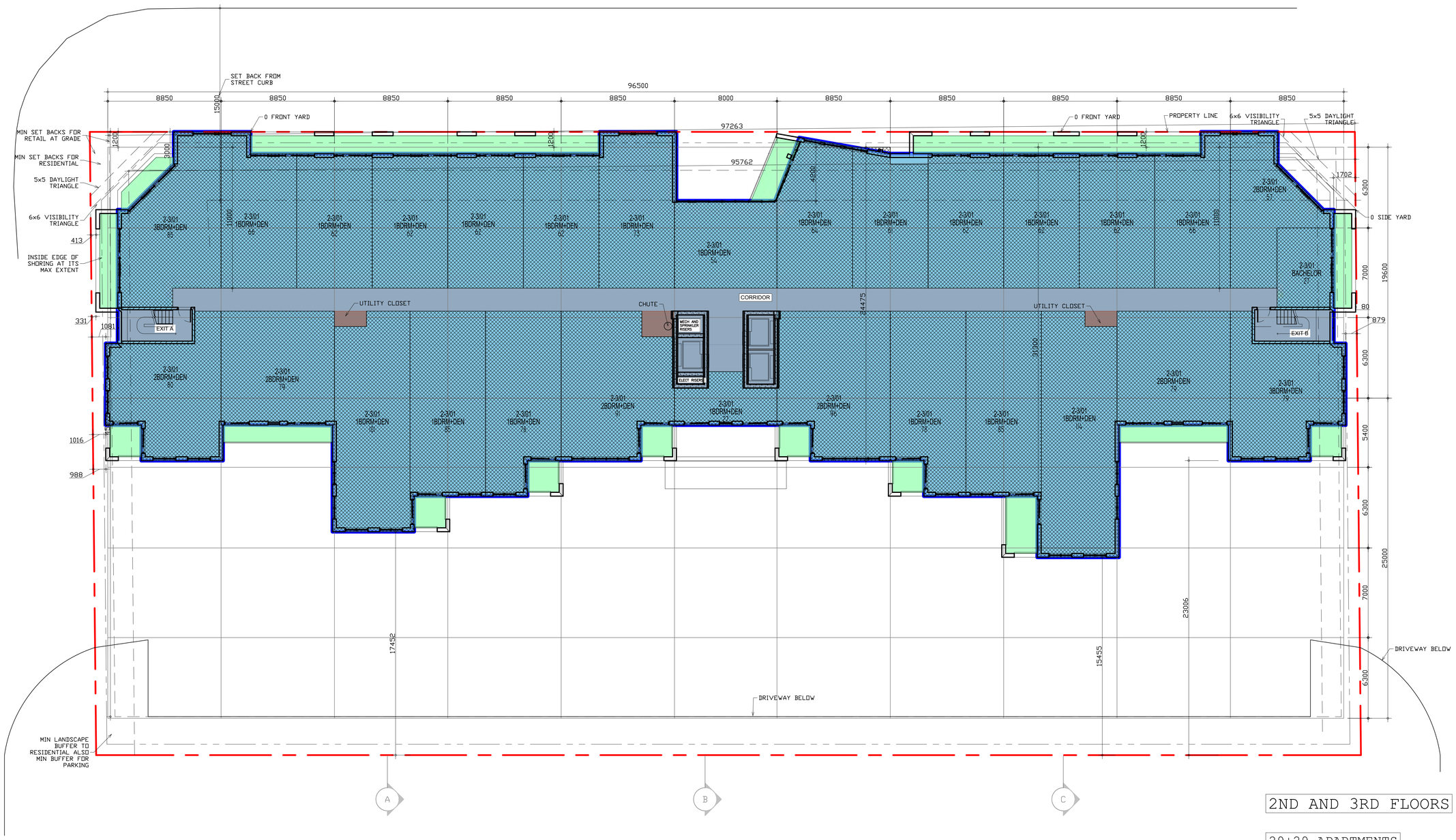
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P3 LOWEST LEVEL GARAGE PLAN

DESIGNED	RK
PROJ. NUMBER	2302
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SCALE	AS SHOWN

A3a



2ND AND 3RD FLOORS

29+29 APARTMENTS

1 2ND FLOOR PLAN
1:=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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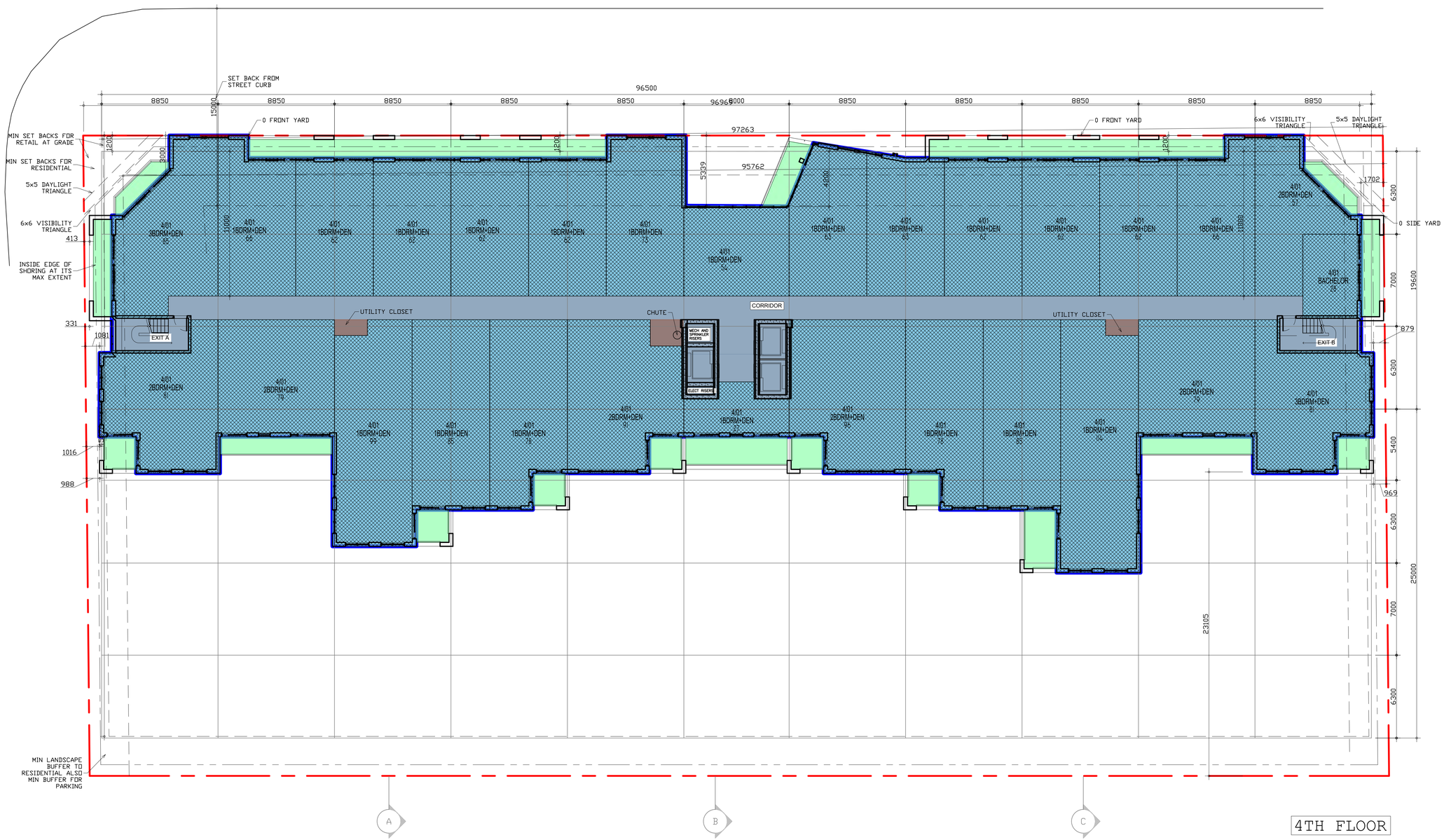
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2ND 3RD FLOORS PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A4



4TH FLOOR

29 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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931 Southcote Road
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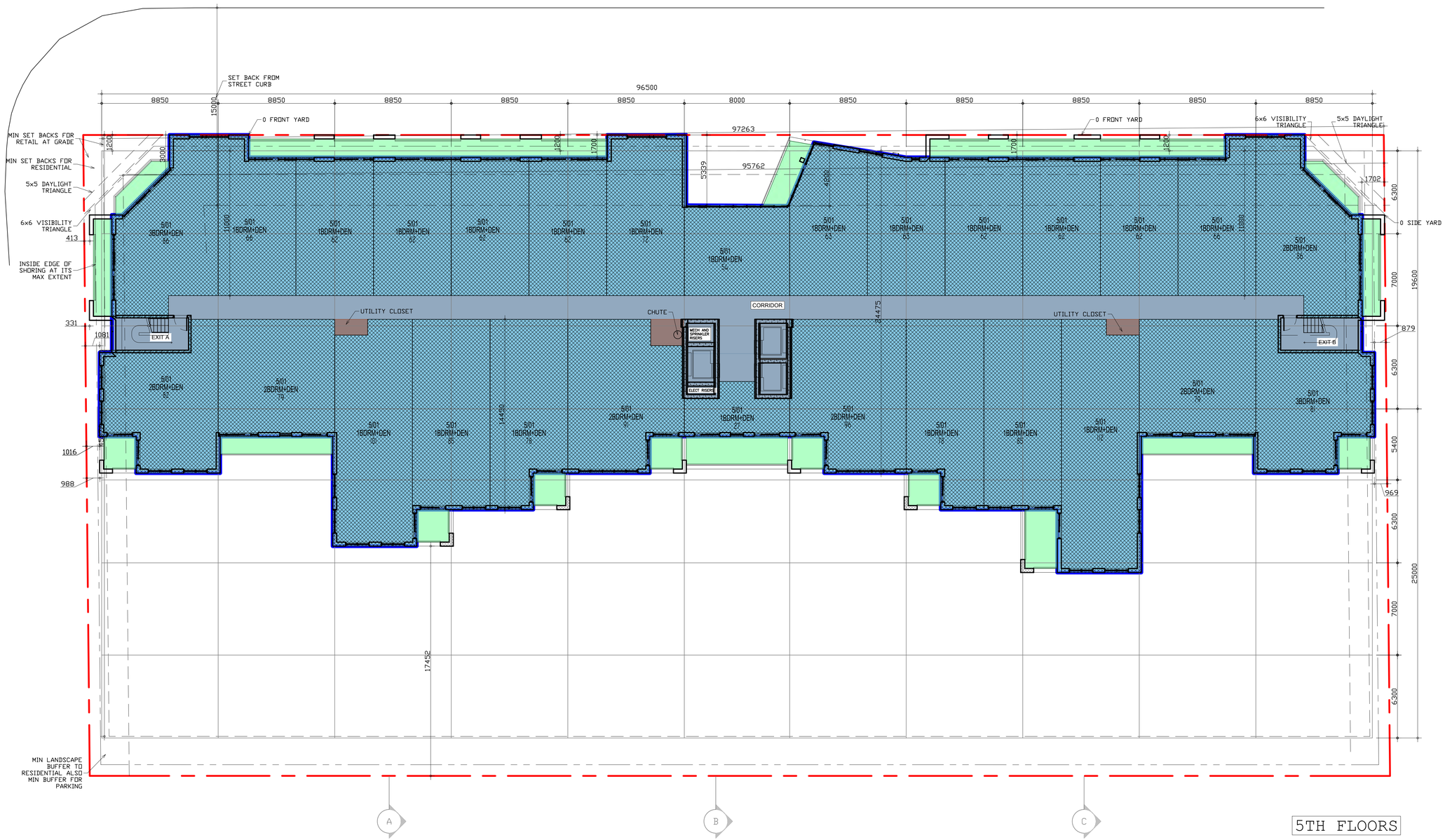
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4TH FLOOR PLAN

DESIGNED	RK
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SCALE	AS SHOWN

A5



5TH FLOORS

28 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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931 Southcote Road
Ancaster, ON L9G 3L1

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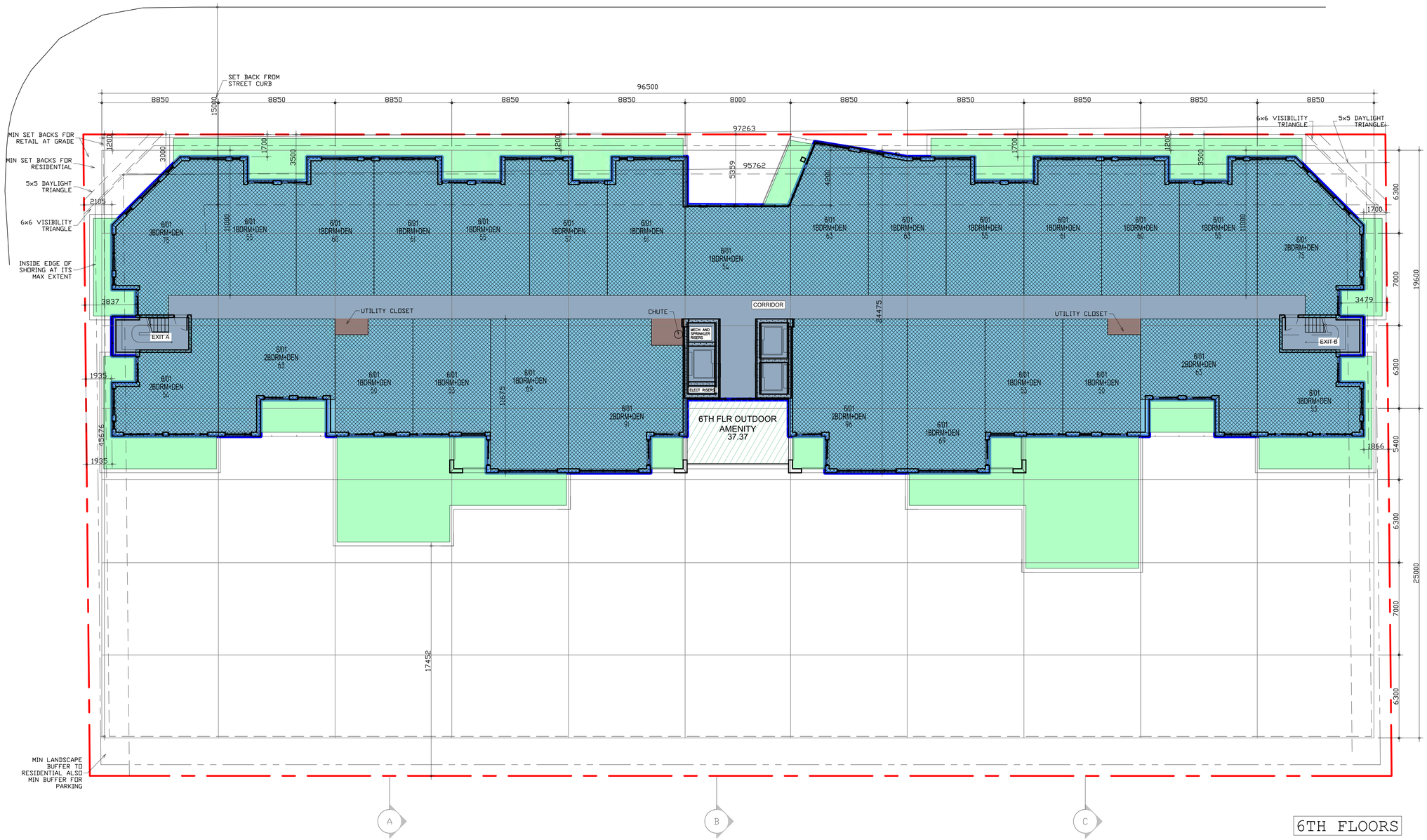
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5TH FLOORS PLAN

DESIGNED	RK
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SCALE	AS SHOWN

A6



6TH FLOORS

27 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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931 Southcote Road
Ancaster, ON L9G 3L1

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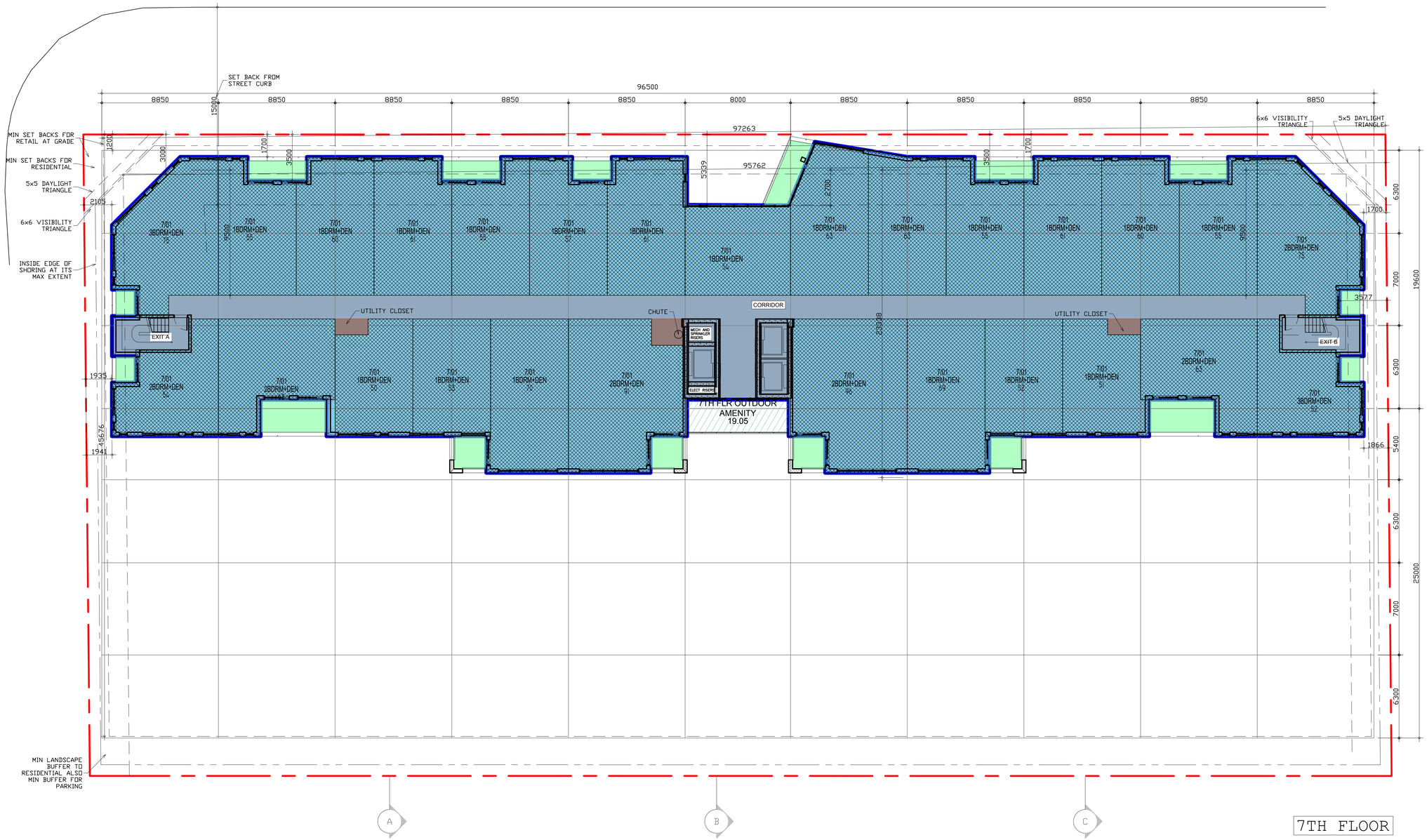
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6TH FLOOR PLAN

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A7



7TH FLOOR

27 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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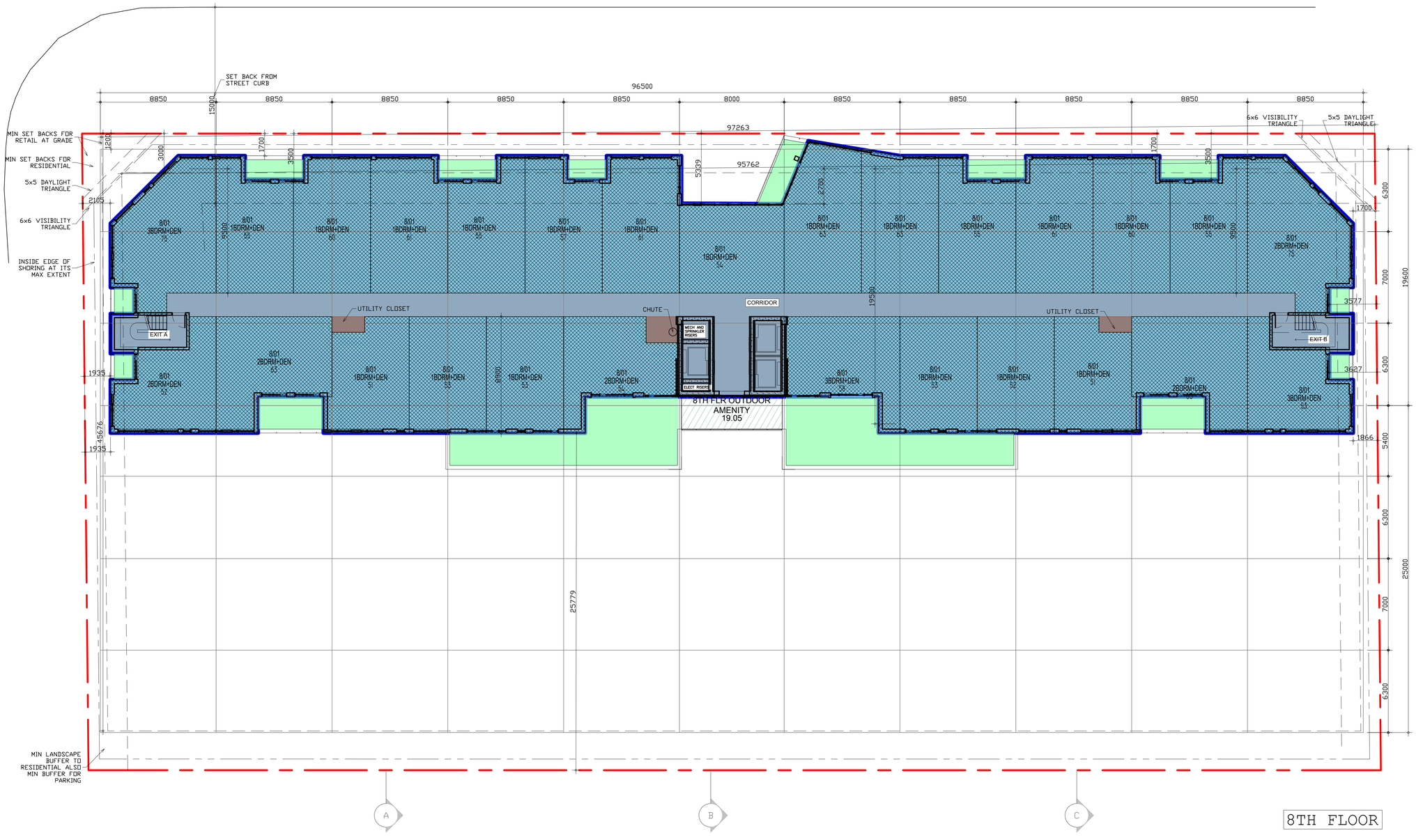
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7TH FLOOR PLAN

