

1120 Cooke Boulevard (101 Masonry Court)
City of Burlington

PLANNING JUSTIFICATION REPORT

Official Plan Amendment &
Zoning By-law Amendment Applications

WND ASSOCIATES
PLANNING AND URBAN DESIGN

November 2021

Walker, Nott, Dragicevic Associates Limited

WND Project No. 17.519

This page intentionally left blank.

Table of Contents

1.0 Introduction 5
1.1 Purpose 5
2.0 Summary of Findings 7
3.0 Physical Context 9
3.1 Subject Site 9
3.2 Surrounding Land Uses 9
3.3 Broader Context 11
3.4 Public Transit 13
4.0 Proposed Development 15
4.1 Phasing of Development 17
4.2 Built Form and Massing 17
4.3 Unit Composition 19
4.4 Parking, Loading, Servicing, and Vehicular Access 20
4.5 Amenity Space 21
5.0 Planning Framework 23
5.1 Provincial Policy Statement, 2020 23
5.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 26
5.3 Regional Transportation Plan 2041 30
5.4 Halton Regional Official Plan 32
5.5 City of Burlington Official Plan 36
5.6 City Burlington Zoning By-law 2020 52
6.0 Non-Statutory Planning Policies 54
6.1 Regional Official Plan Amendment 48 54
6.2 City of Burlington Official Plan, 2020 (under appeal) 59
6.3 Burlington Area-Specific Plans for Aldershot GO MTSA 80
6.4 Tall Building Design Guidelines 82
7.0 Pre-Application Consultation 88
8.0 Supporting Studies 89
8.1 Functional Servicing & Stormwater Management Report 89
8.2 Arborist Report & Tree Protection Plan 89
8.3 Landscape Plan 90
8.4 Traffic Impact Study 91
8.5 Environmental Noise Study & Environmental Vibration Review 92

8.6 Shadow Study 93
8.7 Environmental Site Assessment 93
8.8 Pedestrian Wind Study 94
8.9 D-6 Land Use Compatibility – Air Quality Assessment 94
8.10 Urban Design Brief 95
8.11 Geotechnical Investigation 96
8.12 Waste Management Planning Review 96
8.13 Fiscal Impact Study 97
9.0 Conclusion 98

List of Figures

Figure 1. Air Photo of Subject Site 9
Figure 2. Oblique Angle Air Photo of Subject Site (looking southeast) 10
Figure 3. Oblique Angle Air Photo of Subject Site & StationWest Phase 1 (looking north) 10
Figure 4. Contextual Air Photo of Subject Site 12
Figure 5. Height Context and Transit Services Air Photo 12
Figure 6. Proposed Ground Floor Plan with Phasing of Development 15
Figure 7. Proposed Parking Level 1 with Phasing 16
Figure 8. Building Perspective looking northeast across the site. 17
Figure 9. Building perspective looking northwest from the corner of Masonry Court and Cooke Boulevard to buildings B and C. 18
Figure 10. Building Perspective looking east along Masonry Court from Waterdown Road. 18
Figure 11. Growth Plan for the Greater Golden Horseshoe, Schedule 2 27
Figure 12. Regional Transportation Plan 2041, Map 6 31
Figure 13. Halton ROP Map 1: Regional Structure 32
Figure 14. ROP Map 3: Functional Plan of Major Transportation Facilities 33
Figure 15. OP Schedule A: Settlement Pattern 37
Figure 16. Schedule B: Comprehensive Land Use Plan – Urban Planning Area 38
Figure 17. City of Burlington Zoning By-law 2020 53
Figure 18. Map 1h: Regional Urban Structure 55
Figure 19. Map 6d- Aldershot GO MTSA 55
Figure 20. Aldershot GO Draft Precinct Plan, 2018 80
Figure 21. Aldershot GO MTSA Preliminary Preferred Precinct Plan, September 2021 81

List of Tables

Table 1. Statistical Summary of Proposed Development 16
Table 2. Summary of Proposed Dwelling Unit Composition 20
Table 3. Summary of Proposed Parking Supply 20
Table 4. Proposed Bicycle Parking Supply 21
Table 5. Statistical Summary of Proposed Amenity 22

1.0 Introduction

WND Associates has been retained by ADI Developments (Masonry) Inc. to assist in the application approval process for the mixed-use development of the site known municipally as 1120 Cooke Boulevard (the "subject site") consisting of three residential towers (Building A, Building B and Building C) with grade-related retail/commercial in Building B (the "proposed development"). The proposed development will have a total gross floor area of 75,574.06 square metres (7.8 FSI), with 1,026 residential and visitor parking spaces located within a five-level underground parking structure and five at-grade commercial parking spaces. Tower heights will be 36 storeys for Buildings A and C, and 26 storeys for Building B.

Detailed in this report is an overview of the in-force provincial and municipal policy framework, including a review of the proposed development relative to its conformity and consistency with this statutory policy framework and its regard for relevant non-statutory guideline documents.

This report concludes that the proposed development is an appropriate form of redevelopment for the subject site, is consistent with the objectives of the Provincial Policy Statement, 2020 and conforms to the policies of the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, and the Official Plans of Halton Region and the City of Burlington. It intensifies a vacant site along a major road in proximity to higher-order inter-regional rapid transit at Aldershot GO station, promotes active transportation uses, and contributes to the supply and range of housing options in the area. The built form envisioned in the proposed development is compact and street-oriented, and will facilitate improvements to the surrounding streetscape and public realm while implementing appropriate transitions to adjacent properties.

In order to facilitate the proposed development, amendments to the in-force Burlington Official Plan and Zoning By-law are required, and are attached in draft form as part of this application.