DESIGNED	RK
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A8



8TH FLOOR

27 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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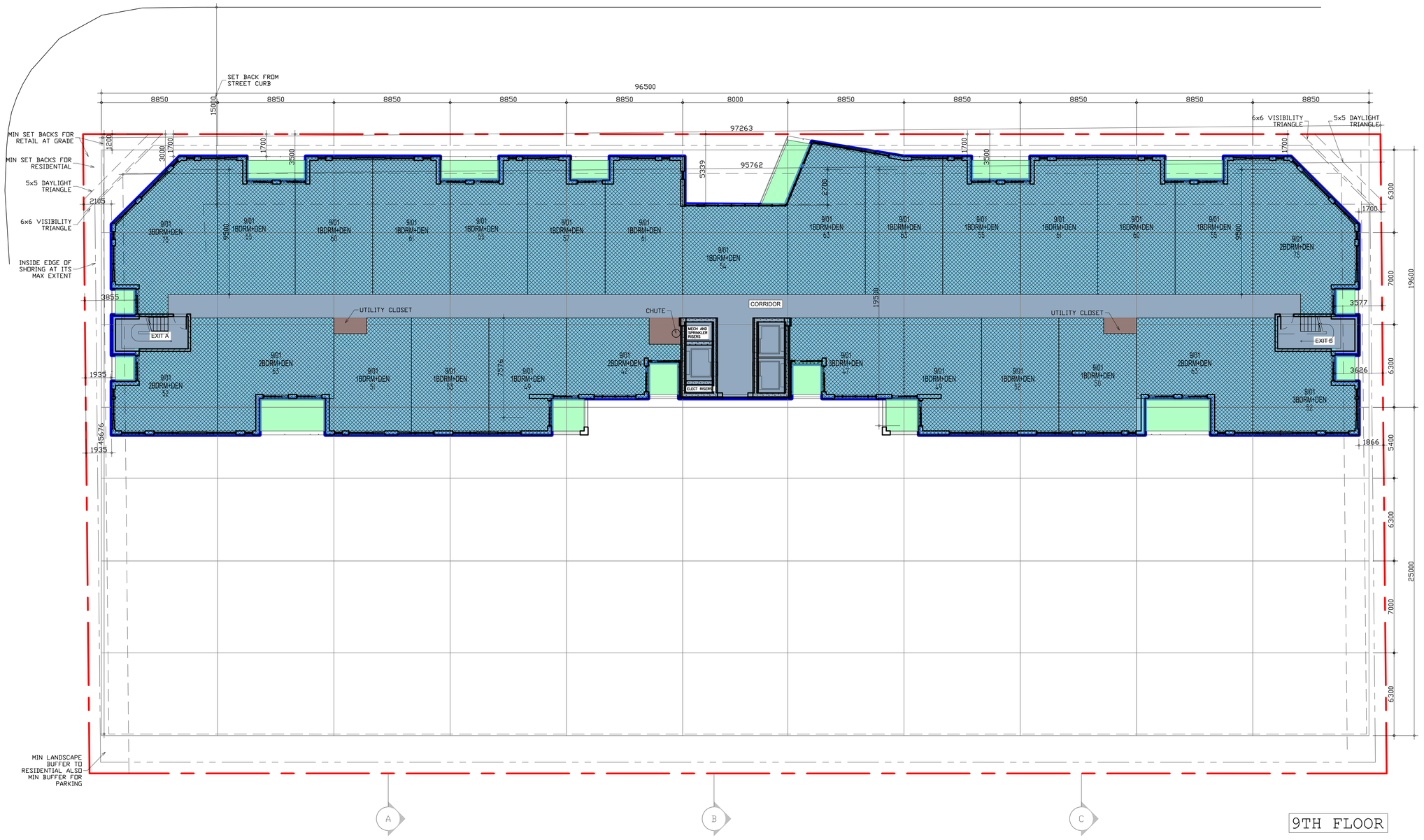
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8TH FLOOR PLAN

DESIGNED	RK
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A9



9TH FLOOR

27 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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931 Southcote Road
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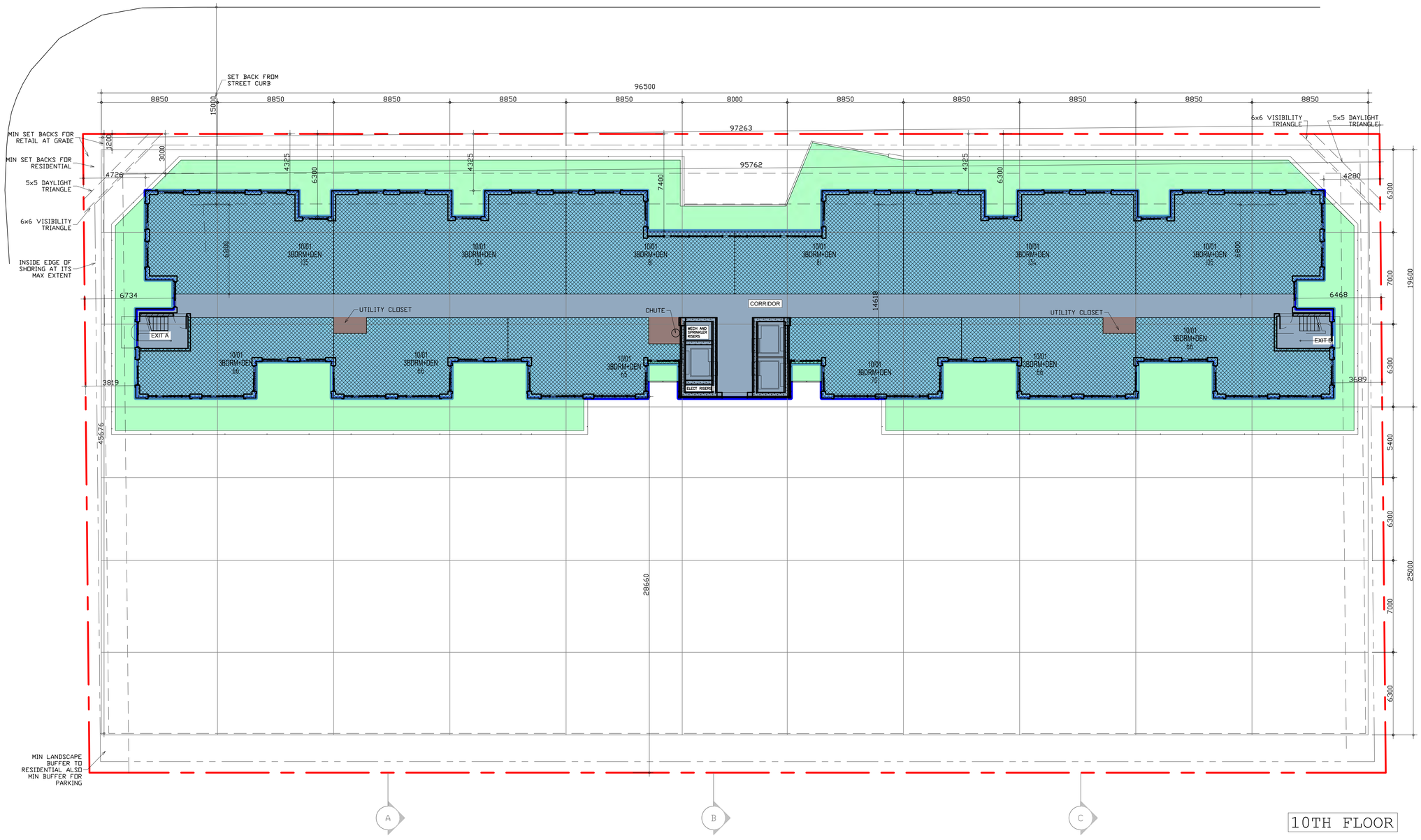
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BURLINGTON

9TH FLOOR PLAN

DESIGNED	RK
PROJ. NUMBER	2302
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A10



10TH FLOOR

12 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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Ancaster, ON L9G 3L1

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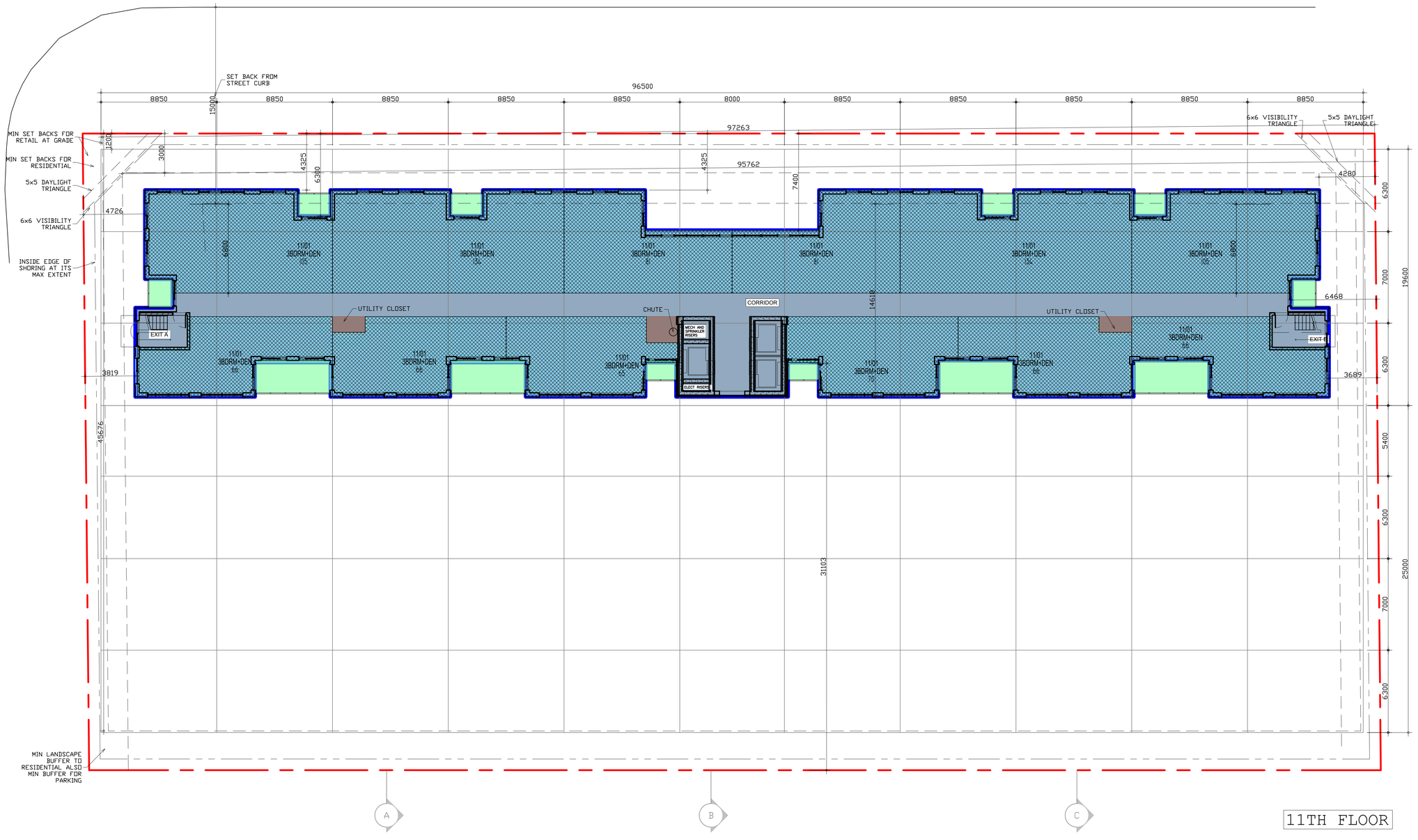
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10TH FLOOR PLAN

DESIGNED	RK
PROJ. NUMBER	2302
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SCALE	AS SHOWN

A11



11TH FLOOR

12 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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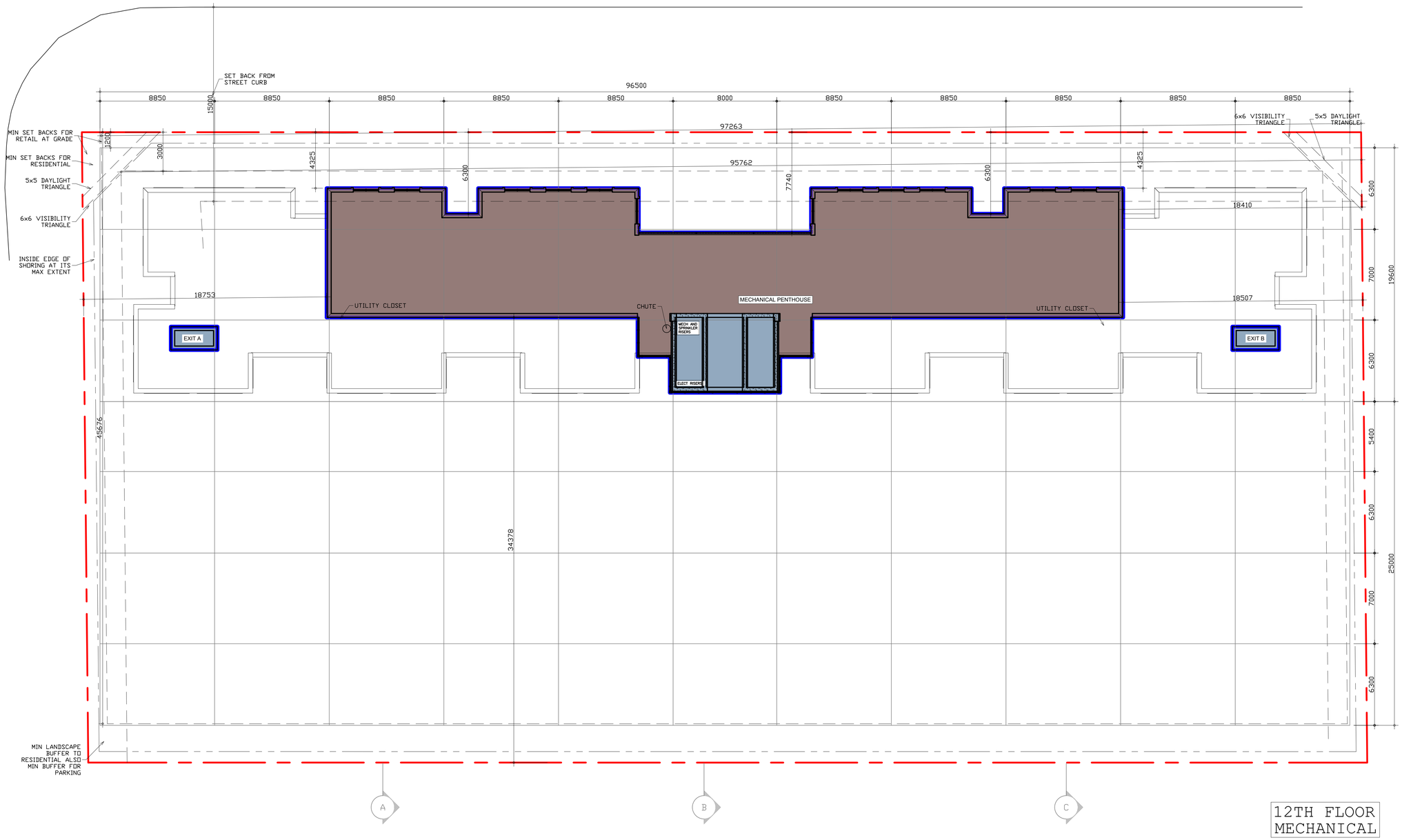
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11TH FLOOR

DESIGNED	RK
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DATE	APRIL 23
SCALE	AS SHOWN

A12



12TH FLOOR MECHANICAL

1 UPPER FLOOR PLANS
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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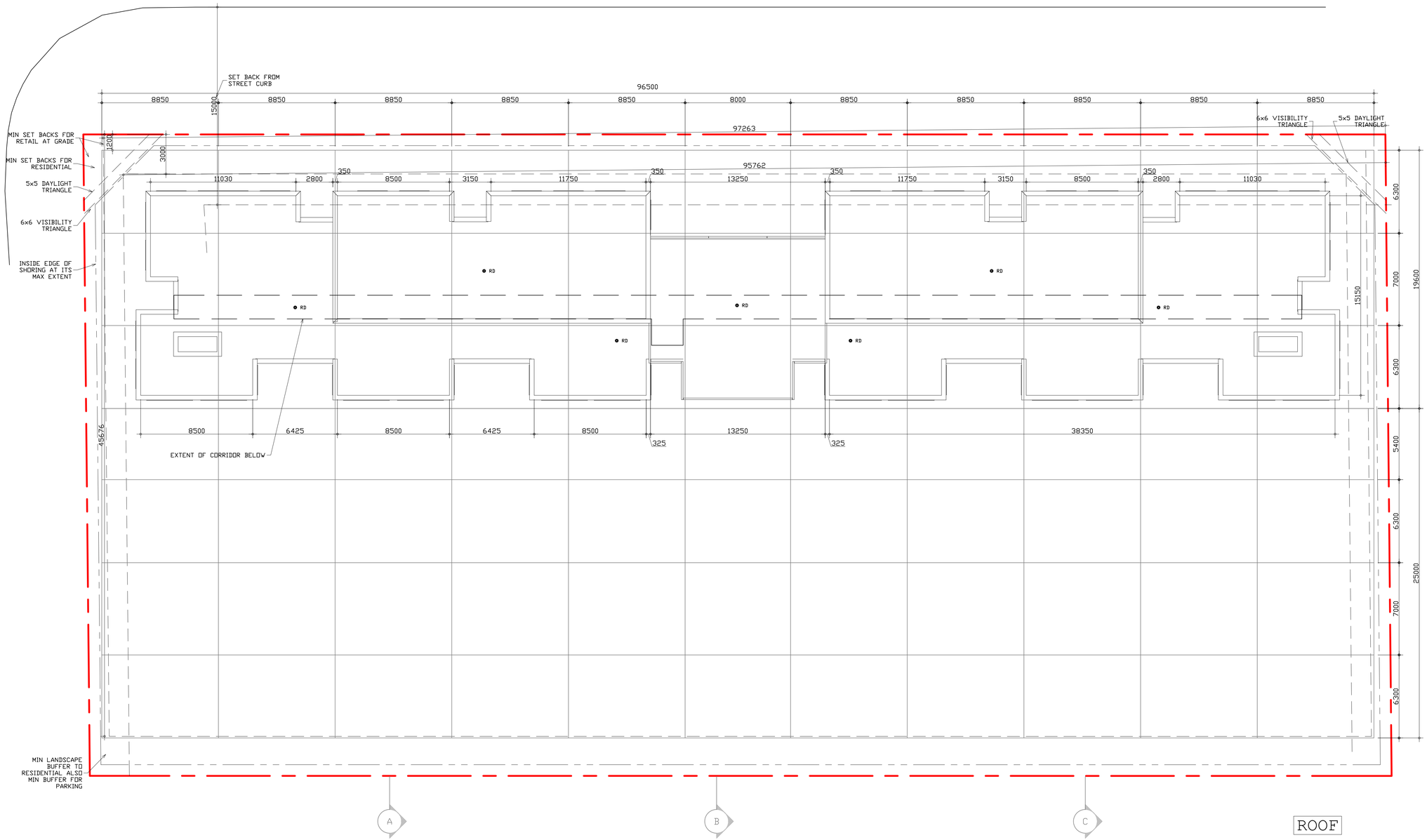
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84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

MECHANICAL ROOF TOP PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A13



1 ROOF PLAN
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

DRAWING NORTH | GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

REVISED/ISSUED
ISSUED FOR SPA 2025 05 09
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ONTARIO ASSOCIATION OF ARCHITECTS
OCT. 2024
RADEK KOZLOWSKI
LICENCE
4810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

ROOF PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A14

Schedule Table		
TYPE	QUANTITY	Base Area
1BDRM+DEN	1	57.52
	1	65.27
	1	49.98
	2	52.51
	1	63.27
	1	60.92
	1	60.24
	1	111.80
	1	100.78
	1	71.98
	2	63.85
	2	26.55
	2	54.40
	2	78.06
	2	85.07
	2	65.86
	5	52.51
	2	51.31
	2	113.71
	2	49.39
	1	49.62
	2	77.97
	2	100.78
	3	52.40
	2	85.26
	2	72.79
	2	51.43
	2	60.95
	4	60.38
	4	55.42
	8	60.58
	8	55.22
	5	62.66
	4	57.16
	4	61.34
	12	61.95
	1	49.51
	3	60.49
	2	65.99
	3	68.88
	4	55.31
	2	61.82
	2	63.31
	2	26.55
	1	69.78
	6	54.40
	3	63.28
	2	85.07
	2	61.82
	2	65.99
	12	61.95
	1	62.69
	1	72.78
	2	65.86
	2	85.26
	1	98.63
	4	77.97
	1	113.71
	2	49.51
	160	

Schedule Table		
TYPE	QUANTITY	Base Area
2BDRM	1	45.15
	1	44.87
	2	
2BDRM+DEN	1	57.48
	1	81.38
	1	74.58
	3	75.09
	1	53.72
	1	53.74
	1	85.82
	4	96.04
	4	90.94
	1	81.94
	8	63.09
	2	78.76
	2	91.00
	1	53.69
	2	57.48
	2	96.04
	2	52.48
	2	80.22
	1	41.95
	4	78.76
	2	78.76
	46	
3BDRM+DEN	1	47.34
	2	51.57
	2	78.85
	1	58.01
	2	65.90
	2	70.26
	4	66.45
	2	65.16
	2	65.71
	4	80.75
	4	134.45
	1	85.59
	2	52.89
	4	74.86
	1	80.52
	4	105.29
	1	84.78
	1	80.93
	2	84.78
	42	
BACHELOR	2	27.50
	1	28.45
	3	
	253	

1 APARTMENT STATISTICS
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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DRAWING NORTH GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

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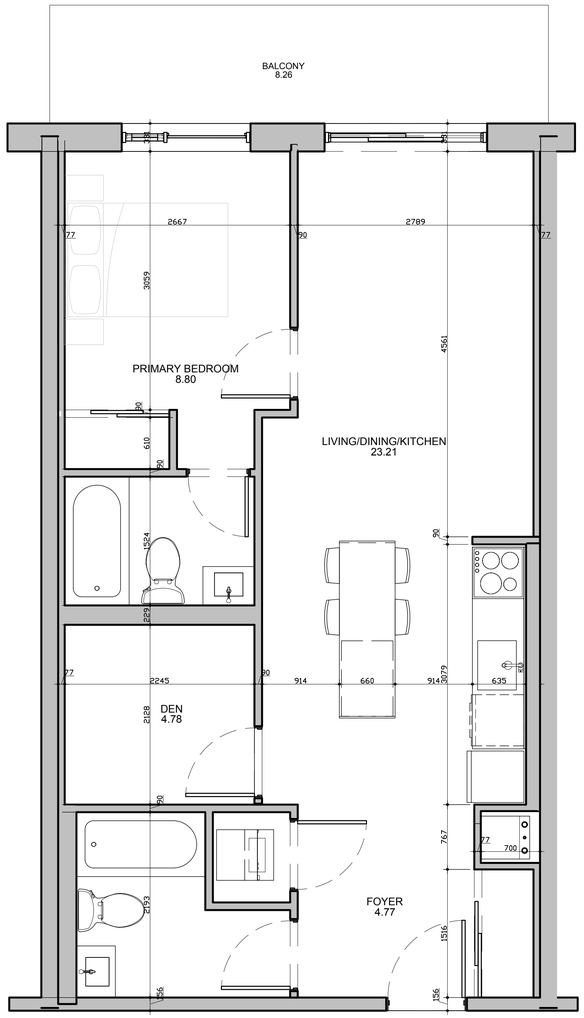
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OCT. 2024
RADEK KOZLOWSKI
LICENCE
4810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

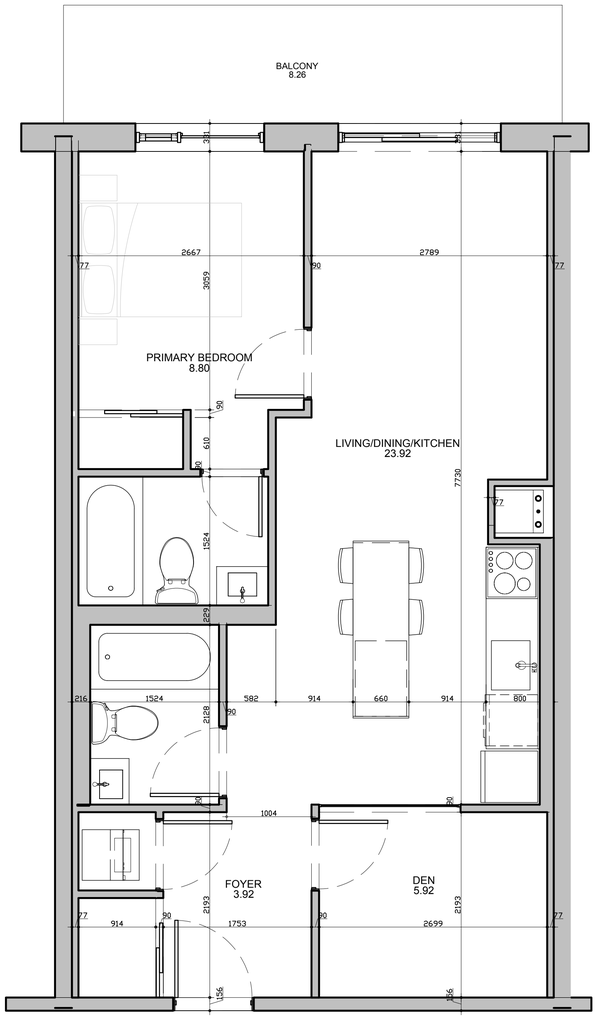
STATISTIC

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
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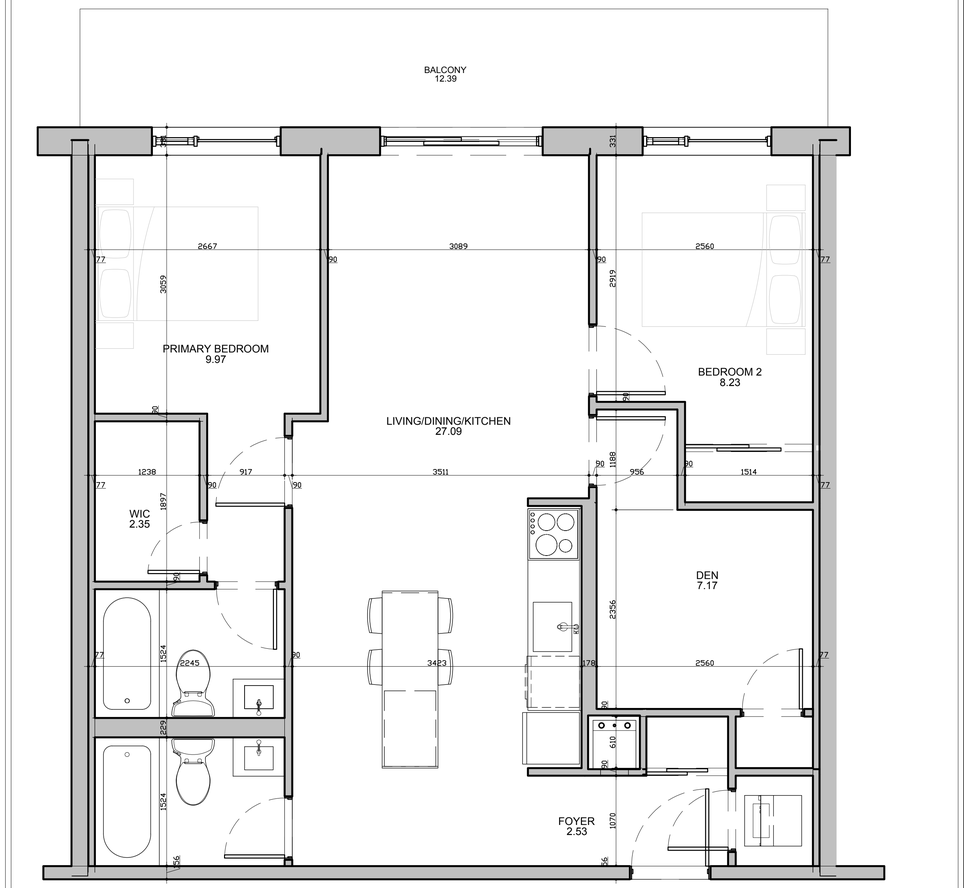
A400



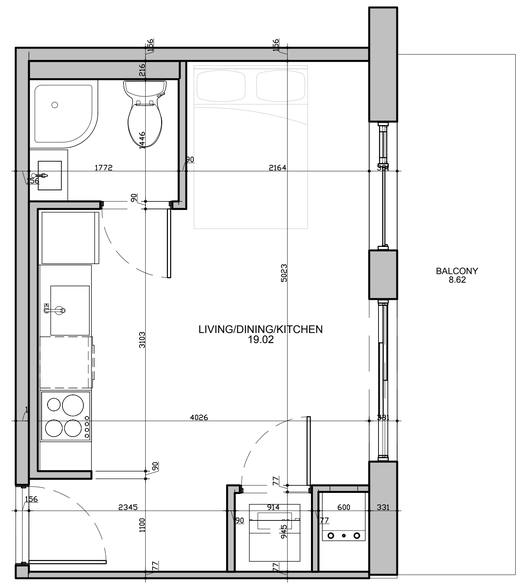
3 1 BED + DEN
1:30



2 1 BED + DEN
1:30



4 2 BED + DEN
1:30



1 BACHELOR UNIT
1:30

CLIENT:

MIURA GROUP
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Ancaster, ON L9G 3L1

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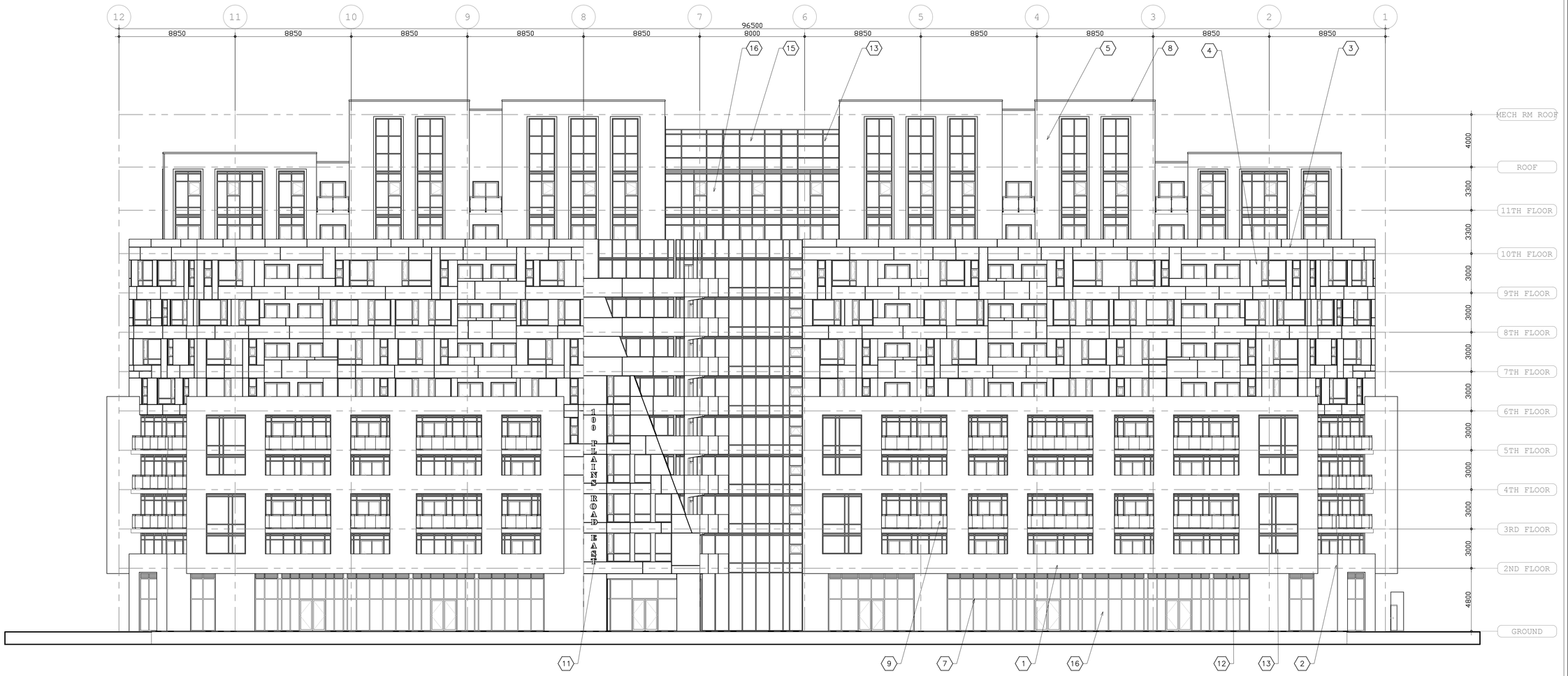
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OCT. 2024
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ALDERSHOT
BURLINGTON

TYPCIAL APARTMENT
CONCEPTUAL
LAYOUTS

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A401



ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
5. METAL VERTICAL SIDING (WHITE)
6. WINDOW FRAME (GREY)
7. METAL WINDOW WALL FRAME (BLACK)
8. METAL FASCIA AND FLASHING CAP (DARK GRAY)
9. BALCONY METAL/GLASS GUARD (GRAY)
10. GLASS CANOPY
11. SIGNAGE
12. METAL LOUVRE (GREY)
13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

1 NORTH ELEVATION
1:50

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

N N

DRAWING NORTH GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

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ONTARIO ASSOCIATION OF ARCHITECTS
OCT. 2024
RADEK KOZLOWSKI
LICENCE
4810

84-104 PLAINS ROAD EAST ALDERSHOT BURLINGTON

NORTH ELEVATION

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A501



ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
5. METAL VERTICAL SIDING (WHITE)
6. WINDOW FRAME (GREY)
7. METAL WINDOW WALL FRAME (BLACK)
8. METAL FASCIA AND FLASHING CAP (DARK GRAY)
9. BALCONY METAL/GLASS GUARD (GRAY)
10. GLASS CANOPY
11. SIGNAGE
12. METAL LOUVRE (GREY)
13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

1 SOUTH ELEVATION
1:150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

DRAWING NORTH | GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

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ONTARIO ASSOCIATION OF ARCHITECTS
OCT. 2024
RADEK KOZLOWSKI
LICENCE
8810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

SOUTH ELEVATION

DESIGNED	RK
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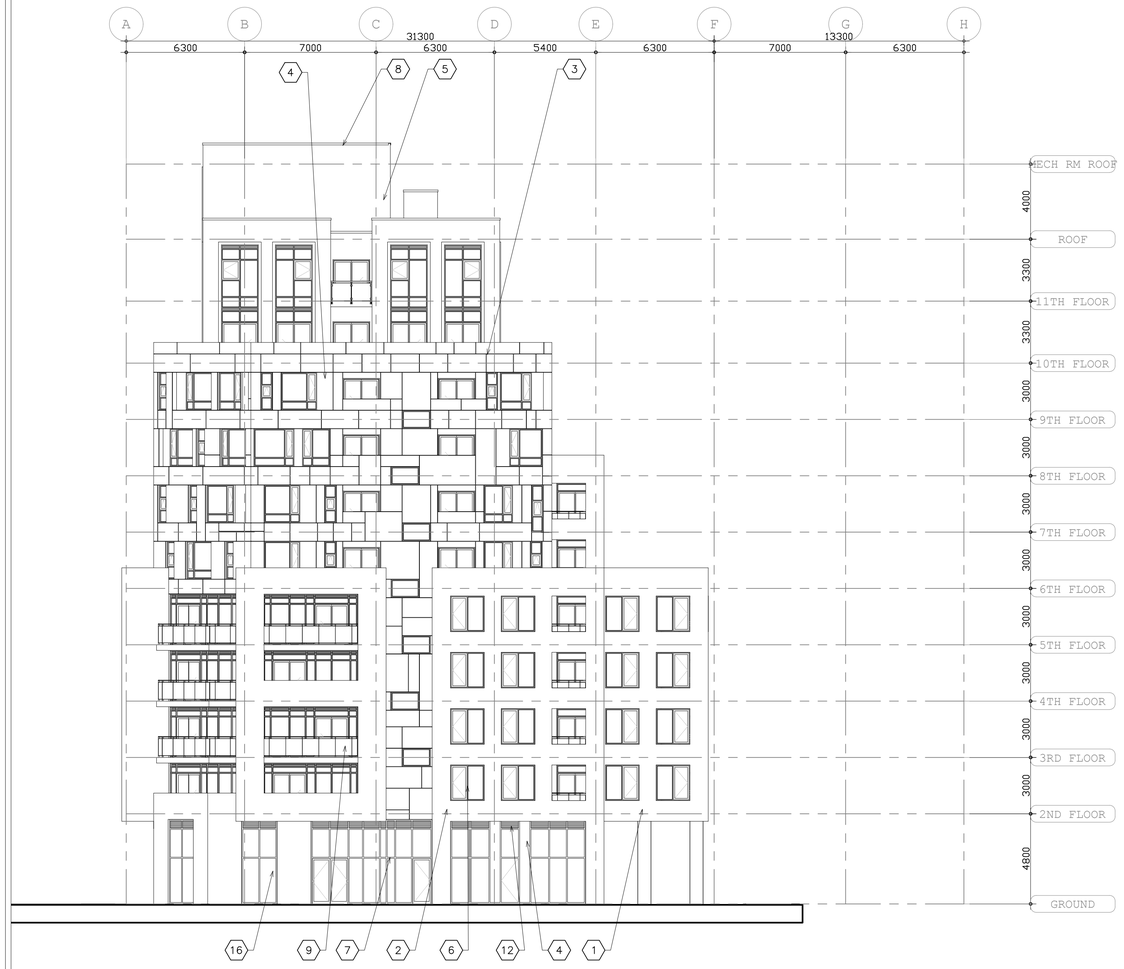
A502



ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
5. METAL VERTICAL SIDING (WHITE)
6. WINDOW FRAME (GREY)
7. METAL WINDOW WALL FRAME (BLACK)
8. METAL FASCIA AND FLASHING CAP (DARK GRAY)
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10. GLASS CANOPY
11. SIGNAGE
12. METAL LOUVRE (GREY)
13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

2 EAST ELEVATION
1:150



ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
5. METAL VERTICAL SIDING (WHITE)
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10. GLASS CANOPY
11. SIGNAGE
12. METAL LOUVRE (GREY)
13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

1 WEST ELEVATION
1:150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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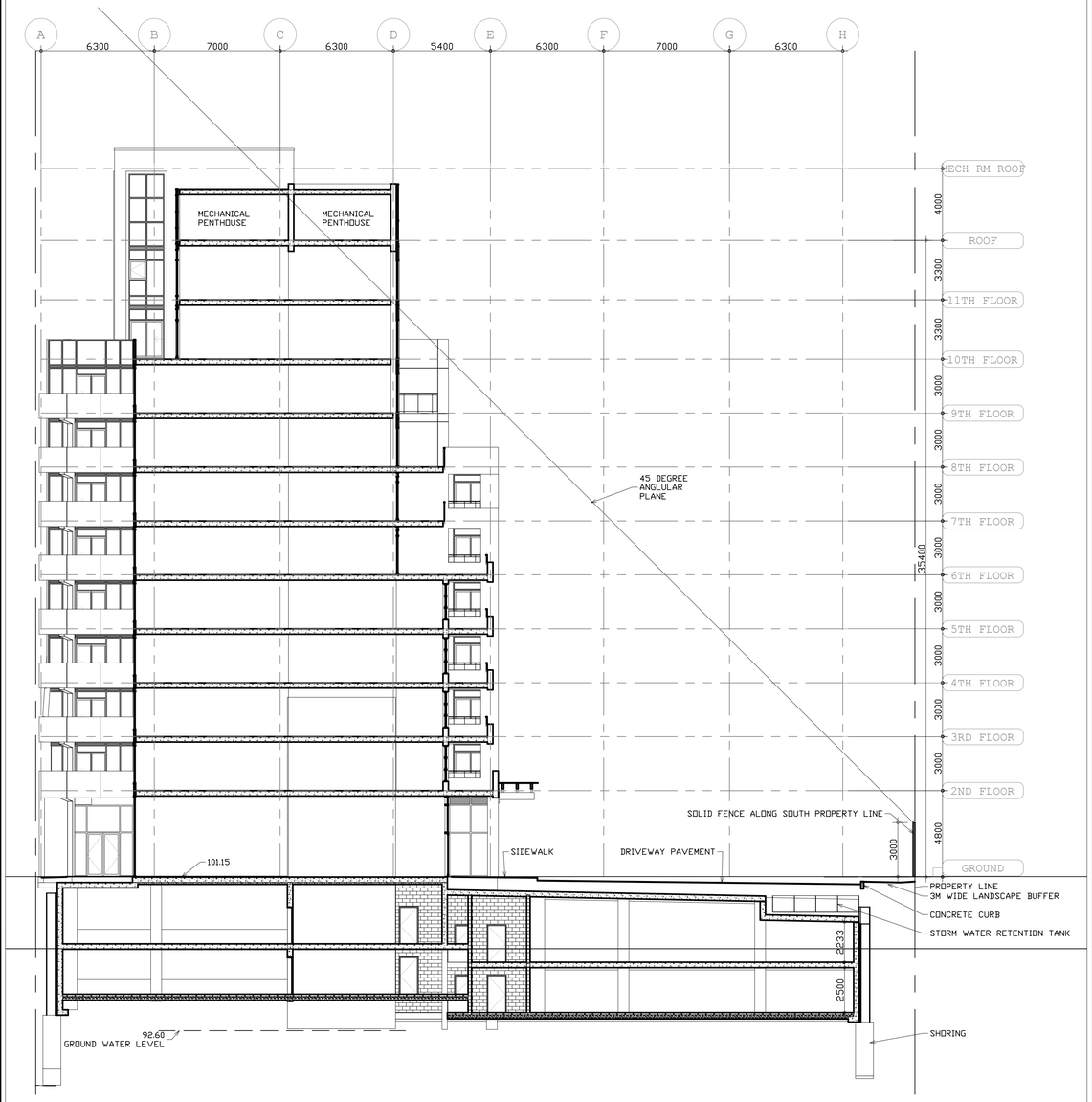
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OCT. 2024
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LICENCE
4810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

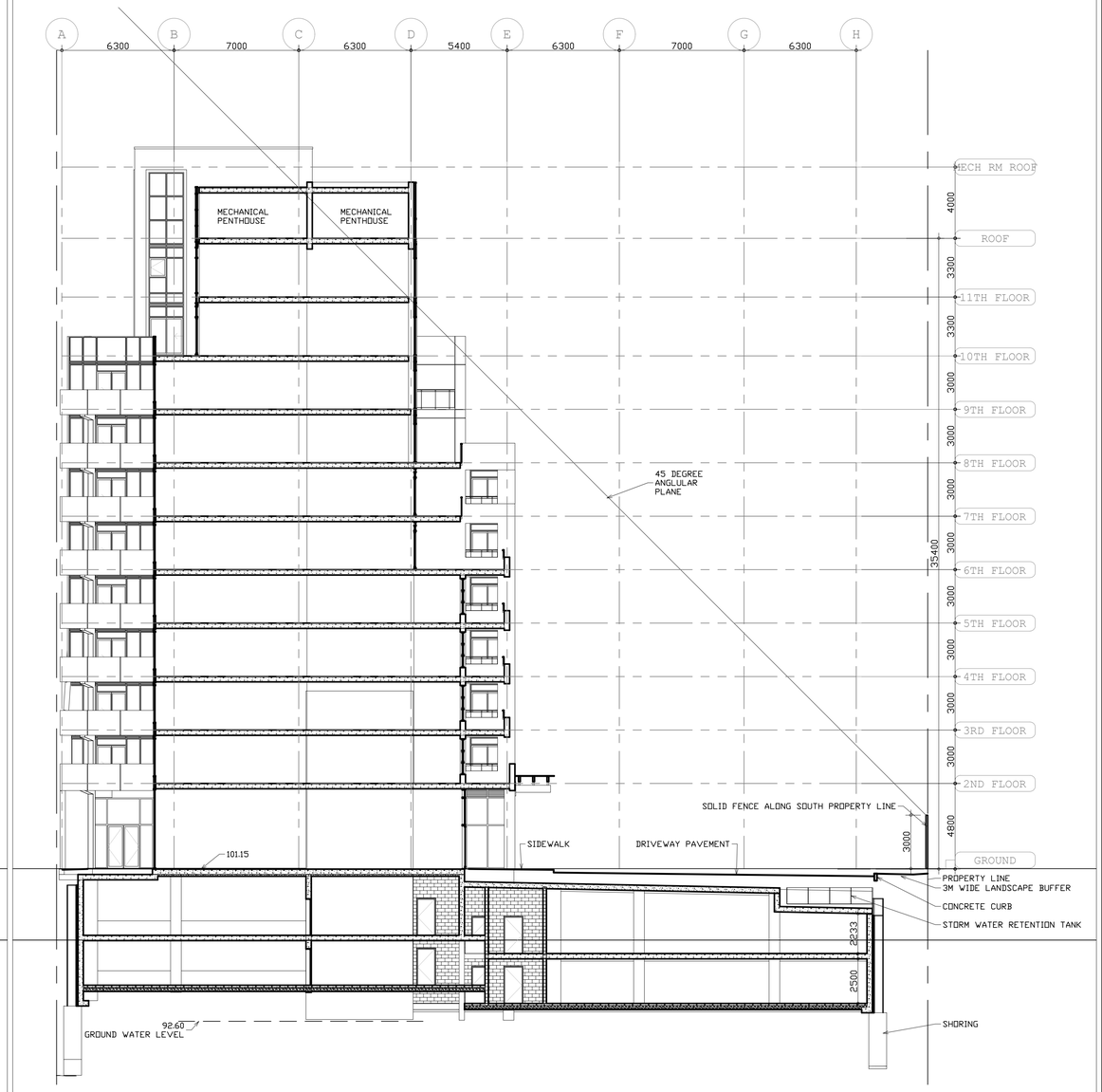
EAST AND WEST ELEVATIONS

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A503



2 SECTION AT GROUND COMMERCIAL UNIT
1:150



1 SECTION AT ENTRANCE LOBBY (SHORTEST BUILDING DEPTH)
1:150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

DRAWING NORTH | GEOGRAFIC NORTH

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416-778-7092

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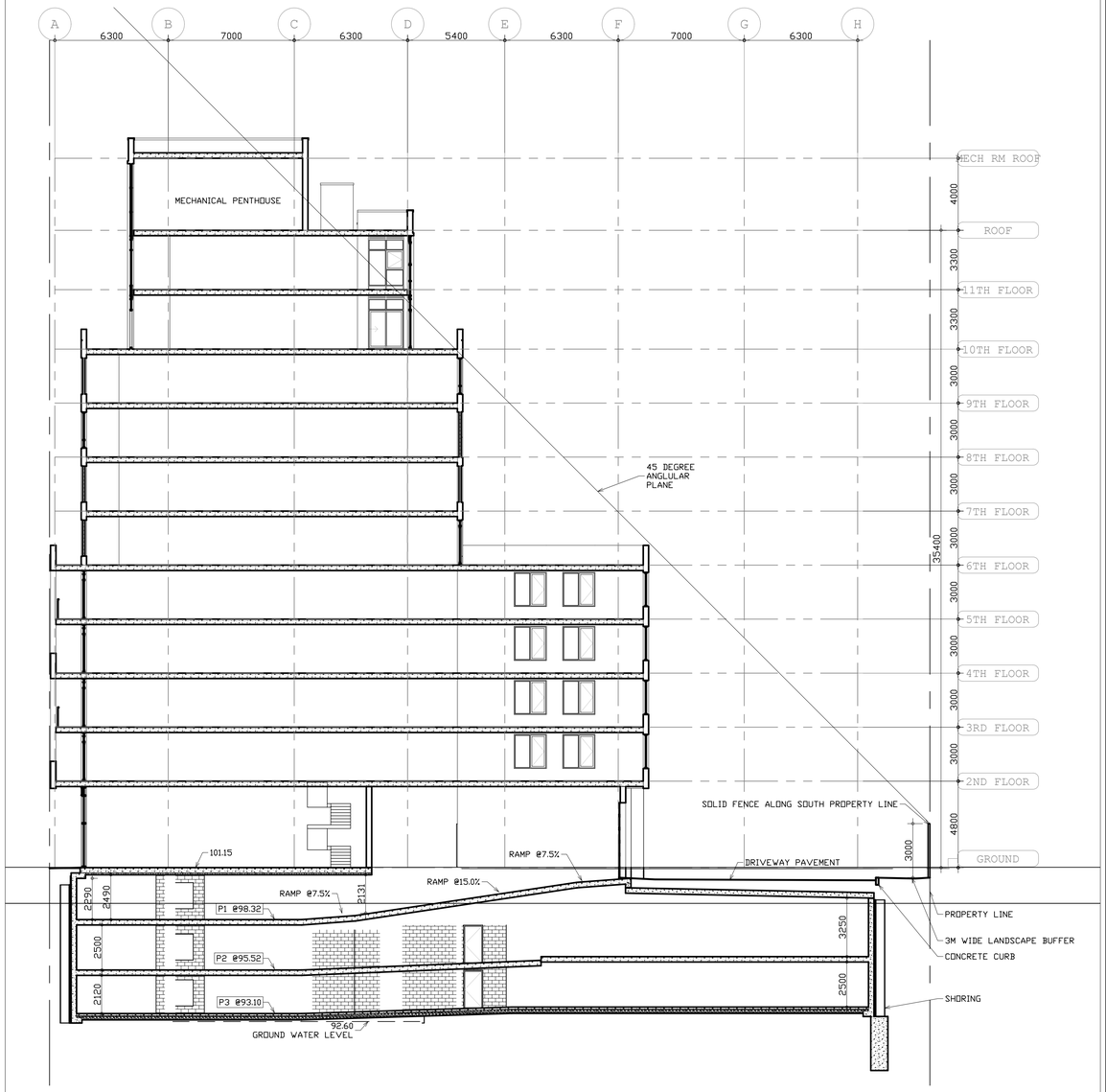
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84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

SECTIONS

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
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A601



1 SECTION AT UNDERGROUND GARAGE ENTRANCE (LONGEST BUILDING DEPTH)
1:150

CLIENT:

MIURA GROUP

931 Southcote Road
Ancaster, ON L9G 3L1

N N

DRAWING NORTH GEOGRAFIC NORTH

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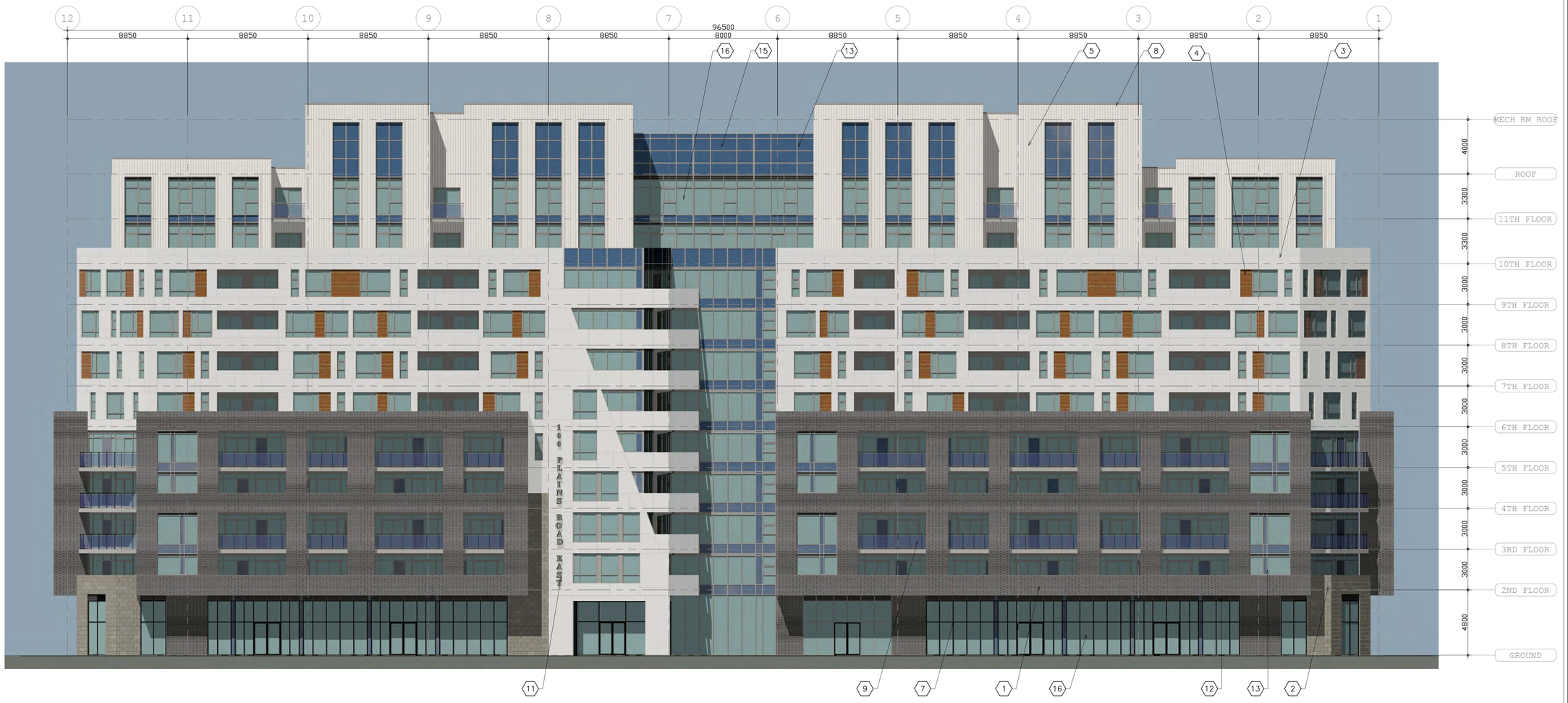
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LICENCE
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84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

SECTIONS

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A602



ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
5. METAL VERTICAL SIDING (WHITE)
6. WINDOW FRAME (GREY)
7. METAL WINDOW WALL FRAME (BLACK)
8. METAL FASCIA AND FLASHING CAP (DARK GRAY)
9. BALCONY METAL/GLASS GUARD (GRAY)
10. GLASS CANOPY
11. SIGNAGE
12. METAL LOUVRE (GREY)
13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

1 NORTH ELEVATION
1:50

CLIENT:

MIURA GROUP
931 Southcote Road
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DRAWING NORTH | GEOGRAFIC NORTH

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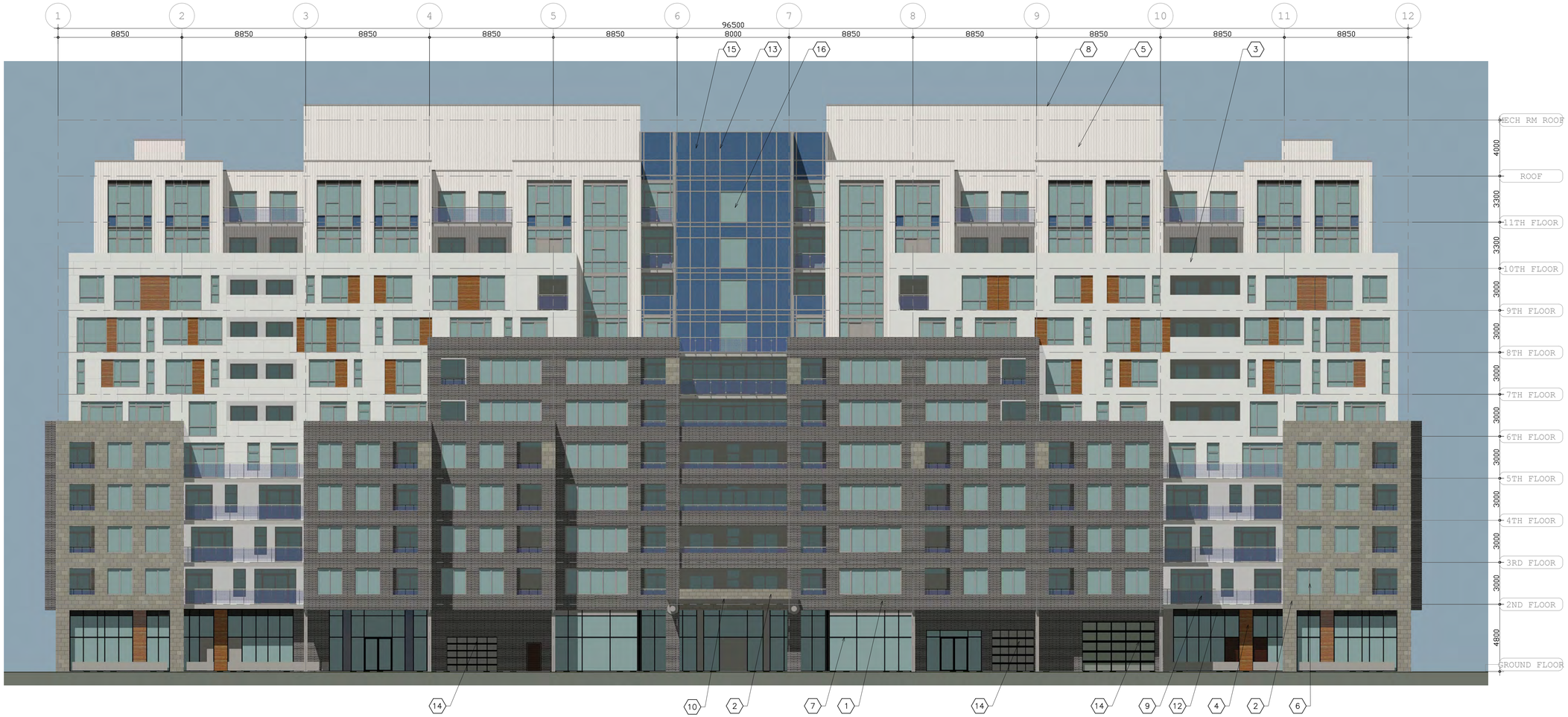
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84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

NORTH ELEVATION

DESIGNED	RK
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A501



ELEVATION MATERIAL LEGEND

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12. METAL LOUVRE (GREY)
13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

1 SOUTH ELEVATION
1:150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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DRAWING NORTH GEOGRAFIC NORTH

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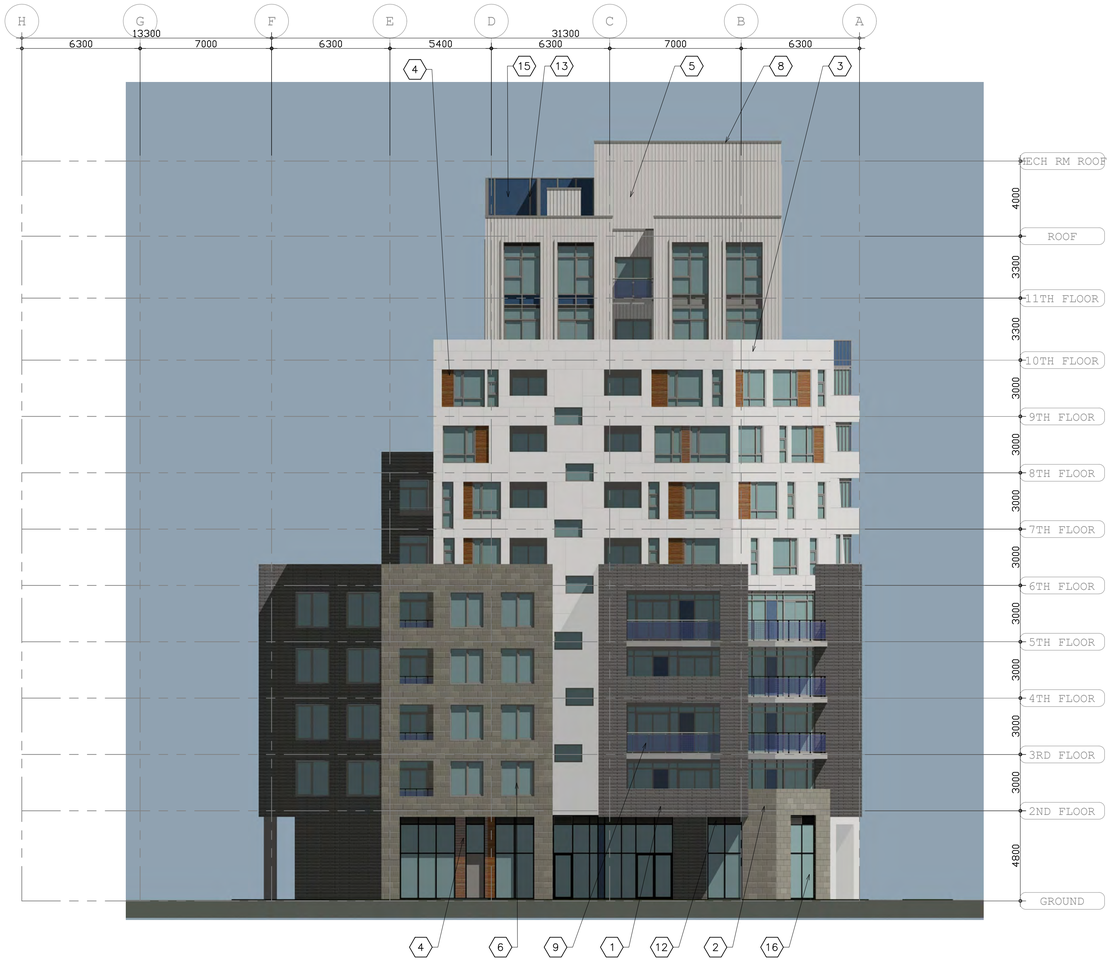
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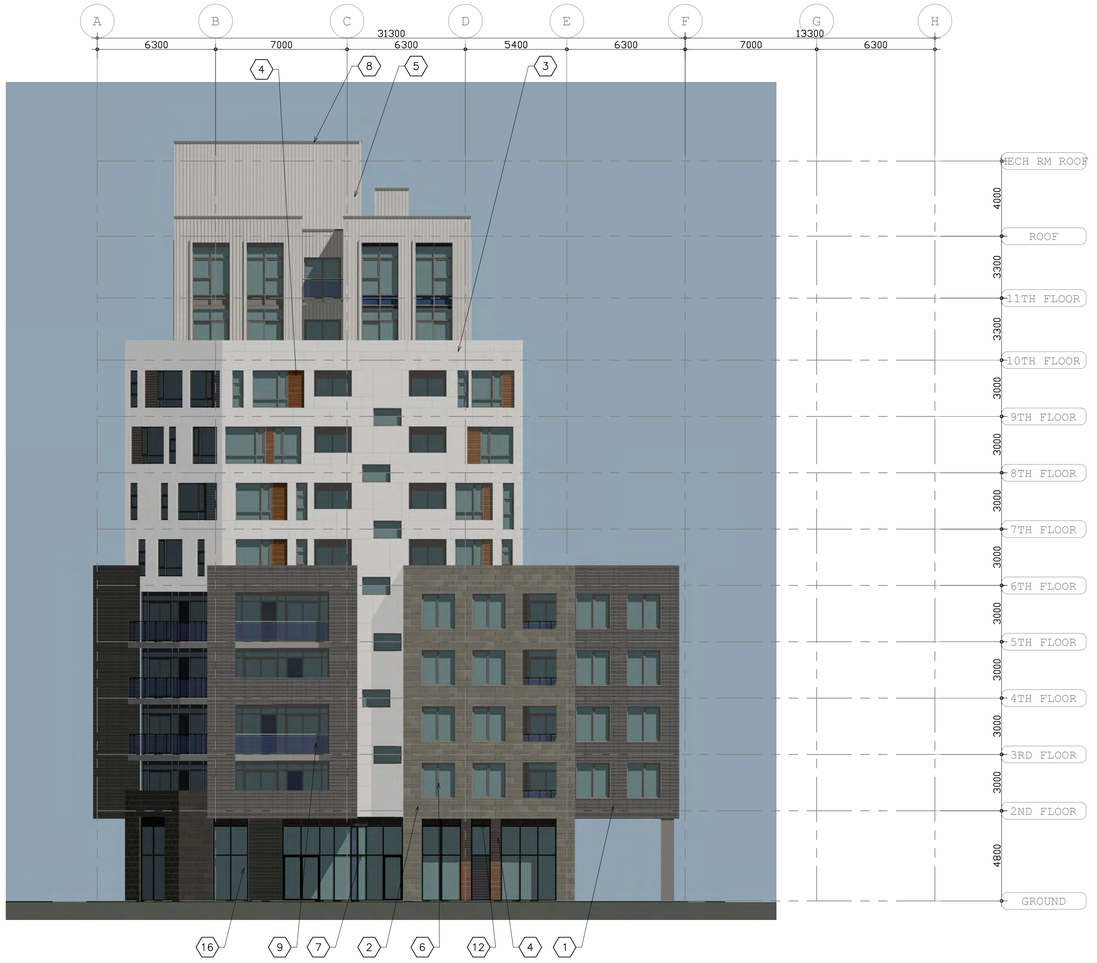
A502



ELEVATION MATERIAL LEGEND

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4. METAL PANEL (BROWN)
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14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

2 EAST ELEVATION
1:150



ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
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13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

1 WEST ELEVATION
1:150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

DRAWING NORTH | GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

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OCT. 2024
RADEK KOZLOWSKI
LICENCE
4810

84-104 PLAINS ROAD EAST ALDERSHOT BURLINGTON

EAST AND WEST ELEVATIONS

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SCALE	AS SHOWN

A503

APPENDIX D:
DRAFT OFFICIAL PLAN AMENDMENT

The Corporation of the City of Burlington By-law

XX-202X

A by-law to adopt Official Plan Amendment No. XXX to permit the development of an 11-storey mixed-use building at 84, 92 and 104 Plains Road East and 990 Glenwood Avenue.
File: XXXXX

Whereas the Council of the Corporation of the City of Burlington in accordance with the provisions of Section 17 and 21 of the Planning Act, 1990, as amended, approved the recommendation in community planning department report XXX at its meeting held on XXXX.

Now therefore the Council of the Corporation of the City of Burlington hereby enacts as follows:

1. That Amendment No. XXX to the Official Plan (1994) of the Burlington Planning Area consisting of the attached amendment and supporting documentation is hereby adopted.

2. That this by-law shall come into full force and take effect on the final day of passing thereof.

Enacted and passed this XX day of XXXX

Deputy Mayor Marianne Meed Ward _____

City Clerk Samantha Yew _____

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

CONSITUTIONAL STATEMENT

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

PART A – PREAMBLE

1. PURPOSE OF THIS AMENDMENT

This Amendment applies to the lands municipally known as 84, 92 and 104 Plains Road East and 990 Glenwood Avenue (the "Subject Lands").

The purpose of this Amendment is to change the land use designation of the properties municipally known as 84 and 104 Plains Road East, and 990 Glenwood Avenue, from Residential – Medium Density to Mixed Use Corridor – General. This Amendment also introduces site-specific provisions for the Subject Lands to permit a maximum FAR of 5.0:1 and building height of 11 storeys. The Amendment facilitates the development of an 11-storey mixed-use building containing commercial and residential uses at-grade, and residential uses in the above-ground levels.

SITE AND LOCATION

The Subject Lands are located on the south side of Plains Road East, between Glenwood Avenue to the east and Birchwood Avenue to the west. The Subject Lands contain an area of approximately 0.47 hectares (1.17 acres), with approximately 46.88 metres in frontage along Glenwood Avenue, 98.76 metres in frontage along Plains Road East, and 48.71 metres in frontage along Birchwood Avenue.

2. BASIS FOR THE AMENDMENT

a) The subject applications propose intensification that is consistent with the Provincial Planning Statement (PPS) (2024);
b) The proposal conforms to the Halton Region Official Plan and to the City of Burlington Official Plan (1997 and 2000), upon finalization of this Amendment;
c) The proposal provides appropriate regard for the City of Burlington's Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings, and Plains Road Corridor Urban Design Guidelines;
d) The proposal can be adequately serviced;
e) The proposal is well-served by existing community infrastructure, including public transit, parks, schools and recreation facilities;
f) The proposal is compatible with the surrounding area and impacts from the development are minimized; and
g) The proposed represents an appropriate intensification within a Major Transit Station Area.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

The mapping of the Official Plan for the Burlington Planning Area is amended by changing the designation for the properties municipally known as 84 and 104 Plains Road East, and 990 Glenwood Avenue, from Residential – Medium Density to Mixed Use Corridor – General as shown on the attached Schedule 1.

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

"X) For Lands located at 84, 92 and 104 Plains Road East and 990 Glenwood Avenue:

i. Notwithstanding Policy 5.3.2a)ii), d)i), d)ii), and s) of this Plan, for the lands described as 84, 92 and 104 Plains Road East and 990 Glenwood Avenue a mixed-use building consisting of residential and at-grade commercial uses, with a maximum floor area ration of 5.0:1 and a maximum building height of 11 storeys shall be permitted."

2. INTERPRETATION

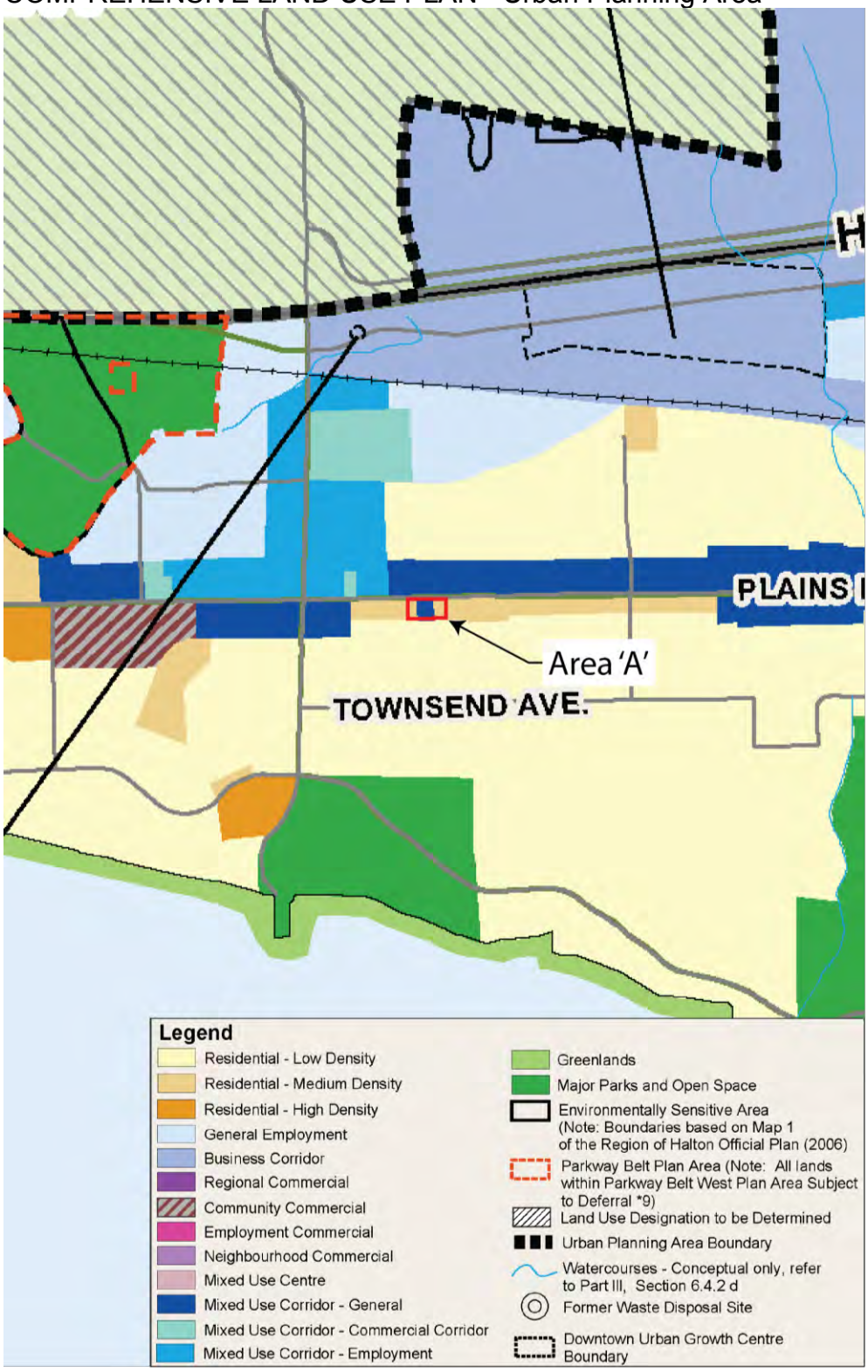
This Official Plan Amendment shall be interpreted in accordance with the "Interpretation" policies of Part VI, Implementation, Section 3.0, Interpretation, of the Official Plan of the Burlington Planning Area.

3. IMPLEMENTATION

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

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

SCHEDULE B
COMPREHENSIVE LAND USE PLAN - Urban Planning Area



APPENDIX E:
DRAFT ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE CITY OF BURLINGTON BY-LAW NUMBER 2020.XXX

Being a By-law to amend By-law 2020, as amended; for 84, 92 and 104 Plains Road East and 990 Glenwood Avenue, for the purpose of facilitating the mixed-use development with a height of 11-storeys.

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

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

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

2. The lands identified on Schedule "A" attached hereto are hereby rezoned from "Medium Density Residential Site Specific 346 (RM1-346)" to" "Mixed Use General Site Specific XX (MXG-XX)" and "Mixed Use General Site Specific 498 (MXG-498)" to" "Mixed Use General Site Specific XX (MXG-XX)".

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

Exception XXXX	**Zone MXG**	**Map XX**	**Amendment 2020.XXX**	**Enacted XXX**
Regulation		**Requirement**		
Maximum Floor Area Ratio		5.0:1		
Maximum Building Height		11 storeys		
Setbacks		Minimum 1.0 metres abutting Plains Road East at-grade and below-grade, 0.0 metres on the above ground levels Minimum 0.6 metres abutting Glenwood Avenue at-grade and below-grade, 0.0 metres on the above ground levels Minimum 0.8 metres abutting Birchwood Avenue at-grade and below-grade, 0.0 metres on the above ground levels Minimum 2.5 metres abutting the south lot line below-grade, 12.0 metres at-grade and on the above ground levels		
Setbacks for Yard Abutting a Residential Zone		Minimum 2.5 metres abutting the south lot line below-grade, 12.0 metres at-grade and		

	on the above ground levels
Landscape Area	Minimum 0 metres abutting Plains Road East, Glenwood Avenue, and Birchwood Avenue
Landscape Buffer	A landscape buffer is permissive of encroachments to accommodate a below-grade parking structure, an off-leash dog area, and snow storage, and shall comprise of 1 metre extending 32.92 metres from the eastern (Glenwood Avenue) lot line, with a minimum of 3.0 metres for the remainder of the lot line.
Amenity Area	Minimum 15.4 square metres per unit
Maximum Height of Fences and Privacy Screens	3.0 metres
Maximum Balcony Projection into Required Yard	2.0 metres
Balcony Projection Length	The sum of the length of these projections may exceed one third of the permitted length of a building wall, at a length greater than 3 metres
Balcony Location	Balconies located above the first storey on a wall facing the side and rear yard of detached dwellings are permitted
Minimum Parking	Residential Uses: 0.98 spaces per unit Residential Visitor and Commercial / Non-Residential Uses: 0.15 spaces per dwelling unit
Parking Space Dimensions	27 of the total required parking spaces may contain a minimum length of 5.5 metres and width of 2.4 metres
Parking Space Area	27 of the total required parking spaces may contain a minimum area of 13.2 metres
Accessible Parking Space Dimensions	Accessible parking spaces may contain a minimum width of 2.4 metres
Accessible Parking Space Area	Accessible parking spaces may contain a minimum area of 14.4 square metres

Accessible Parking Space Walkway Width	Accessible parking spaces may contain a minimum 1.5 metre walkway width
Parking Spaces and Driveway Setbacks	Parking spaces and driveways shall be setback from a window of a habitable room in a dwelling unit located on the ground floor or basement by a minimum of 1.2 metres Parking spaces and driveways shall be setback a minimum 1 metres from an R1, R2 and R3 zone
Parking Structure Setbacks	An enclosed parking structure below grade and up to 1.6 m above grade shall be subject to a minimum setback of 0.6 metres from a street line. An enclosed parking structure below grade, at-grade, and above grade, may encroach into a required landscape buffer
Accessory Buildings and Structures	The yard requirements shall not apply to accessory buildings and structures located on the lot

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

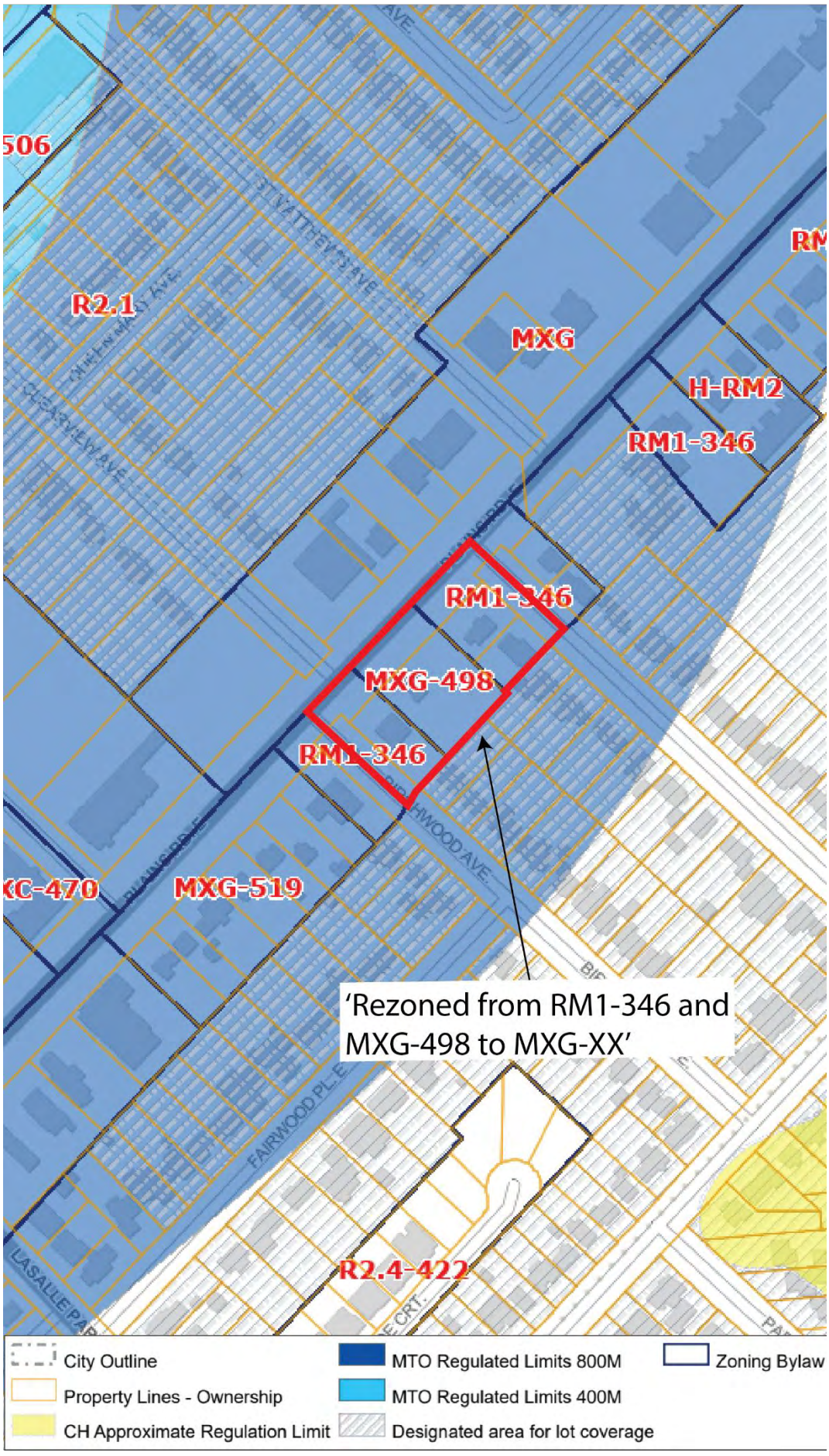
When no notice of appeal is filed pursuant to the provisions of the Planning Act, R.S.O. 1990, c.P.13, as amended, this By-law shall be deemed to have come into force on the day it was passed;

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

ENACTED AND PASSED this ……day of.....202X.

_____ MAYOR

_____ CITY CLERK


506
R2.1
MXG
H-RM2
RM1-346
RM1-346
MXG-498
RM1-346
XC-470
MXG-519
R2.4-422
'Rezoned from RM1-346 and MXG-498 to MXG-XX'
City Outline
Property Lines - Ownership
CH Approximate Regulation Limit
MTO Regulated Limits 800M
MTO Regulated Limits 400M
Designated area for lot coverage
Zoning Bylaw

APPENDIX F: POLICY REFERENCES

Appendix F: Policy References

The following is a consolidation of key policy references that were considered through the policy review but is not intended to be an exhaustive list.

Planning Act, R.S.O 1990, c. P. 13
(2) The Minister, the council of a municipality…in carrying out its responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as: *(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;* *(h) the orderly development of safe and healthy communities;* *(i) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;* *(j) the adequate provision of a full range of housing, including affordable housing;* *(l) the protection of the financial and economic well-being of the Province and its municipalities;* *(p) the appropriate location of growth and development;* *(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;* *(r) the promotion of built form that,* *(i) is well-designed,* *(ii) encourages a sense of place, and* *(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;* *(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.*
Provincial Planning Statement (2024)
Chapter 2: Building Homes, Sustaining Strong and Competitive Communities
2.1 Planning for People and Homes
1. As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.
2. Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.
3. At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30

years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.

4. To provide for an appropriate range and mix of housing options 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 15 years through 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, including units in draft approved or registered plans.

6. Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2 Housing

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

a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
b) permitting and facilitating:
    1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
    2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
2.3 Settlement Areas and Settlement Area Boundary Expansions
2.3.1 General Policies for Settlement Areas
1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas
2. Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate; and e) are freight-supportive.
3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities
4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.
5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.
2.4 Strategic Growth Areas
2.4.1 General Policies for Strategic Growth Areas
1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

a) to accommodate significant population and employment growth; b) as focal areas for education, commercial, recreational, and cultural uses; c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and d) to support affordable, accessible, and equitable housing.
3. Planning authorities should: a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas; b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas; c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form; d) consider a student housing strategy when planning for strategic growth areas; and e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.
2.4.2 Major Transit Station Areas
1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800- metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.
2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.
3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by: a) planning for land uses and built form that supports the achievement of minimum density targets; and
6. All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible: a) connections to local and regional transit services to support transit service integration; b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and

c) commuter pick-up/drop-off areas.
2.4.3 Frequent Transit Corridors
1. Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.
2.8 Employment
2.8.1 Supporting a Modern Economy
1. Planning authorities shall promote economic development and competitiveness by: a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment; d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.
3. In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.
2.9 Energy Conservation, Air Quality and Climate Change
1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: a) support the achievement of compact, transit-supportive, and complete communities; b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; c) support energy conservation and efficiency; d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and

e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.
Chapter 3: Infrastructure and Facilities
3.1 General Policies for Infrastructure and Public Service Facilities
1. Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they: a) are financially viable over their life cycle, which may be demonstrated through asset management planning; b) leverage the capacity of development proponents, where appropriate; and c) are available to meet current and projected needs.
3.2 Transportation Systems
1. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.
2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
3.3 Transportation and Infrastructure Corridors
1. Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.
2. Major goods movement facilities and corridors shall be protected for the long term.
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, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.
3.5 Land Use Compatibility

1. Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

3.6 Sewage, Water and Stormwater

1. Planning for sewage and water services shall:
   a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
   b) ensure that these services are provided in a manner that:
      1. can be sustained by the water resources upon which such services rely;
      2. is feasible and financially viable over their life cycle;
      3. protects human health and safety, and the natural environment, including the quality and quantity of water; and
      4. aligns with comprehensive municipal planning for these services, where applicable.
   c) promote water and energy conservation and efficiency;
   d) integrate servicing and land use considerations at all stages of the planning process;
   e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and
   f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5

2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

8. Planning for stormwater management shall:
   a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
   b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
   c) minimize erosion and changes in water balance including through the use of green infrastructure;
   d) mitigate risks to human health, safety, property and the environment;
   e) maximize the extent and function of vegetative and pervious surfaces;
   f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and

g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

1. Healthy, active, and inclusive communities should be promoted by:
   a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
   b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
   c) providing opportunities for public access to shorelines; and
   d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Chapter 4: Wise Use and Management of Resources

4.2 Water

1. Planning authorities shall protect, improve or restore the quality and quantity of water by:
   a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
   b) minimizing potential negative impacts, including cross-jurisdictional and crosswatershed impacts;
   c) identifying water resource systems;
   d) maintaining linkages and functions of water resource systems;
   e) implementing necessary restrictions on development and site alteration to:
      1. protect all municipal drinking water supplies and designated vulnerable areas; and
      2. protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;
   f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and
   g) ensuring consideration of environmental lake capacity, where applicable.

Chapter 6: Implementation and Interpretation

6.1 General Policies for Implementation and Interpretation

5. Official plans shall identify provincial interests and set out appropriate land use designations and policies. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with the Provincial Planning Statement. The policies of the Provincial Planning Statement continue to apply after adoption and approval of an official plan.
6. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development.
12. Density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.
Region of Halton Official Plan (May 16, 2024 Office Consolidation, as amended by ROPA 49)

The Subject Lands are identified as follows in the Region of Halton Official Plan (ROP):
• Subject Lands:
  ○ **Urban Area** (Map 1h – Regional Urban Structure)
  ○ **Build Boundary (**Map 1h – Regional Urban Structure)
  ○ **Aldershot GO Major Transit Station Area (MTSA) (**Map 1h – Regional Urban Structure & Map 6d - Aldershot GO MTSA)
• Plains Road:
  ○ **Regional Intensification Corridor in Regional Urban Boundary (**Map 1h – Regional Urban Structure)
  ○ **Multi-Purpose Arterial** (Map 3 Functional Plan of Major Transportation Facilities)
  ○ **Planned Right-of-Way Width of 36 metres** (Map 4 Right-of-Way Requirements of Arterial Roads)

Part II Basic Position
Halton and the Local Municipalities
48. Area-Specific Plans such as secondary plans are to be prepared by the Local Municipalities for settlement areas such as new communities, Strategic Growth Areas and Hamlets in accordance with policies of this Plan.
Halton's Regional Structure
55. The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment as contained in Table 1, which has been updated to the planning horizon year of 2051 through the municipal comprehensive review, and in accordance with the Regional phasing outlined on Map 5, as well as by other infrastructure elements such as transportation systems and urban services and other policies of this Plan.

TABLE 1 POPULATION AND EMPLOYMENT DISTRIBUTION

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

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

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

55.1. The Regional Structure also sets out targets for intensification within the Built-Up Area and for the density of Designated Greenfield Areas and Employment Areas, as contained in Table 2.

TABLE 2 INTENSIFICATION AND DENSITY TARGETS

Target	Municipality				
	Halton Region	Burlington	Oakville	Milton	Halton Hills
Intensification Target					
Housing Units in Built-Up Area[1]	**53,300**	20,500	19,400	9,800	3,600
Community Area Density Targets					
People and Jobs per Hectare in the Designated Greenfield Area[2]	**62**	76	70	59	53
Employment Area Density Targets					
Jobs per Hectare in the Employment Areas [3]	**26**	33	36	19	24

55.2 The Regional Structure also sets out the Regional phasing to be achieved every five years from 2022 to 2051 between the Built-Up Areas and the Designated Greenfield Areas in Table 2a.

TABLE 2A REGIONAL PHASING

Municipality	2022-2026	2027-2031	2032-2036	2037-2041
Burlington				
Units in *Designated Greenfield Area*	**590**	**620**	**450**	**460**
Low Density Units	220	230	20	20
Medium & High Density Units	370	390	430	440
Units inside the *Built Boundary*	**4,790**	**5,090**	**5,170**	**5,270**
Employment	**4,000**	**4,200**	**4,200**	**4,300**

55.3 The Regional Structure also sets out targets that apply to Strategic Growth Areas as contained in Table 2b, including:

a) specific minimum density targets, planned to be achieved by 2031 or earlier for Urban Growth Centres and beyond the 2051 planning horizon of this Plan for other Strategic Growth Areas; and

b) general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term.

The general targets for an overall proportion of residents and jobs in Strategic Growth Areas may be refined by the Local Municipalities, subject to Regional approval, and provided the change does not compromise the overall intent of the Region's growth strategy.

TABLE 2B STRATEGIC GROWTH AREA TARGETS

Strategic Growth Area Type	Strategic Growth Area	Minimum Density Target * (Residents and Jobs Combined Per Hectare)	General Target Proportion of Residents & Jobs **	
			Residents	Jobs
UGC / MTSAs on a Priority Transit Corridor	Midtown Oakville / Oakville GO ***	200	~65%	~35%
	Downtown Burlington / Burlington GO ***	200	~65%	~35%
UGCs / MTSAs on a Commuter Rail Corridor	Downtown Milton / Milton GO ***	200	~80%	~20%
MTSAs on a Priority Transit Corridor	Bronte GO ***	150	~40%	~60%
	Appleby GO ***	120	~40%	~60%
MTSAs on a Commuter Rail Corridor	Aldershot GO ***	150	~80%	~20%
	Milton-Trafalgar GO ***	150	TBD****	TBD****
	Georgetown GO ****	TBD	TBD	TBD
	Acton GO ****	TBD	TBD	TBD
Primary *Regional Nodes*	Uptown Core, Oakville	160	~85%	~15%
	Trafalgar Urban Core, Oakville	160	~85%	~15%
	Hospital District, Oakville	160	~40%	~60%
	Palermo Village, Oakville	160	~85%	~15%
	Neyagawa Urban Core, Oakville	160	~85%	~15%
	Dundas Urban Core, Oakville	160	~85%	~15%
	Milton Education Village Innovation District	130	~55%	~45%

55.4 The Regional Structure is based on a strategy to accommodate population and employment growth in Halton to 2051 by directing growth to the Urban Areas within the Regional Urban Boundary as shown on Map 1 and in accordance with the distribution of population and employment in Table 1.

Part III Land Stewardship Policies

Land Use Designations

Urban Area and the Regional Urban Structure

72. The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improved housing affordability, sustainability, and economic prosperity.
72.1 The objectives of the Urban Area are:
72.1(1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.
72.1(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
72.1(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure
72.1(6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.
72.1(7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.
72.1(9) To facilitate and promote intensification and increased densities.
72.1(10) To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.
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. It is the policy of the Region to:

77(5) Require the Local Municipalities to prepare Area-Specific Plans or policies for major growth areas, including the development or redevelopment of communities. The area may contain solely employment lands without residential uses or solely a Strategic Growth Area. Such plans or policies shall be incorporated by amendment into the Local Official Plan and shall demonstrate how the goals and objectives of this Plan are being attained and shall include, among other things:

- *a) a general statement of the intended character of the area or community,*
- *b) boundaries of the area or community,*
- *c) policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within hazard lands,*
- *d) capacity targets of population, housing units and employment, including targets for Affordable Housing,*
- *e) land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes,*
- *f) location, types and density of residential and employment lands that contribute to creating healthy communities through:*
  - *i. urban design,*
  - *ii. diversity of land uses,*
  - *iii. appropriate mix and densities of housing,*
  - *iv. provision of local parks and open space,*
  - *v. strengthening live-work relationship through a proper balance of residential and employment land uses, and*
  - *vi. promoting active transportation and public transit use.*
- *f.1) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines*
- *g) overall development density for the area or community and, if it is located within the Designated Greenfield Area, how this density will contribute towards achieving the minimum overall development density for Designated Greenfield Areas in the Local Municipality as set out in Table 2 and the Regional phasing as set out in Table 2a,*
- *h) a transportation network that promotes public transit and active transportation, including a strategy for early introduction of transit services,*
- *i) development phasing,*
- *j) storm water management or, if the scale of development justifies, a Subwatershed Study as per Section 145(9),*
- *k) Environmental Impact Assessments, if any part of the Regional Natural Heritage System is affected in an area not covered by a Sub-watershed Study,*
- *l) an Air Quality Impact Assessment based on guidelines under Section 143(2.1),*
- *m) water and wastewater servicing plans,*
- *n) provision of utilities,*
- *o) a fiscal impact analysis,*
- *p) a community infrastructure plan, based on Regional guidelines, describing where, how and when public services for health, education, recreation, sociocultural activities, safety and security and Affordable Housing will be provided to serve the community, and*

q) an Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations, including the requirement for compliance with the Minimum Distance Separation formulae where an agricultural operation is outside the Urban Area.
77(22) Require the Local Municipalities to include in their Official Plans development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.
Regional Urban Structure
78. Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses. *The Regional Urban Structure consists of the following structural components:* *1. Strategic Growth Areas;* *2. Regional Employment Areas;* *3. Built-Up Areas; and* *4. Designated Greenfield Areas.*
78.1 The objectives of the Regional Urban Structure are: *1. To provide a structure and a hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;* *2. To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;* *5. To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation.*
Strategic Growth Areas
79 The objectives of the Strategic Growth Areas are:
79(1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.

79 (2) To provide opportunities for more cost-efficient and innovative urban design.
79 (5) To create a vibrant, diverse and pedestrian-oriented urban environment.
79(6) To cumulatively attract a significant portion of population and employment growth.
79(8) To support transit and active transportation for everyday activities.
79(9) To generally achieve higher densities than the surrounding areas.
79(10) To achieve an appropriate transition of built form to adjacent areas.
79.3 It is the policy of the Region to:
79.3(1) Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.
79.3(3) Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for the development of a new Strategic Growth Area or the redevelopment of an existing Strategic Growth Area, in accordance with Sections 48 and 77(5) or for a Major Transit Station Area, in accordance with Section 81.2(4) of this Plan. The provisions for Strategic Growth Areas may be incorporated as part of a larger community plan.
79.3(7.2) Consider intensification and development of Strategic Growth Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Protected Major Transit Station Areas under the Planning Act, to promote and support intensification and further the development of Affordable Housing.
79.3(7.3) Ensure that Strategic Growth Areas are development-ready by: a) making available at the earliest opportunity water, waste water and transportation service capacities to support the development densities prescribed for Strategic Growth Areas; and
79.3 (8) Encourage the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.
Major Transit Station Areas

81. The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:
81(2) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.
81(3) To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit-supportive growth.
81(4) To achieve multimodal access to stations and support complete communities.
81(5) To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.
81(6) To protect existing employment uses within and adjacent to Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved. New developments are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.
81(7) To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area Specific Plans.
Regional Intensification Corridors
82.3 The objectives of the Regional Intensification Corridors, identified conceptually on Map 1H, are:
82.3(1) To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and serve an existing or planned higher order transit function, connecting other elements of the Regional Urban Structure, and accommodating higher-density mixed use development and/or a mix of employment uses appropriate to the existing local context.
82.3(2) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.
82.3(3) To achieve a mix of residential, office, institutional and commercial development, where appropriate.
82.7 It is the policy of the Region to:

82.7(1) Direct development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy identified in Section 79.2 of this Plan, and based on the level of existing and planned transit service.
Housing
84. The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.
85. The objectives for housing are:
85(3) To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.
85(4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.
85(8) To encourage the Local Municipalities and the building and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.
86. It is the policy of the Region to:
86(1) Monitor the development approval process to achieve at all times a minimum of three-year supply of draft approved and/or registered residential units for the Region as a whole.
86(6) Adopt the following housing targets: *a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter; and* *b) that at least 30 per cent of new housing units produced annually in Halton be Affordable or Assisted Housing.*
86(11) Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.
Urban (Water Supply and Wastewater Treatment) Services
89. It is the policy of the Region to:

89(1) Provide urban services only within the Regional Urban Boundary as delineated on Map 1 of this Plan, unless otherwise permitted by specific policies of this Plan.
89(2) Adopt, after consultation with the Ministry of the Environment, Urban Services Guidelines to implement policies of this Plan consistent with Provincial policies.
89(3) Require that approvals for all new development within the Regional Urban Boundary as delineated on Map 1 of this Plan, be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.
89(4) Permit development in the Urban Area on private wells and/or private sewage disposal systems that conform to Regional standards and Provincial legislation, regulations and standards including building codes only: *a) when urban service(s) is determined by the Region to be unavailable;* *b) on an interim basis until urban service(s) is available, at which time the development must be connected to the municipal servicing system(s) within two years of the service(s) becoming available;* *c) the development meets other criteria as specified by Council in the Urban Services Guidelines; and* *d) the owner of the development satisfies all financial and legal obligations required by the Region*
Part IV Healthy Communities Policies
Environmental Quality
Air and Ambiance
143. It is the policy of the Region to:
143(9) Require proposed development adjacent or in proximity to railway lines or railway yards to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region, the Local Municipality and the Ministry of the Environment, and in consultation with the appropriate railway agency, and to implement the study recommendations, as approved, including the restriction of new residential and other sensitive land uses: a) noise studies, if the development is within 300m of a railway right-of-way or 1000m of a railway yard; b) vibration studies, if the development is within 75m of a railway right-of-way or a railway yard; and c) air quality studies, if the development contains sensitive land uses and is within 1,000m of a railway yard.
143(12) Achieve land use compatibility between sensitive land uses and major facilities by: a) requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants, to minimize risk to public

health and safety, and to ensure the long-term operational and economic viability of major facilities, in accordance with Provincial guidelines, standards, and procedures;

b) where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing, or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial guidelines, standards and procedures:
   i. there is an identified need for the proposed use;
   ii. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
   iii. adverse effects to the proposed sensitive land use are minimized and mitigated; and
   iv. potential impacts to industrial, manufacturing or other uses are minimized and mitigated; and

c) requiring an air quality study based on guidelines under Section 143(2.1) for development proposals with sensitive land uses located within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.

Land

147. It is the policy of the Region to:

147(17) Require that, prior to the Region or Local Municipality considering any development proposals, the proponent undertake a process in accordance with the Region's Guidelines (Protocol) for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites and any applicable Provincial legislation, regulations and guidelines to determine whether there is any potential contamination on the site and the steps necessary to bring the site to a condition suitable for its intended use.

Public Safety

156. It is the policy of the Region to:

156(1) Require all proponents of development to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security.

Built Environment	
Contribution to healthy community:	**Elements:**
• welcoming pedestrian-scaled environments;	• Walkable & Connected Communities

• a range of densities that will support public transit and amenities; and, community infrastructure.	• Streetscapes and the Pedestrian Environment

Mobility	
Contribution to healthy community:	**Elements:**
• encouraging physical activity; • facilitating active transportation and public transit; • reducing dependency on single occupant vehicles and improving access to transit;	• Active Transportation • Transit Accessibility • Transit-supportive Density • Pedestrian & Cycling Routes

Economy	
Contribution to healthy community:	**Elements:**
• Promoting a diversity of employment opportunities and densities at appropriate locations where transit is available; and, • Promoting the efficient movement of goods.	• Population and Jobs • Employment Lands

Economic Development
168. The goal for economic development is to achieve sustainable economic prosperity for Halton on the basis of its competitive location, innovative businesses, skilled labour force, high quality infrastructure, sustainable natural resources, a positive business environment, and a diversified economic base.
169. The objectives of the Region are:
(1) To continuously increase the innovative capacity of Halton's businesses and the knowledge base and skill level of Halton's labour force in response to a changing global economy.
169(10) To promote economic activities that provide diverse, high quality employment opportunities as well as a greater match by type between employment and residential growth.
Transportation
171. The goal for transportation is to provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency.
172. The objectives of the Region are:

172(2) To develop a balanced transportation system that:
a) reduces dependency on automobile use;

172(9.1) To ensure development is designed to support active transportation and public transit.

172(9.2) To integrate transportation planning, land use planning and investment in infrastructure.

172(10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

173. It is the policy of the Region to:

173(1) Adopt a Functional Plan of Major Transportation Facilities, as shown on Map 3 and described in Table 3, for the purpose of meeting travel demands for year 2021 as well as protecting key components of the future transportation system to meet travel demands beyond year 2021. The alignments of entirely new sections of transportation facilities shown on Map 3 are conceptual only. The geometrics, design and construction of Provincial Freeways and Highways are under the jurisdiction of the Ministry of Transportation, and descriptions of these facilities in Table 3 are for information purposes only.

Facility Type	Function	General Design Criteria
Multi-Purpose Arterials	• Serve a mix of functions of Major Arterials and Minor Arterials • Accommodate *active transportation*	• Intermediate degree of access control • Transit-supportive, high density, mixed use *development* to be encouraged along right-of-way • Right-of-way requirements up to 50m • Pedestrian *infrastructure* as well as on and/or off road cycling facilities where possible

Energy and Utilities

174. The goal for energy and utilities is to encourage and ensure the conservation and wise economic use of energy and to minimize adverse effects caused by its provision.

175(2) To reduce energy used in public and private buildings.

176. It is the policy of the Region to:

176(2) Facilitate energy conservation by: *c) promoting compact growth, live-work relationship and locally accessible services*
City of Burlington Official Plan, 1997 (December 2019 Office Consolidation)
The Subject Lands are identified as follows in the 1997 City of Burlington Official Plan (1997 OP): • Subject Lands: o **Residential Areas** (Schedule A: Settlement Pattern) o **84 & 104 Plains Road East and 990 Glenwood Avenue - Residential Medium-Density** (Schedule B: Comprehensive Land Use Plan - Urban Planning Area) o **94 Plains Road East - Mixed Use Corridor – General** (Schedule B: Comprehensive Land Use Plan - Urban Planning Area) • Plains Road: o **Multi-Purpose Arterial (**Schedule J: Classification of Transportation Facilities South of No. 1 Side Road) o **Primary Bus Service** (Appendix A: Schedule 1 – Long Term Transit Service Network) o **Bike Lane** (Appendix A: Schedule 2 – Long Term Cycling Master Plan)
Part 1 – Policy Framework
Section 3.0 – Guiding Principles
The urban and rural environment that is desired for the City of Burlington is summarized as follows: *a) Provide a community plan and growth strategy aimed at creating an attractive, liveable community that offers a wide range of housing, employment, transportation, and leisure opportunities for all its citizens.* *b) Support a healthy, clean and sustainable community based on an ecosystem approach and the implementation of the principles of Sustainable Development, by ensuring that environmental integrity and diversity, social and economic factors, and compatibility are considered in land use decisions.* *c) Ensure that the City's infrastructure and services are maintained or expanded at a level that is fair, realistic and affordable.* *d) Create a community development pattern that supports the existing business community and promotes new business development opportunities, by protecting critical areas of economic enterprise and promoting a variety of locations for economic activity* *e) Support a vigorous local economy.* *f) Promote safety and health in the community as well as fair access to housing, municipal services, community facilities, education facilities and economic opportunity.* *g) Promote the efficient use of land through intensification within appropriate areas of the City, in accordance with Provincial growth management objectives, while recognizing the need for balancing this objective with other planning considerations.*
Section 4.0 – Land Use Vision

Section 4.3 – The Future Built Form and Natural Environment
Key Changes *Changes that are encouraged by this Plan are:* *i. the development of a greater diversity of housing types to meet the changing needs of the population;* *ii. the development of a more self-contained city by encouraging a greater live-work relationship and supporting designation of lands for a wide variety of employment uses;* *iii. the focusing of more intense land uses into specified mixed use centres and along certain roads;* *iv. a move towards a more balanced transportation system; and* *v. a greater emphasis on the long term preservation and conservation of significant natural features with greater public access particularly to the waterfront and reasonable and responsible access to other areas. These changes, discussed in more detail below, will evolve gradually and will be designed to maintain the positive aspects of the City's neighbourhoods*
Significant growth anticipated *Demographic and economic trends project continued increases in both population and the number of employees over the next twenty years. The Plan addresses how and where this growth can be best fostered.*
Direct growth to specific locations *The Plan directs population growth towards underutilized or vacant parcels in existing communities; to the Alton community in northeast urban Burlington; to certain mixed use corridors; and to the two mixed use centres: the Downtown and the Uptown.*
Compact housing *To meet the needs of the changing population as shown by smaller households, an aging population, alternative family units and a broader range of income levels, and in response to greater environmental awareness and fiscal restraints, new residential growth will be mainly in the form of more compact housing. This development will be served by various modes of transportation and located in closer proximity to jobs, shopping and leisure areas.*
Broader mix of housing *The Plan encourages a broader mix of residential dwellings in terms of type, size, cost and ownership. Most residential development will be in low and medium density land use designations with some sites designated for high density development. While infill*

developments will be encouraged on vacant and under-utilized lands in existing neighbourhoods, the Plan provides that preservation and enhancement of the quality of life features of neighbourhoods must be considered in the review of any new and/or intensified development proposals in these areas
Transit and pedestrian oriented development *Provision of residential support services and amenities are a priority of the Plan. New residential developments will be planned considering all forms of travel and be supportive of safe pedestrian and vehicular movement with convenient connections to employment areas, neighbourhood shopping areas, public open spaces and recreational facilities, schools, churches and other institutional uses. The goal is to promote a sense of community identity that will continue to make Burlington a desirable place to live.*
Integrated transportation system *The City's transportation system will also gradually change. This Plan supports development of an integrated transportation system consisting of roads, public transit, pedestrian walkways and sidewalks and bikeways. While the automobile will remain the primary mode of transportation in the City, other forms of transportation will be encouraged to reduce congestion and improve environmental conditions. Land use decisions will coordinate transportation planning decisions so that higher density, mixed use and compact developments will be located where they can be*
Part 2 – Functional Policies
Section 2.0 – Sustainability and the Environment
Section 2.1 – Principle
2.1.(a) The City will endeavour to ensure that City operations and new development are consistent with the goals and objectives of Sustainable Development.
Section 2.2 – Objectives
2.2.(b) To preserve air/water quality and maintain biodiversity in the long term.
2.2.(d) To use Sustainable Development criteria for review of applications for development, and to ensure that new development is compatible with existing land uses.
Section 2.6 – Sustainability Development and City Operations
Section 2.6.2 – Policies

2.6.2.(g) Energy conservation shall be encouraged through community and site planning, design, and the use of energy-efficient materials and landscaping. When development applications are reviewed, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, walkability and decreased automobile dependency, and the use of landscaping and building materials.
Section 2.7 – Sustainable Design and Compatibility
Section 2.7.1 – Principle
2.7.1.(a) To the greatest extent possible, proposed development shall be consistent with the goals and objectives of Sustainable Development.
Section 2.7.2 – Objectives
2.7.2.(a) To ensure through the site planning process that building layout and urban form is consistent with Sustainable Development principles so that new development is efficient, safe, accessible, affordable and energy efficient.
2.7.2.(b) To encourage, wherever possible, development to be accessible by pedestrians, cyclists and public transit.
Section 2.7.3 – Policies
2.7.3.(c) Development will be reviewed to ensure efficiency of land use in the urban community in terms of energy, travel time, intensity and diversity.
2.7.3.(e) The City will encourage development that provides choices in housing, shopping, employment, and transportation.
2.7.3.(f) Energy conservation shall be encouraged through community and site planning, design, and the use of energy-efficient materials and landscaping. When development applications are reviewed, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, walkability and decreased automobile dependency, and the use of landscaping and building materials.
2.7.3 (k) Transportation Demand Management strategies will be used to encourage increased transit ridership, walking and bicycling in the City.
Section 2.11 – Storm Water Management
2.11.3 – Policies
2.11.3.(a) Storm water management techniques shall be used in the design and construction of all new developments to control both the quantity and quality of storm water runoff. The degree of control and techniques used will depend on the conditions in the

downstream receiving water bodies. The adverse effects of development on the downstream aquatic environment and adjacent lands shall be avoided or kept to a minimum.
2.11.3.(b) The provision of storm water drainage facilities shall be in accordance with existing master plans established through watershed and subwatershed studies, the criteria established in the City's Storm Water Drainage Criteria Manual and the Region of Halton's Guidelines for Pools, Ponds and Standing Water on Public Land. The City shall require, wherever possible, the consolidation of storm water management facilities in order to make efficient use of land and to minimize future maintenance costs to the City.
2.11.3.(e) Functional drainage designs shall be prepared at the draft plan of subdivision or zoning stage in accordance with the requirements of the City's Storm Drainage Criteria Manual.
Section 3.0 – Transportation
Section 3.2.1 – Objectives
3.2.1.(d) To encourage alternative travel by creating an urban environment that encourages walking, cycling and transit use and increases opportunities to live close to work and satisfy day-to-day needs locally without relying on the automobile.
3.2.1.(e) To maximize existing infrastructure to ensure that optimal benefit is obtained from the transportation system.
Section 3.2.2 – Policies
3.2.2.(d) A transportation study to assess the impact of a proposed development on current travel patterns and/or future transportation requirements may be required before Official Plan amendments, subdivision approvals, rezonings, site plan approvals or other development proposals are allowed.
Section 3.4 – Transit Services
Section 3.4.1 – Objectives
3.4.1.(c) To promote the use of transit, and to reduce traffic and parking demands traffic congestion and air pollution, by providing increased levels of service, encouraging transit-supportive land use planning and introducing appropriate "transit priority" and Travel Demand Management (TDM) measures.
Section 3.4.2 – Policies
3.4.2.(c) The City's transportation system and land use development are intended to achieve the following minimum transit modal shares when "mature-state" urban development is reached: *(i) 15% of all trips within Burlington by transit;* *(ii) 30% of all eastbound trips leaving the City by transit; and*

(iii) 10% of all westbound trips leaving the City by transit.
3.4.2.(e) Development applications shall be reviewed to ensure that, where feasible, proposed land developments encourage the efficient and effective use of transit services.
Section 3.6 – Walking
Section 3.6.2 – Policies
3.6.2.(c) The development of streetscapes that are safe, convenient and attractive for pedestrians shall be encouraged through measures such as providing wide sidewalks, locating retailing and personal service uses at street level, encouraging building designs that provide shelter, and the providing of convenient and sheltered transit stops, street furniture, trees and other amenities.
Section 6.0 – Design
Section 6.1 – Principle
6.1.(a) The tangible elements of the urban form, consisting of a combination of the built environment and open space that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of this Plan.
Section 6.2 – Objectives
6.2.(a) To ensure that the design of the built environment preserves, enhances and connects natural features and landscapes.
6.2.(c) To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character.
6.2.(e) To achieve a high quality of design within the public realm.
6.2.(f) To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.
Section 6.5 – Design Guidelines Policies
6.5.(a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.
6.5.(b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.

6.5.(c) The design of all buildings must recognize pedestrian scale, safety and the perception of safety and access and the preservation of public vistas and views.
6.5.(d) The creation of a continuous and harmonious streetscape environment shall be encouraged with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings.
6.5.(e) All developments shall be designed having regard for public transit accessibility in the Urban Planning Area, convenience and comfort, and access and parking for the physically challenged, and to ensure that the needs of persons with disabilities and other special needs groups are addressed.
6.5.(f) City Council shall require that design plans promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas.
6.5.(g) The location, amount, position and design of parking areas shall be reviewed to minimize their potential to erode the qualities of the public streetscape, and to lessen their visual impact. City Council shall require landscaped islands and screening in the design of large parking lots.
6.5.(h) The streetscape appearance of major, multi-purpose and minor arterial roads and collector streets shall be enhanced by encouraging buildings to present their main building facades to these roads or to enhance their treatment to avoid the appearance of blank buildings at service entrances.
6.5.(j) The functional and visual impact of site servicing, loading, air conditioning and ventilation equipment and waste handling facilities shall be minimized, by integrating them into the building's main structure, by screening or by site design.
6.5.(m) All development shall be designed having regard for Sustainable Development considerations as set out in Part II, Subsection 2.7.3 of this Plan.
Part 3 – Land Use Policies – Urban Planning Area
Section 2.0 – Residential Areas
Section 2.1 – Principles
2.1.(b) To the extent to which land is available in the Urban Planning Area, a sufficient supply of owner occupied and rental housing shall be maintained to meet existing and future needs

2.1.(c) To the extent to which land is available in the Urban Planning Area, a broad, diverse range of housing types shall be provided including housing which is affordable and accessible for all residents
Section 2.2.1 – Objectives
2.2.1.(a) To encourage new residential development and residential intensification within the Urban Planning Area in accordance with Provincial growth management objectives, while recognizing that the amount and form of intensification must be balanced with other planning considerations, such as infrastructure capacity, compatibility and integration with existing residential neighbourhoods.
2.2.1.(b) To provide housing opportunities that are compatible with the protection of the natural environment.
2.2.1.(c) To provide housing opportunities that encourage usage of public transit, pedestrian and bicycle transportation networks and decrease dependence on the car.
2.2.1.(d) To encourage a strong live/work relationship in the City by providing a variety of housing that reflects the existing and future socio-economic and demographic characteristics of local residents and job opportunities.
2.2.1.(e) To provide, where compatible, housing opportunities in proximity to employment areas and residential support uses such as shopping and recreational areas to create opportunities to reduce travel times.
2.2.1.(f) To encourage the integration of a wide range of housing types and tenure and discourage large concentrations of higher density residential blocks.
2.2.1.(g) To require new residential development to be compatible with surrounding properties.
Section 2.2.2 – General Policies
2.2.2.(a) Within Residential Areas, a broad range of residential dwelling types shall be permitted, including assisted and special needs housing such as group homes, rest/retirement homes and long-term care facilities, as well as uses compatible with, complementary to and serving the primary residential use of the land, such as home occupations and cottage industries, neighbourhood parks, and offices.
2.2.2.(d) In Residential-Medium Density areas, either ground or non-ground oriented housing units with a density ranging between 26 and 50 units per net hectare shall be permitted.
2.2.2.(g) The following building forms for residential development shall be permitted:

ii. detached and semi-detached homes, townhouses, street townhouses and stacked townhouses, back to back townhouses, attached housing and walk-up apartments shall be permitted in Residential-Medium Density areas, provided that these forms meet the density as specified in Part III, Subsection 2.2.2 d), for these areas;
Section 2.2.3 – Site-Specific Policies
2.2.3.(h) Notwithstanding the policies of Part III, Subsection 2.2.2 d) of this Plan, the lands designated "Residential Medium Density" on the south side of Plains Road, between Cooke Boulevard and Filmandale Road, shall be subject to site-specific zoning regulations designed to protect the existing character of this portion of Plains Road and provide compatibility with the abutting neighbourhood to the south. Any exterior alteration or addition to the property shall maintain the residential appearance and character of the property.
Section 2.3 – Housing Supply
Section 2.3.1 – Objectives
2.3.1.(a) To ensure that a sufficient supply of suitably designated and serviced residential land is maintained to meet existing and future housing needs.
Section 2.3.2 – Policies
2.3.2.(a) To the extent to which land is available in the Urban Planning Area, City Council shall maintain its fair share of land within the regional market area with servicing capacity sufficient to provide a three year supply of residential units, available through lands suitably zoned to facilitate residential intensification and re-development, as well as land in draft approved and registered plans, in order to meet anticipated short term housing needs.
2.3.2.(b) To the extent to which land is available in the Urban Planning Area, City Council shall maintain the ability to accommodate its fair share of residential growth within the regional market area for a minimum of 10 years through residential intensification and re-development and, if necessary, lands which are designated and available for residential development, in order to meet anticipated long term housing demands.
2.3.2.(f)The demolition or conversion to freehold or condominium ownership of residential rental properties containing six or more units should not be permitted unless the following conditions are satisfied: *i. the rental vacancy rate by dwelling/structure type for the City of Burlington as defined and reported yearly through the C.M.H.C. Rental Market Survey has been at or above 3 per cent for the preceding two-year reporting period;* *ii. the building for which conversion is proposed meets the requirements of the property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements;* *iii. where demolition occurs, replacement rental housing units are provided for those units that are demolished;* *iv. that negative economic and other impacts upon tenants are minimized; and*

v. the requirements of any applicable Provincial legislation or regulation, as amended, are met.
Section 2.5 – Housing Intensification
2.5.1 – Objectives
2.5.1.(a) To encourage residential intensification as a means of increasing the amount of available housing stock including rooming, boarding and lodging houses, accessory dwelling units, infill, re-development and conversions within existing neighbourhoods, provided the additional housing is compatible with the scale, urban design and community features of the neighbourhood.
2.5.1.(b) To encourage the re-development of under-utilized residential lands where appropriate at the periphery of existing residential neighbourhoods for non-ground-oriented housing purposes.
Section 2.5.2 – General Policies
2.5.2.(a) The following criteria shall be considered when evaluating proposals for housing intensification within established neighbourhoods: *i. adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland;* *ii. off-street parking is adequate;* *iii. the capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather than local residential streets;* *iv. the proposal is in proximity to existing or future transit facilities;* *v. compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided;* *vi. effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character;* *vii. significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level;* *viii. accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care;* *ix. capability exists to provide adequate buffering and other measures to minimize any identified impacts;* *x. where intensification potential exists on more than one adjacent property, any re-development proposals on an individual property shall demonstrate that future re-development on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate;* *xi. natural and cultural heritage features and areas of natural hazard are protected;*

xii. where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m); and *xiii. proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided.*
d) Council may adopt guidelines for maximum building heights to be used in the consideration of applications for residential intensification, in order to ensure compatibility of proposed building heights with the height of existing buildings in the neighbourhood, giving consideration to existing City regulations and guidelines.
Section 5.0 – Mixed Use Activity Areas
Section 5.1 – Principles
5.1.(a) Mixed Use Activity Areas provide alternatives to low density, suburban development and encourage the efficient use of physical resources and municipal services.
5.1.(b) The design and development of Mixed Use Activity Areas provide opportunities to create and/or maintain a special community identity and a focal point for a variety of City-wide, community and neighbourhood functions.
5.1.(c) Mixed Use Activity Areas address the demand for higher intensity employment, shopping and residential areas within the City.
Section 5.2 – General
Section 5.2.1 – Objectives
5.1.(a) To encourage comprehensively planned mixed use employment, shopping and residential areas that provide for the integration of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space in a compact urban form, while retaining compatibility with nearby land uses.
5.1.(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.
5.1.(c) To direct the phasing and/or expansion of municipal infrastructure and services to ensure the timely and orderly development of Mixed Use Activity Areas.
Section 5.2.2 – Policies

5.2.2.(d) The design and development of Mixed Use Activity Areas shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development.
5.2.2.(h) Mixed Use Activity Areas shall be priority locations for: *(i) land assembly at strategic locations;*
5.2.2.(i) It is the general intent of this Plan that Mixed Use Activity Areas shall be subject to a high quality of urban design. City Council may require the preparation of Urban Design Guidelines for specific Mixed Use Activity Areas or the preparation of site-specific Corridor Studies for Mixed Use Corridor Areas, which may include such design guidelines as a component of the Corridor Study. These guidelines shall be referenced in an appendix to this Plan and be used in the evaluation of all development proposals within the Mixed Use Activity or Corridor Area
5.2.2.(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.
5.2.2.(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.
Section 5.3 – Mixed Use Corridors (General, Employment and Commercial Corridor)
Section 5.3.1 – Objectives
5.3.1.(a) To provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use developments with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses.
5.3.1.(b) To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development, including land in the vicinity of a major transit station area, such as a GO Transit station, in a compact urban form, while retaining compatibility with nearby land uses.
5.3.1.(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.
Section 5.3.2 – General Policies

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

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

5.3.2.(c) Retail and service commercial uses are to be located at street level in office or residential buildings.

5.3.2.(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;*
- *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.*

5.3.2.(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;* *(viii) lighting is directed to minimize impacts on adjacent residential uses.*
5.3.2.(h) Transit-supportive and pedestrian-oriented urban design shall be required in the development of Mixed Use Corridor sites.
5.3.2.(i) The design and development of Mixed Use Corridors shall encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and shall maximize personal safety by encouraging site plan features such as: *(i) buildings should be oriented to the street and transit services, and buildings should be located so as to be in proximity to, and face the street, to provide a sense of human comfort and pedestrian scale and interest;* *(ii) safe and convenient access shall be provided for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities; and* *(iii) roads shall be designed for automobile use, efficient transit service as well as pedestrian and bicycle travel.*
5.3.2.(j) Proposals for the re-designation of lands to Mixed Use Corridor from another designation shall require an amendment to the Plan and shall be evaluated based on the following criteria: *(i) the impact of the proposal on adjacent land uses, particularly residential;* *(ii) adequate municipal services are available;* *(iii) sufficient on-site parking is provided;* *(iv) the site is served by efficient peak period public transit;* *(v) vehicular access to and from the site does not adversely affect local streets; and* *(vi) the site is located on a multi-purpose arterial or major arterial road that can accommodate the anticipated traffic.*

5.3.2.(k) Retail, service commercial and other pedestrian-oriented use shall be encouraged at the street level.
5.3.2.(s) Notwithstanding the policies of Part III, Subsections 5.3.2 a) ii) and d) ii) of this Plan, for the lands described as 92 Plains Road East a mixed use building consisting of residential and at-grade office uses, with a maximum density of 234 units per hectare and a maximum building height of 7 storeys shall be permitted.
City of Burlington Official Plan Amendment 119 (Council Approved on January 30, 2020, Presently Subject to OLT Appeal)
Official Plan Amendment (OPA) 119 seeks to amend parts of the City of Burlington Official Plan, 1997.
Part 1 – Policy Framework
Section 4.0 – Land Use Vision
Section 4.3 – The Future Built Form and Natural Environment
Key Changes *Changes that are encouraged by this Plan are:* *i. the development of a greater diversity of housing types to meet the changing needs of the population;* *ii. the development of a more self-contained city by encouraging a greater live-work relationship and supporting designation of lands for a wide variety of employment uses;* *iii. the focusing of more intense land uses and transit-supportive development into specified mixed use centres and along certain roads;* *iv. a move towards a more balanced transportation system; and* *v. a greater emphasis on the long term preservation and conservation of significant natural features with greater public access particularly to the waterfront and reasonable and responsible access to other areas. These changes, discussed in more detail below, will evolve gradually and will be designed to maintain the positive aspects of the City's neighbourhoods.*
Direct growth to specific locations *The Plan directs population growth towards underutilized or vacant parcels in existing communities; to the Alton community in northeast urban Burlington; to certain mixed use corridors; to Major Transit Station Areas and to the two mixed use centres: the Downtown and the Uptown.*
Major Transit Station Areas

Major Transit Station Areas (MTSAs) are an important component of the City's Urban Planning Area, and are intended to serve as city-wide destinations and focal points for the provision of transit. MTSAs will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. Located in key areas served by the regional and local transit networks, MTSAs are focal points for higher intensity and mixed-use, transit-supportive development that will accommodate a significant share of the city's future population and employment growth. *In keeping with the policies of the Growth Plan, the final delineation of the MTSAs boundaries and the identification of minimum density targets, will be established by the Region of Halton through the Municipal Comprehensive Review and will be implemented through a future Official Plan Amendment.*
Part 2 – Functional Policies
Section 3.0 – Transportation
Section 3.11 – Transit-Supportive Development
Section 3.11.1 – Objectives
3.11.1.(a) To recognize the relationship between land use and transit and promote the elements that make development transit-supportive including built form, urban design, densities and mix of land uses.
3.11.1.(b) To facilitate transit-supportive development and improve multi-modal access to transit facilities, while ensuring compatibility with the surrounding areas is achieved.
3.11.1.(c) To encourage the use of public transit and active transportation modes to travel as an alternative to the automobile.
3.11.1.(d) To manage travel demand through such modes as transit, walking, cycling, ride sharing, car sharing, bike sharing and other Travel Demand Management measures.
Section 3.11.2 – Policies
3.11.2.(a) Transit-supportive development shall consist of compact, mixed-use development that has a high level of employment and residential densities to support transit service
3.11.2.(b) Transit-supportive development should include street design measures that increase transit accessibility such as a grid-oriented street network to create a continuous and highly permeable active transportation network, active transportation infrastructure to encourage walking and cycling to transit facilities and improved access between arterial roads and interior blocks.

3.11.2.(c) Transit-supportive development should include a humanscale built-form at grade, reduced building setbacks from the street where feasible, incorporate on-site connections to transit and incorporate minimal parking at grade through the provision of underground parking or by locating parking at the rear of buildings.
3.11.2.(d) Transit-supportive development shall include safe and accessible active transportation connections and complete streets to encourage multi-modal access to transit facilities.
3.11.2.(e) Transit-supportive development shall achieve a high quality of urban design and be consistent with the policies contained in Part II, Subsection 6.0 of this Plan as well as Council approved Urban Design Guidelines.
Section 6.0 – Design
Section 6.1 – Principle
6.1.(a) The tangible elements of the urban form, consisting of a combination of the built environment, and open space, public spaces and multi-modal transportation infrastructure that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of this Plan
Part 3 – Land Use Policies – Urban Planning Area
Section 5.3 – Mixed Use Corridors (General, Employment and Commercial Corridor)
Section 5.3.2 – General Policies
5.3.2.(a) The following uses may be permitted within the Mixed Use Corridor General, Mixed Use Corridor-Employment and Mixed Use Corridor Commercial Corridor designations: *iii. development and re-development of lands within a major transit station area, such as a GO transit station, shall achieve a higher intensity of re-development and consist of transit supportive uses, as called for and defined in the Growth Plan for the Greater Golden Horseshoe. Notwithstanding Part III, Subsection 5.3.3.2 b) and e), those lands designated Mixed Use Corridor subject to the Commercial Corridor Policies of Subsection 5.3.3 and located within a major transit station area, shall permit only transit supportive uses, as defined in the Growth Plan for the Greater Golden Horseshoe, have a minimum floor space index of 0.5 and a minimum building height of two storeys.* *In keeping with the policies of the Growth Plan, the final delineation of the Major Transit Station Area boundaries and the identification of minimum density targets, will be established by the Region of Halton through the Municipal Comprehensive Review and will be implemented through a future Official Plan Amendment.*
Section 7.0 – Major Transit Station Areas

Major Transit Station Areas (MTSAs) are an important component of the City's Urban Planning Area, and are intended to serve as city-wide destinations and focal points for the provision of transit. MTSAs will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. Located in key areas served by the regional and local transit networks, MTSAs are focal points for higher intensity and mixed-use, transit-supportive development that will accommodate a significant share of the city's future population and employment growth. *As identified in the Regional Official Plan, the City has four MTSAs including Burlington GO, Appleby GO, Aldershot GO and Downtown Burlington. Each MTSA can be grouped according to a typology based on overall role and function from a local perspective given the transportation and infrastructure context and type of existing and planned transit service in each MTSA:* *1. MTSAs on Regional Express Rail (RER)* *a. The Burlington GO and Appleby GO MTSAs are both located on a Priority Transit Corridor, as identified in the Growth Plan. MTSAs on Priority Transit Corridors are important due to their relationship and position along a higher order transit route with planned frequent transit service by way of Regional Express Rail (RER) within the Greater Toronto and Hamilton Area.* *b. The Aldershot GO MTSA is also located along a higher order transit route with planned frequent transit service by way of RER, however it is not identified on a Priority Transit Corridor in the Growth Plan. It is anticipated that the majority of growth within the City's four MTSAs will occur in the three MTSAs located along higher order transit routes and with planned frequent transit service by way of RER. The Region's Municipal Comprehensive Review will confirm specific growth targets and MTSA boundaries. Further, secondary plans will be prepared for these areas to establish a comprehensive vision for future transit-supportive development in each MTSA on the RER.*
City of Burlington Official Plan, 2020 (In-Effect Sections, as per latest OLT Decision dated April 2, 2024)
The Subject Lands are identified as follows in the 2020 City of Burlington Official Plan (2020 OP): • Plains Road: o **Multi-Purpose Arterial (**Schedule O-1 Classification of Transportation Facilities - Urban Area) o **Bike Lane** (Schedule P: City of Burlington Long Term Cycling Master Plan)
Chapter 1 – Introduction
Section 1.4 – Strategic Directions
Section 1.4.2 – A City That Grows
1.4.2,(a) Co-ordinates land use and infrastructure strategies to achieve complete, diverse, adaptable and sustainable communities that are attractive and livable;

1.4.2,(b) Maintains the urban boundary and recognizes the distinct role and function of the Urban Area, Rural Area and North Aldershot;
1.4.2,(c) Accommodates population and employment growth through development and intensification within targeted locations of the city's Urban Area;
1.4.2,(e) Promotes design excellence at every scale to create safe, accessible, attractive, vibrant and sociable places that people are drawn to;
1.4.2, (f) Grows and invests in a manner that supports the long-term financial sustainability and prosperity of a built-out city in the context of a two-tier municipality;
1.4.2, (g) Provides for the efficient, effective and financially responsible provision, use and maintenance of infrastructure and public service facilities to support planned growth;
Section 1.4.3 – A City That Moves
1.4.3,(a) Integrates and prioritizes land use planning and transportation decision making to provide a range of multi-modal and sustainable transportation choices connecting people, goods and places; and
1.4.3, (b) Achieves land use patterns, densities and quality urban design that supports travel by walking, cycling and transit/
Chapter 2 – Sustainable Growth
Section 2.1 – Community Vision
…. *Growth will be focused in the Urban Area to protect Burlington's natural heritage and Rural Area; to build compact, vibrant, sustainable, resilient, transit-supportive, healthy and complete communities; to optimize use of existing and future infrastructure and services; to support active transportation; to reduce energy use and greenhouse gas emissions; and to support a strong and competitive economy.* *The direction of growth in Burlington's Urban Area requires the careful placement of new residents and jobs; growth is encouraged in some areas, while limited in others. In some places, such as the Natural Heritage System, development may be prohibited. Those areas that will see significant change over the planning horizon of this Plan are called intensification areas and represent a small fraction of Burlington's total land area.*

The building of intensification areas around the City's GO Stations, called Major Transit Station Areas (MTSAs), the Downtown, the Uptown Urban Centre, Mixed Use Nodes and Intensification Corridors and other key locations will help ensure Burlington continues to be a thriving, vibrant 21st century city that easily supports and connects people of all ages and abilities to the places they live, work and play. Development in these areas will promote connected, walkable, transit-oriented communities that offer convenient access to employment opportunities, a full range of housing, public service facilities including schools and parks, and convenient access to various daily needs like shopping, services, and supports for residents throughout their entire lives.

….

The building of the city will never have a date of completion, but is a continuous process of targeting growth in the right areas of the city to make good use of existing infrastructure and wise investment in new or upgraded infrastructure. The Plan's long-term vision for the community will help ensure land use decisions made today contribute to the City's goal of being a vibrant 21st century community.

Section 2.2.4 – Population and Employment Distribution

2.2.4 The Regional Official Plan established a growth strategy for the Region of Halton based on the distribution of population and employment to 2031 (Table 1: Population and Employment Distribution, of the Regional Plan). This distribution of population and employment shall be in accordance with Table 2: Intensification and Density Targets, and Table 2A: Regional Phasing, of the Regional Official Plan.

Population*		Employment	
2006	2031	2006	2031
171,000	193,000	88,000	106,000

Chapter 8 – Land Use Policies – Urban Area

Section 8.1 – Mixed Use Intensification Areas

Section 8.1.3(7.3) – Urban Corridor Designation: Site-Specific Policies

8.1.3(7.3)

j) *92 Plains Road East: Notwithstanding Subsection 8.1.3 (7.2) g) and k) of this Plan, for the property identified as 92 Plains Road East a mixed use building consisting of residential and at-grade office uses, with a maximum building height of seven (7) storeys shall be permitted.*
City of Burlington Official Plan, 2020 (Sections Presently Under Appeal Before the OLT)
The Subject Lands are identified as follows in the 2020 City of Burlington Official Plan (2020 OP): • Subject Lands: o **Urban Area** (Schedule A: City System) o **Mixed Use Intensification Areas: Mixed Use Nodes and Intensification Corridors** and **MTSA Special Planning Areas** (Schedule B: Urban Structure) o **Growth Areas: Primary Growth Area** and **MTSA Special Planning Areas** (Schedule B-1: Growth Framework) o **Mixed Use Nodes and Intensification Corridors: Urban Corridor** (Schedule C: Land Use: Urban Area) o **MTSA Special Planning Area** (Schedule G: Aldershot GO MTSA Special Planning Area) • Plains Road: o **Frequent Transit Corridor** (Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors) o **MTSA Primary Connector** (Schedule G: Aldershot GO MTSA Special Planning Area)
Chapter 2 – Sustainable Growth
Section 2.3 – The Urban Structure
Section 2.3.1 – Mixed Use Intensification Areas
2.3.1.(a) Lands identified as Mixed Use Intensification Areas provide locations where a range and intensity of employment, shopping, public service facilities, residential uses and complementary uses such as open space and parks, institutional, and cultural uses will be developed with transit supportive densities in compact built form. Walking, biking, transit and other transportation demand management measures will be prioritized. 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.
2.3.1.(b) Mixed Use Intensification Areas will occur in either linear forms, along a transportation corridor, or nodal form, as a concentrated group of parcels located generally at a major intersection, at different levels of intensity, in accordance with the underlying land use designations.
2.3.1.(c) Mixed Use Intensification Areas include the city's existing urban centres, emerging MTSAs and other mixed use nodes and intensification corridors. This organization reinforces that while all areas are considered part of the intensification areas, each has an important and distinct role.

2.3.1.(h) Major Transit Station Areas (MTSAs) are an important component of the City's Urban Planning Area, and are intended to serve as city-wide destinations and focal points for the provision of transit. MTSAs will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. Located in key areas served by the regional and local transit networks, MTSAs are focal points for higher intensity and mixed-use, transit supportive development that will accommodate a significant share of the City's future population and employment growth. It is anticipated that the majority of growth within the City's four MTSAs will occur in the three MTSAs located along higher order transit routes and with planned frequent transit service by way of Regional Express Rail. *In keeping with the policies of the Provincial Growth Plan, the final delineation of the MTSA boundaries and the identification of minimum density targets, will be established by the Region of Halton through the municipal comprehensive review and will be implemented through a future Official Plan Amendment.*
2.3.1.(k) Lands identified as Intensification Corridors consist of areas of street-oriented uses which incorporate a mix of commercial, residential and employment uses, including designated employment lands, developed at overall greater intensities, serving as important transportation routes along higher order transit corridors and selected arterial streets.
2.3.1.(l) Mixed Use Nodes and Intensification Corridors will be a 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 intensities and a full mix of uses, while others may permit a more limited range of employment-oriented permitted uses, both designed to achieve their planned function. These areas will support the frequent transit corridors 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.
Section 2.4 – Growth Framework
Section 2.4.1 – General Objectives
2.4.1.(b) To identify the Primary, Secondary and Employment Growth Areas as the areas where the City is planning to accommodate significant population and employment growth and higher intensity mixed uses in appropriate areas to make better use of land and infrastructure, transforming Burlington from a primarily suburban to a more urban community.
2.4.1.(f) To ensure that the city's growth makes efficient use of existing and planned infrastructure, including transportation and transit, wherever feasible, before considering the development of new infrastructure within the Urban Area.

2.4.1.(g) To advance a number of strategic city building objectives, including supporting targeted intensification, providing more mobility choices by prioritizing active transportation and transit, and supporting more diverse demographic growth through the provision of a wide range of housing options in proximity to existing neighbourhoods.
Section 2.4.2.(1) – Primary Growth Areas
2.4.2.(1) Primary Growth Areas: are identified on Schedule B-1: *(ii) shall be recognized as a distinct area within the City's Urban Area accommodating the majority of the city's forecasted growth over the planning horizon of this Plan and beyond, and consequently will experience the greatest degree of change;* *(iii) shall be regarded as the most appropriate and predominant location for new tall buildings in accordance with the underlying land use designations, or the land use policies of an area-specific plan;* *(iv) shall be identified as priority locations for City-initiated area-specific planning and for investments in transit as well as other types of infrastructure and public service facilities, including parks to support population and employment growth; and* *(v) shall support the frequent transit corridors and accommodate development that is compact, mixed use, and pedestrian-oriented in nature*
Chapter 3 – Complete Communities
Section 3.1 – Housing
Section 3.1.1 – Housing Supply
Section 3.1.1(1) – Objectives
3.1.1.(1).(a) To ensure that a sufficient supply of suitably designated and serviced land is available to accommodate residential growth to meet existing and future housing needs.
3.1.1.(1).(b) To promote a land use pattern that mixes and disperses a full range and mix of housing types and tenures across the city, subject to the policies of this Plan.
3.1.1.(1).(c) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing, while maintaining compatibility with the character of existing neighbourhoods.
Section 3.1.1(2) – Policies
3.1.1.(2).(e) The City will support housing initiatives that facilitate revitalization, particularly the identification and remediation of brownfield, greyfield and bluefield lands, compact built form, flexibility and adaptability in the design and function of the housing stock, and an increased variety of housing alternatives.
3.1.1.(2).(g) The City will develop a city-wide housing strategy that will support the Region of Halton's Housing Strategy and will:

(i) describe the current range and mix of housing in the city; *(ii) establish city-wide housing objectives, including, among other objectives special reference to a seniors housing strategy and long term care facilities;* *(iii) consider the housing policies and strategies from this Plan and area specific plans;* *(iv) examine opportunities for partnerships to increase the supply of affordable housing;* *(v) develop:* *a. minimum targets in support of achieving the Region of Halton's housing mix and affordable and assisted housing targets;* *b. minimum targets within mid-rise and tall buildings for affordable, assisted and/or special needs housing;* *c. minimum targets for two (2) and three (3) bedroom units for residential development applications, including minimum targets for 3 or more bedroom units;* *(vi) consider financial and other incentives, including grants, property tax reductions, infrastructure improvements and Community Improvement Plans to facilitate the provision of affordable housing and/or assisted and special needs housing;* *(vii) research and develop, in association with the Region of Halton and local municipal partners, an inclusionary zoning by-law as part of either a Region-wide program, or as a city-wide program.* *(viii) recommend any required amendments to this Plan to implement the findings of the city-wide housing strategy.*
3.1.1.(2).(h) The City shall require the submission of a housing impact statement where a development proposal includes more than one hundred (100) dwelling units, identifying: *(i) how the proposal contributes to achieving the Region of Halton housing targets, including identification of any proposed new affordable or assisted housing units;* *(ii) how the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type;* *(iii) where construction of the units is expected to occur in phases, information regarding the number of affordable housing units to be provided per phase, where applicable; and* *(iv) the proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments, and mechanisms to retain the long term affordability of units, where applicable.*
3.1.1.(2).(k) The City will encourage a mix of housing forms. However, the city's existing areas of Residential Low-Density shall be considered sufficient to contribute towards that component of the mix.
Section 3.1.2 – Housing Tenure
Section 3.1.2(1) – Objectives

3.1.2.(1).(a) To maintain balance between rental and ownership housing stock in the city by protecting the existing supply of rental housing and encouraging the provision of new rental housing.
Section 3.1.2(2) – Policies
3.1.2.(2).(a) The demolition of residential rental properties or the conversion to freehold or condominium ownership of a residential rental property containing six (6) or more units, in part, or in whole, shall not be permitted unless the following conditions are satisfied: *i. the rental vacancy rate by structure type for the City of Burlington as defined and reported yearly through the C.M.H.C. Rental Market Report has been at or above three (3) percent for the preceding two-year reporting period;* *ii. the building for which conversion is proposed meets the requirements of the property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements;* *iii. that negative economic and other impacts upon tenants are minimized to an acceptable level; and* *iv. the requirements of any applicable Provincial legislation or regulation, as amended, are met.*
3.1.2.(2).(b) Notwithstanding 3.1.2 (2) a) (i), the demolition of residential rental units may be permitted in conjunction with a development application which at a minimum shall provide the same number of rental units with the same number of bedrooms per unit, at a similar rental rate at the time of development application submission, as those units that are demolished.
3.1.2.(2).(c) A development application related to the demolition of residential rental properties or the conversion to condominium tenure or owner occupancy shall include, to the satisfaction of the City, proof of tenant notification of the demolition or conversion proposal and proof of notification of the rights of tenants under Provincial residential tenancy legislation, including a minimum of 1 (one) tenants' only meeting as a part of the development application process. The preparation of a tenant relocation and assistance plan, including right to return and alternative accommodations to lessen hardship, may also be required.
3.1.2.(2).(d) The City will encourage the construction of rental housing with a full mix and range of unit types and sizes.
Chapter 4 – Environment and Sustainability
Section 4.1 – Climate Change and Air Quality
Section 4.1.2 – Policies
4.1.2.(a) The City will work to improve air quality and energy efficiency, to reduce greenhouse gas and fuel emissions, and to mitigate and adapt to the impacts of a changing climate through land use and transportation policies related to: *(i) maintaining the urban boundary and seeking a compact built form in Mixed Use Intensification Areas;* *(ii) achieving mixed use development to encourage walking, cycling and transit;* *(iii) locating intensification in areas which are well served by existing or planned transit;*

(iv) promoting and encouraging modal shift towards transit and active transportation, using tools such as transportation demand management; *(v) addressing parking management, primarily through the Zoning Bylaw, that does not undermine transit and active modes of transportation;*
Chapter 6 – Infrastructure, Transportation and Utilities
Section 6.2 – Multimodal Transportation
Section 6.2.1.(1) – Objectives
6.2.1.(1).(f) To support the creation of urban environments that support multi-modal transportation with an emphasis on pedestrians, cyclists and public transit, connecting people and places.
6.2.1.(1).(k) To implement a range of transportation demand management (TDM) strategies to reduce single-occupancy vehicle trips, to encourage more frequent travel by sustainable modes and outside of peak periods.
Section 6.2 – Multimodal Transportation
Section 6.2.3 – Transit
Section 6.2.3.(1) – Objectives
6.2.3.(1).(a) To promote the use of transit and reduce reliance on the private automobile by making transit an attractive and convenient transportation option by encouraging transit-supportive land use.
Section 6.2.3.(2) – Policies
6.2.3.(2).(f) The City will promote increased transit use through transit supportive densities, urban design measures and parking management measures to make development more accessible for transit users in Mixed Use Intensification Areas and Employment Area, as shown on Schedule B: Urban Structure, of this Plan.
Section 6.2.10 – Transportation Demand Management
Section 6.2.10.(1) – Objectives
6.2.10.(1).(a) To manage transportation demand through the use of such means as transit, walking, cycling, carpooling, ride sharing, car sharing, bike sharing and the implementation of flexible working hours.
6.2.10.(1).(b) To support and enhance sustainable transportation choices and discourage single occupant vehicle trips.
6.2.10.(1).(c) To reduce traffic congestion, parking supply needs, and demand for parking spaces by encouraging non-automobile modes of trave

Section 6.2.10.(2) – Policies
6.2.10.(2).(a) Transportation demand management (TDM) promotes more efficient use of existing transportation infrastructure, reduces automobile use, and promotes increased transit use and active transportation. *i. within Primary, Secondary and Employment Growth Areas as shown on Schedule B-1: Growth Framework, of this Plan, development proponents shall be required to submit a TDM Plan and implementation strategy for the development, subject to City approval, prior to occupancy. Minor developments such as small additions or small townhouse developments may be exempted from this requirement, subject to the satisfaction of the City;*
6.2.10.(2).(b) The Transportation Demand Management (TDM) Plan shall: *i. be integrated with the required transportation impact study submitted to support the proposed development;* *ii. identify design and/or program elements to reduce single occupancy vehicle use;* *iii. identify the roles and responsibilities of the landowner with respect to each recommended program and its implementation; and* *iv. identify the operational and financial roles and responsibilities of the landowner including, but not limited to, program development, implementation and ongoing management and operations of the TDM Plan and/or implementation strategy.*
6.2.10.(2).(c) The Transportation Demand Management (TDM) Plan shall consider, but is not limited to, the following measures: *i. secure, conveniently located, weather protected on-site bicycle storage facilities and associated amenities such as showers, change rooms and clothing lockers;* *ii. reserved, priority car-pool parking spaces;* *iii. carpooling and ridesharing programs;* *iv. bike-sharing and/or car-sharing programs;* *v. provision of Provincial, Regional or City Transit Passes to building occupants or residents;* *vi. measures that shift travel times from peak to off-peak periods;* *vii. enrollment with workplace TDM programs or similar (if applicable); and/or* *viii. other measures that reduce single occupancy vehicle trips.*
Chapter 7 – Design Excellence
Section 7.1 – General
Section 7.1.1 – Objectives
7.1.1.(c) To ensure that the design of the built environment contributes to a sense of belonging by enhancing the physical character of established neighbourhoods.

7.1.1.(d) To design places that support public transit and active transportation through the design of attractive and well-developed pedestrian and cycling environments.
7.1.1.(e) To create safe, vibrant, socially active places that people are drawn to.
7.1.1.(f) To achieve a high quality of design within the public realm.
7.1.1.(g) To promote public interest and achieve a high quality and diverse design expression with respect to the built environment.
7.1.1.(h) To ensure compatibility and quality in the built environment while allowing for diverse design expression
7.1.1.(i) To integrate urban design into the full range of decision-making activities to assist in achieving the design objectives of this Plan.
7.1.1.(j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.
7.1.1.(l) To include the diverse opinions of the community in achieving design excellence.
7.1.1.(m) To promote sustainable site and building design in keeping with the Sustainable Building and Development Guidelines, in order to: *i. increase active transportation and transit use;* *ii. contribute to an enhanced natural environment and public realm;* *iii. improve water quality and drainage;* *iv. implement effective waste and resource management;* *v. reduce waste, energy and water consumption; and* *vi. enhance air quality, mitigate greenhouse gas emissions and adapt to climate change.*
Section 7.2 – The Public Realm
7.2.(a) The design of the public realm shall address considerations such as, but not limited to, the following: *i. improving the quality of public spaces as community destinations and public gathering places through the design of public realm facilities, such as public squares, parkettes or promenades;* *ii. creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;* *iii. ;*

xiv. recognizing and promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles;
Section 7.3 – Urban Design and Built Form
Section 7.3.1 – New Communities
7.3.1.(a) In new communities, including within the city's Designated Greenfield areas and the MTSA Special Planning Areas, the appropriate public realm and built form and the urban design objectives and implementing tools shall be determined through a co-ordinated area-specific planning exercise. The design of new communities shall serve to create and promote a new distinct character within Burlington as a result of an area-specific plan.
7.3.1.(b) New community design should contain compact built forms of development that support higher densities, are pedestrian, cycling and transit oriented, particularly along transit and transportation corridors, support the achievement of complete communities with high-quality public realm elements and encourage increased use of public transit.
Section 7.3.2 – Existing Community Areas
7.3.2.(a) In areas identified on Schedule B-1: Growth Framework, and subject to the policies of Subsection 2.4 of this Plan, development shall address considerations such as, but not limited to, the following: *i. ensuring site and building design are compatible with the surrounding area and considering how it contributes to maintaining and enhancing the physical character of the surrounding area;* *ii. providing appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass;* *iii. providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts;* *iv. providing pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through a variety of design methods including the use of a podium in mid-rise and tall buildings;* *v. providing safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, to public streets, and to and from transit facilities;* *vi. providing façade articulation that achieves a scale of development which is attractive to pedestrians and avoiding the use of blank facades facing a public street or public open space;* *vii. designing and orienting development in locations such as corner lots, view terminus lots, and lots facing public open spaces to contribute to the public realm and pedestrian environment and provide definition at these locations;* *viii. implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring properties, parks and open spaces and natural areas;*

x. *promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles;* xi. *implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;* xii. *considering the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of Universal Design;*
Section 7.3.2(1) – Primary and Secondary Growth Areas
7.3.2.(1).(a) In Primary and Secondary Growth Areas, as shown on Schedule B-1: Growth Framework, of this Plan, development shall promote a transit- supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas. i. *The design of development in Primary and Secondary Growth Areas shall address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:* a. *locating buildings 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 in close proximity to the street and transit services;* b. *providing appropriate transitions to adjacent land uses, particularly residential uses;* c. *massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;* d. *locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;* e. *including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;* f. *screening or integrating roof top mechanical equipment within the overall composition of the building;* g. *creating an attractive and connected interface between the private and the public realms;* h. *creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and* i. *providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.* ii. *development in Primary and Secondary Growth Areas should locate and organize parking, access and service areas to minimize their impact on surrounding properties and the public realm. The design of vehicle parking, access and service areas shall address considerations such as, but not limited to, the following:* a. *locating off-street parking in the side and/or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;* b. *integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;*

c. *limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;*
d. *screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;*
e. *locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;*
f. *incorporating landscaped islands and pedestrian walkways; and*
g. *incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the development.*

Section 7.4 – Sustainable Design

Section 7.4.1 – Policies

7.4.1.(a) Official Plan Amendments, Zoning By-law Amendments and site plan applications for high and medium density residential, mixed use, commercial, industrial, office, institutional and public service facilities shall address the following sustainable design measures:

i. *measures to prioritize pedestrian movement within the site, to the street and to adjacent buildings, sites and neighbourhoods, and other improvements to the public realm to facilitate pedestrian use;*
ii. *safe and direct on-site connections to public transit where available;*
iii. *on-site bicycle facilities;*
iv. *measures to reduce reflected/waste light to mitigate adverse impacts on the night sky;*
v. *parking lot design and landscaping to minimize the urban heat island effect;*
vi. *tree protection measures and planting of non-invasive trees and other vegetation, in accordance with Section 4.3, Urban Forestry, of this Plan;*
vii. *storm water quality, quantity, erosion control and drainage measures, in accordance with Subsection 4.4.2(2) of this Plan;*
viii. *identification of appropriate snow storage areas to reduce the adverse impacts of salt and de-icing practices;*
ix. *a waste management plan with appropriate facilities in accordance with the Region of Halton's requirements;*

Chapter 8 – Land Use Policies – Urban Area

Section 8.1.2 – Major Transit Station Areas

8.1.2.1(b) MTSAs on Regional Express Rail (RER)

a) *The Aldershot GO MTSA is also located along a higher order transit route with planned frequent transit service by way of RER, however it is not identified on a Priority Transit Corridor in the Growth Plan.*

It is anticipated that the majority of growth within the City's four MTSAs will occur in the three MTSAs located along higher order transit routes and with planned frequent transit service by way of RER. The Region of Halton's municipal comprehensive review will confirm specific growth targets and MTSA boundaries. Further, area-specific plans will be prepared for these areas to establish a comprehensive vision for future transit-supportive development in each MTSA on the RER.
Section 8.1.2(1) – Objectives
8.1.2.(1).(b) To develop the MTSAs into compact, pedestrian, environmentally sustainable and transit-supportive places each with a distinct character.
8.1.2.(1).(c) To promote intensification in order to achieve transit-supportive residential and employment density targets.
8.1.2.(1).(d) To require a mix of uses within development and throughout each MTSA, that will strengthen the live/work/shop relationship and support the creation of complete communities.
8.1.2.(1).(j) To provide low-rise, mid-rise and tall building forms, where appropriate, that support a variety of demographics in MTSAs.
8.1.2.(1).(l) To promote the accommodation of a diverse range and mix of household sizes, household incomes and housing tenure.
8.1.2.(1).(n) To ensure that there is an appropriate transition in scale, intensity, height, massing and spacing of development in including appropriate transitions between various land uses and built forms.
8.1.2.(1).(p) To achieve design excellence in MTSAs that will encourage long-term investment and the creation of high quality and sustainable built forms in the public and private realm.
8.1.2.(1).(t) To direct an appropriate scale and intensity of transit-supportive development at each MTSA consistent with the MTSA typology in Subsection 8.1.2, Major Transit Station Areas, of this Plan, and in accordance with the Province's Transit Supportive Guidelines and Mobility Hub Guidelines.
8.1.2.(1).(u) To encourage transit-supportive, pedestrian-oriented and cycling-friendly development in a compact built form, while ensuring compatibility with the surrounding areas is achieved.
8.1.2.(1).(w) To ensure development is consistent with the vision and intent of the MTSA typology.
Section 8.1.2(2) – Policies

8.1.2.(2).(c) Development applications shall be consistent with the overall role and function of the MTSA in which they are located, in accordance with the typology identified in Section 8.1.2.
8.1.2.(2).(d) Development applications preceding the completion of an area-specific plan or major planning study and the approval of the implementing Official Plan amendments shall have regard for the Province's Mobility Hubs and Transit Supportive Guidelines, shall implement Regional and Provincial major transit station area policies and shall be consistent with the goals and objectives of the existing land use designation as contained in this Plan.
8.1.2.(2).(e) Development in MTSAs should be planned to achieve transit-supportive densities in accordance with the Province's Transit Supportive Guidelines and the existing and planned level and type of transit service. The full extent of maximum development permissions on lands located in each MTSA may not be achievable on every site, due to site-specific factors including, but not limited to, compatibility, environmental impacts, hazard lands, transportation issues, cultural heritage resources and/or infrastructure capacity.
8.1.2.(2).(f) The design and development of MTSAs shall promote these areas as multifunctional activity centres and focal points for a variety of activities that are characterized by a mixed use and compact built form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development.
8.1.2.(2).(g) Development shall contain a mix of land uses and transit supportive development that supports the achievement of complete communities through a more compact built form, while ensuring compatibility with surrounding areas is achieved.
8.1.2.(2).(i) Multi-unit residential developments should incorporate a mix of unit sizes and types to accommodate a diverse range of household sizes and incomes.
8.1.2.(2).(j) Transportation demand management (TDM) measures shall be addressed, and form part of the City's evaluation of opportunities for reduced parking standards in proposed development, subject to the policies of Subsection 6.2.10, Transportation Demand Management.
8.1.2.(2).(k) Development applications shall incorporate minimal parking at grade or above grade through the provision of underground parking, except in areas immediately adjacent to a rail line or other areas where a buffer is required, where applicable.
8.1.2.(2).(l) New green spaces such as trees and landscape areas, parks and open spaces shall be provided as part of development applications, which may include, but are not limited to, dedication of parkland, Privately-Owned Publicly Accessible Spaces (POPS) and/or trees and landscape areas located between a public right-of-way and a building, to be provided to the satisfaction of the City.

8.1.2.(2).(q) Development patterns shall have regard for optimization of land, resources and public investment in infrastructure and public services. For clarity, the concept of optimization shall be applied to development patterns over the entirety of the MTSAs.
Section 8.1.3 – Mixed Use Nodes and Intensification Corridors
Section 8.1.3(1) – General Objectives
8.1.3(1).(a) To provide locations in the city that will serve as areas for more intensive integration of uses such as retail, service commercial, offices, institutional and entertainment uses with residential uses, public service facilities, cultural facilities, institutional uses and open space.
8.1.3(1).(d) To ensure Mixed Use Nodes and Intensification Corridors are developed in a compact built form, are pedestrian-oriented and highly accessible by public transit.
8.1.3(1).(e) To ensure the proper integration of Mixed Use Nodes and Intensification Corridors with surrounding Established Neighbourhoods Areas, protecting the physical character of these neighbourhoods
8.1.3(1).(f) To ensure that development in Mixed Use Nodes and Intensification Corridors is compatible with the surrounding area
8.1.3(1).(g) To promote an innovative and sustainable built environment that uses infrastructure and public service facilities efficiently and encourages a high quality of life.
8.1.3(1).(h) To encourage the accommodation of a diverse range of household sizes and incomes in Mixed Use Nodes and Intensification Corridors.
8.1.3(1).(i) To encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and to maximize personal safety.
Section 8.1.3(2) – General Policies
8.1.3.(2).(a) The design and development of Mixed Use Nodes and Intensification Corridors shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian orientation, greater accessibility to public transit and higher intensity development.
8.1.3.(2).(c) Mixed Use Nodes and Intensification Corridors may be identified as priority locations for the following, not limited to: *i. land assembly;*

8.1.3.(2).(d) Zoning By-law regulations affecting Mixed Use Nodes and Intensification Corridors shall be based on the general policies for Mixed Use Nodes and Intensification Corridors contained in Subsection 8.1.3(2) of this Plan, and the specific policies for individual land use designations, contained in Subsections 8.1.3(3) to 8.1.3(8) of this Plan.
8.1.3.(2).(e) Multi-unit residential developments in Mixed Use Nodes and Intensification Corridors should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.
8.1.3.(2).(i) Transportation demand management (TDM) measures shall be addressed, and form part of the City's evaluation of opportunities for reduced parking standards in proposed developments in Mixed Use Nodes and Intensification Corridors, subject to the policies of Subsection 6.2.10 of this Plan
8.1.3.(2).(n) In accordance with the Urban Structure, intensification of existing Mixed Use Nodes and Intensification Corridors will be encouraged rather than the designation of new areas.
8.1.3.(2).(p) Development within Mixed Use Nodes and Intensification Corridors shall ensure compatibility with surrounding areas in accordance with the applicable policies in Section 7.3 of this Plan.
Section 8.1.3.(7) – Urban Corridor Designation
Section 8.1.3.(7.1) – Objectives
8.1.3.(7.1).(a) To provide locations in the city along key Major Arterial or Multi-Purpose Arterial Streets that will serve as areas of concentration for mixed use development in a compact built form, with residential, retail, service commercial, office, entertainment, public service facilities and institutional uses, and open space uses.
8.1.3.(7.1).(d) To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact built form, while retaining compatibility with the surrounding area.
8.1.3.(7.1).(e) To permit mixed use development on individual sites where various combinations of residential, retail, service commercial, office and other uses are located, or on sites where residential, retail, office and other uses are located next to one another.
Section 8.1.3.(7.2) – Policies
8.1.3.(7.2).(a) Transit-supportive and pedestrian-oriented design shall be required in the development of Urban Corridor sites.

8.1.3.(7.2).(b) Urban Corridor lands are intended to provide for the day-to-day and goods and service needs of residents and employees within and in proximity to the Corridor and may also serve a broader city-wide market.
8.1.3.(7.2).(c) The following uses may be permitted on lands designated Urban Corridor: *i. retail and service commercial uses;* *ii. automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;* *iii. residential uses with the exception of single-detached and semidetached dwellings;* *iv. office uses;* *v. entertainment uses; and* *vi. recreation uses.*
8.1.3.(7.2).(d) Other forms of ground-oriented dwellings may only be permitted, provided that the ground-oriented residential portion of the development: *i. does not abut a Multi-Purpose Arterial Street, Urban Avenue or Main Street, as shown on Schedule O-1, Classification of Transportation Facilities-Urban Area, of this Plan;* *ii. is developed in conjunction with, and is part of, a multi-residential or mixed use building; and* *iii. does not compromise the objectives of the Urban Corridor designation.*
8.1.3.(7.2).(e) Stand alone ground-oriented dwellings shall be prohibited in Urban Corridor lands located within MTSAs
8.1.3.(7.2).(f) A maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained.
8.1.3.(7.2).(g) The minimum building height shall be two (2) storeys and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street.
8.1.3.(7.2).(h) To ensure compatibility with adjacent residential areas the maximum six (6) storey building height may not be permitted on sites that are small in size, have insufficient depth, are adjacent to areas designated Residential-Low Density, or front local streets.

8.1.3.(7.2).(j) Retail and service commercial uses and other pedestrian-oriented uses shall be located on the ground floor of office or residential buildings and should be permitted above or below the first storey of buildings. A limited amount of office uses may also be permitted on the ground floor.
8.1.3.(7.2).(k) Development located on sites designated Urban Corridor may contain a minimum of one permitted use as outlined in Subsection 8.1.3(7.2) c) of this Plan, except in the following locations where mixed use buildings containing retail and service commercial uses at grade shall be required on: *i. sites located at the intersections of:* *a. Fairview Street and Walker's Line;* *b. Fairview Street and Guelph Line; and* *c. Plains Road and King Road.* *ii. sites located within MTSA Special Planning Areas , as shown on Schedule B: Urban Structure, and Schedule B-1: Growth Framework, of this Plan.*
8.1.3.(7.2).(m) Any proposed development of sites designated Urban Corridor shall retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.3(7.1) b) and f), of this Plan, to the satisfaction of the City
8.1.3.(7.2).(p) Urban Corridor lands shall be served by frequent transit corridors.
Section 12.1.2 – Planning Process: Development Applications
Section 12.1.2(2) – Development Criteria
12.1.2(2.2).(a) The population and employment growth distributions established in the Regional Official Plan and contained in Subsection 2.2.4 of this Plan, are intended to apply at a city-wide level and cannot be applied on a sitespecific basis as a rationale for approving or refusing development applications for development that would otherwise conform with all of the policies of this Plan, and the policies of the Provincial Growth Plan, as amended.
12.1.2(2.2).(b) Any population and job targets established by this Plan shall not be applied on a site-specific basis, and shall only be applied to the entire geography to which the targets apply.
12.1.2(2.2).(c) The following criteria shall be satisfied when evaluating all development applications, where applicable: *(i) the development shall be consistent with the land use compatibility policies contained in Section 4.6, Land Use Compatibility, of this Plan;* *(ii) the development achieves built form compatibility;*

(iii)	*the development shall be consistent with the intent of the Urban Structure as outlined in Section 2.3, Urban Structure of this Plan and maintains the land use vision established in the land use designations of this Plan;*
(iv)	*the development achieves high quality urban design and is consistent with the policies contained in Chapter 7: Design Excellence, of this Plan;*
(v)	*the development, where located outside the Established Neighbourhood Area as identified on Schedule B-1: Growth Framework, constitutes intensification;*
(vi)	*the development can be supported by available infrastructure and public service facilities;*
(vii)	*the development preserves and protects trees, consistent with the policies contained in Section 4.3, Urban Forestry, of this Plan;*
(viii)	*the development provides buffering, setbacks and amenity area so that an appropriate transition between existing and proposed buildings are provided;*
(ix)	*the development shall: a. demonstrate that future development on the adjacent property(ies) will not be compromised by the proposal; b. be designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist, as determined by the City; and c. demonstrate, to the satisfaction of the City, the appropriate phasing of development where existing retail and service commercial uses are being re-developed, to minimize adverse impacts on the provision of goods and services to support the surrounding areas;*
(x)	*the development maintains, enhances and restores the City's Natural Heritage System in accordance with the policies in Section 4.2, Natural Heritage System, of this Plan;*
(xi)	*the development, where residential uses are proposed demonstrates, the degree to which 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;*
(xii)	*The development addresses multi-modal transportation considerations and is consistent with the policies in Section 6.2: Multi-modal Transportation, of this Plan, including but not limited to: a. the development shall mitigate potential impacts on the municipal transportation system to an acceptable level with regard to transportation flow and capacity; b. the development accommodates sufficient off-street parking and transportation demand management measures in accordance with the policies in Subsection 6.2.10 of this Plan;*
(xiii)	*the development conserves cultural heritage resources, where applicable, in accordance with the policies in Section 3.5, Cultural Heritage Resources, of this Plan;*
(xiv)	*the development provides stormwater management in accordance with the policies of Subsection 4.4.2(2) of this Plan; (xv) the development addresses hazardous lands and hazardous sites in accordance with Subsection 4.4.2(3) of this Plan;*

12.1.2(2.2).(d) Consent applications shall be subject to the additional policies of Subsection 12.1.12(4) of this Plan.

12.1.2(2.2).(e) Where deemed by the City to be necessary and appropriate, the development of an area-specific plan will be required in accordance with Subsection 12.1.3 of this Plan, to ensure the orderly and efficient development of any property or group of properties.
City of Burlington Official Plan Amendment 2 (Council Adopted on June 18, 2024, Presently Subject to Minister Approval)

Official Plan Amendment (OPA) 2 seeks to amend parts of the City of Burlington Official Plan, 2020.
 	
The Subject Lands are identified as follows in OPA 2:
• Subject Lands:
  ○ **Aldershot Main Street** (Schedule G: Land Use – Aldershot GO Major Transit Station Area)
• Plains Road:
  ○ **Multi Purpose Arterial** (Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network)
  ○ **MTSA Major Mixed Use Street** (Schedule G-2: Aldershot GO Major Transit Station Area Activated Streets)

Chapter 2 – Sustainable Growth
Section 2.3 – The Urban Structure
Section 2.3.1 – Mixed Use Intensification Areas
2.3.1.(h) Major Transit Station Areas (MTSAs) are an important component of the City's Urban Planning Area, and are intended to serve as city-wide destinations and focal points for the provision of transit. MTSAs will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. Located in key areas served by the regional and local transit networks, MTSAs are focal points for higher intensity and mixed-use, transit-supportive development that will accommodate a significant share of the City's future population and employment growth. It is anticipated that the majority of growth will occur in the three MTSAs located along higher order transit routes and with planned frequent transit service.
2.3.1.(i) In Burlington there are three Protected Major Transit Station Areas identified by the City and the Region around the Downtown Burlington Urban Growth Centre/Burlington GO, Aldershot GO and Appleby GO Stations. In this Plan, the three MTSAs are identified as areas that will be subject to further detailed area-specific planning.
Chapter 8 – Land Use Policies – Urban Area
Section 8.1.2(1) – General Objectives
8.1.2.(1).(a) To encourage the redevelopment of the Protected Major Transit Station Areas into complete communities that are mixed-use to provide a range of retail and service commercial uses that serve the needs of residents, intense, transit-supportive, safe, and respectful of surrounding areas including natural heritage system, parks and open space, and existing neighbourhoods.

8.1.2.(1).(b) To provide sufficient direction to ensure that development is consistent with the vision and intent of each Protected Major Transit Station Area and the function of the unique precincts that comprise them.
8.1.2.(1).(c) To encourage the highest intensity of development in the MTSAs where it is in closest proximity to major transit stations and current or planned frequent transit.
8.1.2.(1).(e) To ensure that there is an appropriate transition in scale, intensity, height, massing and spacing of development by including appropriate transitions between various land uses and built forms.
8.1.2.(1).(f) To achieve design excellence in the Major Transit Station Areas that will encourage long-term investment and the creation of high quality and sustainable built forms in the public realm contributing to achieving these communities with a unique sense of place.
8.1.2.(1).(g) To ensure development contributes to a lively, high-quality, comfortable public realm featuring a connected network of publicly accessible spaces such as public squares, parks and open spaces and public service facilities.
Section 8.1.2 (3.1) – Aldershot GO Major Transit Station Area (Aldershot Corners)
8.1.2 (3.1).(b) Development within the Aldershot GO Major Transit Station Area boundary shall be planned to achieve a minimum density of 150 residents and jobs combined per hectare and will contribute towards achieving the minimum density target of the Protected Major Transit Station Area.
8.1.2 (3.1).(c) The minimum density target of 150 residents and jobs combined per hectare shall apply to the Aldershot GO Major Transit Station Area.
8.1.2 (3.1).(d) Based on the minimum density of 150 residents and jobs combined per hectare, the corresponding population is approximately 15,249 residents and 2,565 jobs, for an estimated 17,814 residents and jobs combined to achieve a proportional target of approximately 80% residents and 20% jobs per hectare.
8.1.2 (3.1).(e) The proportional mix of residents and jobs is planned to 2051 and beyond and shall be monitored in accordance with Section 8.1.2(10.2) and Section 12.3 of this Plan to track the achievement of the growth target.
8.1.2 (3.1).(f) The entire Aldershot GO MTSA is planned to achieve a minimum floor area ratio of 1.5 to be implemented and regulated through the Community Planning Permit By-law by way of permitted building heights.

Section 8.1.2 (3.2) – Aldershot GO Major Transit Station Area Authorized Uses of Land

8.1.2 (3.2).(a) Schedule G: Land Use - Aldershot GO Major Transit Station Area identifies the precincts, and their respective boundaries within the MTSA. The visions for each precinct, which shall be implemented through the Community Planning Permit System are as follows:

<u>Aldershot Main Street</u>

- *Be characterized as a mid-rise precinct that advances the historic, neighbourhood driven-Plains Road Village Vision and establishes a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience along the frequent transit corridors of Waterdown Road and Plains Road (East and West).*

8.1.2 (3.2).(b) The following uses may be permitted on land within the precincts identified on Schedule G: Land Use- Aldershot GO Major Transit Station Area in accordance with the policies of this Plan and shall be regulated in accordance with the Community Planning Permit By-law

i. residential uses excluding single detached dwellings, and semi-detached dwellings;
ii. office uses;
iii. retail and service commercial uses;
iv. entertainment uses;
v. recreation uses; vi. hotel uses; and
vi. light assembly and manufacturing uses, compatible with abutting sensitive land uses.

Section 12.1.14 – Community Planning Permit System

12.1.14.(3) Major Transit Station Area Community Planning Permit System Policies

a) The following areas are designated Community Planning Permit Areas, as shown on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area, and Schedule H: Land Use- Appleby GO Major Transit Station Area:
   i. Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area;
   ii. Aldershot GO Major Transit Station Area; and
   iii. Appleby GO Major Transit Station Area.

The City's Zoning By-law and Site Plan Control Bylaw shall not apply within areas where a Community Planning Permit By-law has been enacted.

b) *A Community Planning Permit System for all three of the Community Planning Permit Areas listed in 12.1.14(3)a) shall be designed and implemented in accordance with the following goal and objectives:*
   i. *The goal of the Community Planning Permit System is to implement the City's vision, objectives and policies for the Major Transit Station Areas as expressed in Section 8.1.2 of this Plan.*
   ii. *The objectives of the Community Planning Permit System are:*
      i. *To implement a land use regulatory framework that supports the objectives and policies of the MTSA Area Specific Plans and the Burlington Official Plan*
      ii. *To provide greater certainty to the development community and current and future residents through establishing principles to support desired development that aligns with the Council-approved policy framework of the Burlington Official Plan for the MTSAs.*
      iii. *To streamline the development process to assist the development industry by combining the zoning, site plan approval and minor variance processes into one review and approval process.*
      iv. *To support the development of complete communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to a mix of jobs, local services, a full range of housing and public service facilities, including affordable housing, schools, recreation and open space for their residents.*

Section 8.1.2 (5.1) – Water and Wastewater Infrastructure

c) *Development shall be limited to the capacity and financial capability of the Region of Halton to deliver municipal sewage and water services in accordance with Subsection 8.1.2(10.2) b) of this Plan.*

d) *In accordance with the findings of the Functional Servicing Report, further study regarding the impact of planned MTSA intensification and its relation to other planned development on the Regional scale shall be required. The City will work with the Region to scope and deliver a targeted Enhanced Functional Servicing study, assessing impacts of the Major Transit Station Areas on the broader Regional Water and Wastewater system. This study may be carried out by the City and/or developer, with a terms of reference approved by the City and Region.*

e) *Notwithstanding, 8.1.2 (5.1) e) development proceeding ahead of the completion of this study shall demonstrate, to the satisfaction of the Region, that the existing water and wastewater systems can accommodate the proposed growth.*

Section 8.1.2 (6) – Land Use Compatibility

8.1.2.(6).(a) Development of sensitive land uses and major facilities shall be in accordance with Section 4.6 and Subsection 8.1.2(6), of this Plan.

8.1.2.(6).(b) Where avoidance is not possible, development containing sensitive land uses shall demonstrate how land use compatibility has been evaluated and addressed through a Land Use Compatibility Screening Assessment to confirm whether the site is within the potential influence area of a major facility and the need for a Land Use Compatibility Study, in accordance with Provincial and Regional guidelines, and where required, a Land Use Compatibility Study in accordance with 8.1.2(6) c). Development of new sensitive land uses shall only be permitted where the impacts to existing and planned industrial, manufacturing or other major facilities and potential new major facilities, as permitted through the Community Planning Permit By-law, have been minimized and mitigated to the satisfaction of the City.

8.1.2.(6).(c) Where proposed development contains sensitive land uses, a Land Use Compatibility Study shall be undertaken based on a Terms of Reference developed by the City which may include but is not limited to

- *(i) site description and proposed use;*
- *(ii) Building massing, transitions, location and height description;*
- *(iii) Description of air emissions' and noise impact from surrounding environment on proposed development;*
- *(iv) Proposed measures, including at-source mitigation and the consideration of intervening land uses, to demonstrate mitigation;*
- *(v) Required engagement with existing industry landowners;*
- *(vi) In the case where land that has been converted from an exclusive employment designation, the study shall consider the plans of the existing industry to phase out and/or relocate the use;*
- *(vii) Warning clauses in offers of purchase and sale, lease or rental agreements and condominium declarations, or other development agreement as applicable, shall be determined and secured through the planning application process, and may include but not be limited to advising purchasers and future occupants of:*
  - *a. the proximity of industrial uses with associated heavy truck traffic; and,*
  - *b. the proximity of the railway and associated rail traffic and operations.*
- *(viii) Any other considerations that may be required or recommended in accordance with applicable Provincial policies and guidelines.*

8.1.2.(6).(d) The City shall consult with operators or landowners of existing major facilities when preparing the Terms of Reference for a Land Use Compatibility Study.

8.1.2.(6).(e) Land use compatibility studies shall include engagement with existing industry landowners and the owners of lands with the potential for new major facilities including other vacant lands designated for employment use and quantitative analysis to demonstrate compatibility with respect to air quality contaminants, odour, dust, noise and vibration. The development proponent of a sensitive land use shall share the Land Use Compatibility Study with the existing impacted industry landowner. The Terms of Reference for Land Use Compatibility Study shall be prepared by qualified professionals retained by the City and a peer review of such study will be carried out by a qualified professional retained by the City at the applicant's expense.

8.1.2.(6).(f) To protect the operational and economic viability of existing and planned major facilities, the introduction of new sensitive land uses shall not be permitted within the Potential Influence Area of a major facility in accordance with Provincial guidelines until it can be demonstrated that the potential impacts to the facility are minimized and mitigated, and that land use compatibility can be maintained to the satisfaction of the City.
8.1.2.(6).(g) Where a Land Use Compatibility Study recommends that source based and/or receptor based noise control measures are required, the noise control measures shall be undertaken at the expense of the applicant. For any source based noise control measures, the applicant should work cooperatively with the noise source owner and should enter into an agreement for implementation and perpetual maintenance of the noise control measures. Source based noise control measures will not be feasible without authorization from the noise source owner.
8.1.2.(6).(h) For proposed developments where source mitigation is required, appropriate agreements should be enacted to ensure monitoring of the long term maintenance of recommended and employed mitigation measures to support new sensitive land uses.
8.1.2.(6).(i) The City shall develop procedures for assessing environmental noise matters for new development, including, but not limited to, criteria for the consideration and formal confirmation of a Class 4 area, in accordance with any applicable Provincial and Regional guidelines
Section 8.1.2 (8.1) – Public Realm
a) The design of the public realm and the private realm should be coordinated to provide attractive streetscapes throughout the MTSAs.
b) Streetscape improvements will be scheduled and phased appropriately with road and infrastructure projects, as well as timing of development, in accordance with Section 8.1.2 (5.1) of this Plan. Proponents of development shall collaborate with the City to align development with road and infrastructure projects, where it is deemed appropriate by the City.
d) For lands that are not subject to a Tertiary Plan as identified in Section 8.1.2(10.1), a shared distribution of the responsibility among landowners to provide street infrastructure, active transportation connections and parks to contribute to the public realm is required through the comprehensive planning of contiguous lots, where applicable, based on good planning principles.
e) Development proponents shall demonstrate that the proposal will not compromise the ability of development on adjacent property(ies) to meet the objectives and policies of this Plan and will be designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist as determined by the City.

Section 8.1.2 (8.2) – Activated Streets
a) In accordance with Schedule F-2: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Activated Streets, Schedule G2: Aldershot GO Major Transit Station Area Activated Streets, and Schedule H-2: Appleby GO Major Transit Station Area Activated Streets, of this Plan: *i. along Major Mixed Use Streets, retail, service commercial, institutional uses, day care centre, public service facilities or office uses shall be required continuously at grade in buildings having frontage onto public streets, with the exception of the following as established through the Community Planning Permit By-law:* *a) Primary Public Entrances are permitted at grade facing Major Mixed Use Streets in conjunction with other permitted uses;* *b) development located within a Low to Mid-Rise Residential and Mid-Rise Residential Precincts may be exempt from the requirements of Major Mixed Use Streets, provided it can demonstrate to the satisfaction of the City that the proposal will provide and enhanced public realm and will not compromise the objectives of Activated Streets.* *c) development located along a Major Mixed Use Street may be permitted to include indoor common residential amenity area on the first or second floor of a building, provided it is subordinate in size to any required non-residential and is not facing the Major Mixed Use Street.*
c) Development shall demonstrate how the amount of proposed non-residential uses at grade will support the MTSA proportional job targets and the City's objectives for activated streets.
d) Along Mixed Use Major Streets, the gross floor area of existing retail and service commercial uses should be considered the minimum requirement for the maintenance, restoration or replacement of retail and service commercial uses in any new development.
Section 8.1.2 (8.3) – Built Form Transitions
a) The City's implementing Community Planning Permit By-law shall establish appropriate regulations which: *i. ensure compatibility between a new development and existing built form in the Low to Mid-Rise Residential precinct as shown on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area and Schedule H: Land Use- Appleby GO Major Transit Station Area, Established Neighbourhood Area shown on Schedule B-1: Growth Framework of this Plan, as well as existing or new parks including linear parks and greenways; and* *ii. support diversity and flexibility in building form massing and design.*
Section 8.1.2 (8.6) – Housing Policies

d) The City shall require the submission of a housing impact statement where a development proposal includes more than one hundred (100) dwelling units, in accordance with subsection 3.1.1(2)h) of this Plan or a Planning Justification Report in accordance with Section 8.1.2 (10.4) of this Plan. The housing impact statement shall also identify how the proposal contributes to achieving the City's Council approved housing targets. The submission of a Planning Justification Report may be required in accordance with Section 8.1.2(10.4) for purpose built rental, affordable and assisted housing development instead of a housing impact statement.

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