1.1 Purpose

This report, along with other supporting plans and studies, was prepared as component of a complete Zoning By-law Amendment application to implement the proposed development. The purpose of this report is to review the planning merits of the proposed development with respect to its consistency with the Provincial Policy Statement (2020), conformity to the Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020), conformity with the Halton Regional Official Plan, 2017 Consolidation (the "ROP"), conformity with the City of Burlington Official Plan, 2020 (the "OP"), and its regard for relevant City guideline documents. This report also outlines how the proposed development has appropriate regard for Draft Regional Official Plan Amendment 48 and the new Burlington Official Plan which is under appeal at the Local Planning Appeal Tribunal. For the purposes of this report, the interim working version of the Burlington OP (as of February 2021) will be evaluated herein. The report also outlines the existing applicable zoning under City of Burlington Zoning By-law 2020.

The subject site is subject to Provincial and Municipal planning policies and regulations contained in the following planning documents:

In summary, the following statutory policy documents have been reviewed herein:

- Provincial Policy Statement, 2020;
- Growth Plan for the Greater Golden Horseshoe, 2019, as amended;
- Regional Transportation Plan 2041;
- Halton Regional Official Plan;
- City of Burlington Official Plan, Office Consolidation December 2019; and,
- City of Burlington Zoning By-law 2020.

The following non-statutory policy and guideline documents and planning studies have also been reviewed herein:

- Halton Regional Official Plan Amendment 48;
- City of Burlington Official Plan, 2020 (interim working version as of February 2021) (under appeal);
- Burlington Mobility Hub Study; and,
- City of Burlington Tall Building Guidelines.

2.0 Summary of Findings

The analysis of the policy framework provided herein finds that the proposed development is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, conforms to the Halton Region Official Plan and City of Burlington, and has adequate regard for the relevant guideline documents and non-statutory policies.

Intensifying the subject site will provide for a significant amount of new, high-quality housing, in a range of unit types, as well as new retail/commercial opportunities, in close proximity to rapid inter-regional transit and is approximately 350 metres from the Aldershot GO *major transit station,* which meets the general criteria for a *Major Transit Station Area* as defined in the *Growth Plan for the Greater Golden Horseshoe.* It will introduce an attractive, compact, and pedestrian-friendly built form, introduce improvements to the streetscape and public realm, and feature a series of setbacks that will minimize impacts on adjacent properties.

Specifically, the proposed development:

- Is consistent with the Provincial Policy Statement, 2020 by providing for compact intensification within a settlement area where municipal services, including rapid inter-regional and frequent public transit, are readily available, providing for new housing options and making efficient use of land by delivering a compact, mixed use development that will contribute to the creation of a complete community;
- Conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, by providing for appropriate intensification within the delineated built-up area, close to rapid transit, and on a site that carries a growth designation in the Official Plan, contributing to the diversification of the housing supply and meeting Provincial growth and density targets;
- Contributes to implementing the vision of the Regional Transportation Plan 2041 by helping to align land use with transit investments, providing more intense residential and retail/commercial uses in an area close to frequent bus service and rapid rail transit, as well as connections to active transportation infrastructure;
- Is responsive to the intent of the Tall Building Guidelines by providing for a human-scaled street-related building form with appropriate transitions to nearby built forms, slender tower forms with adequate separation distances that contribute to a visually interesting skyline;
- Responds appropriately to the direction of the City's Mobility Hub Study which contemplated buildings of up to 30 storeys on the subject site and lands to the east, which lands have instead developed with mostly low-rise and some mid-rise buildings, thus resulting in significantly less overall intensity in this key portion of the Mobility Hub than was anticipated in the study;
- Provides for effective site circulation with consolidated vehicular access and servicing and loading facilities accommodated internally to the site in order to maintain an unencumbered pedestrian realm;
- Provides for an appropriate parking ratio that ensures that parking demand generated by the building can generally be accommodated on-site while recognizing the transit-accessibility of the subject site and promoting non-automobile- based modes of travel;
- Contributes to the pedestrian realm of the area by enhancing the public realm on boundary streets, providing permeability through the site and contributing publicly-accessible private green spaces that create linkages to public park space and the Aldershot GO station;

- Provides a variety of new housing types in a compact form that increases the supply and diversity of the housing stock in the area;
- Does not impact natural features in the area;
- Is compatible with existing major facilities and employment uses, and transportation infrastructure in relation to air quality, odours, noise and vibration;
- Does not create unacceptable shadow impacts on abutting sidewalks, open spaces, or adjacent properties, nor any overlook issues on adjacent properties, including the lower-scaled residential lands to the east and south;
- Maintains comfortable wind conditions on the public realm and adjacent properties; and,
- Can utilize existing servicing infrastructure on the abutting right-of-ways.

In order to implement the proposed development, amendments are required to both the in-force City of Burlington Official Plan and the City of Burlington Zoning By-law 2020 in order to accommodate height, density, and other site-specific standards, and to facilitate a form of development that better aligns with Provincial policy objectives. Draft amendments are included with the submission package.

3.0 Physical Context

3.1 Subject Site

The subject site is located at the northeast corner of Masonry Court and Waterdown Road in the City of Burlington (**Figure 1**). An extended Cooke Boulevard will bound the east side of the subject site. The site is nearly square-shaped with frontages of approximately 91 metres (299 feet) on Masonry Court, 100 metres (328 feet) on Waterdown Road, and 91 metres (299 feet) on Cooke Boulevard. The total site area is 0.95 hectares (2.36 acres).

Currently, the subject site is largely vacant but was historically used as a concrete brick manufacturing plant from 1956 to 2011. A temporary one-storey sales and presentation centre is located within the southwest portion of the subject site associated with Phase 1 of the StationWest project.

The subject site has been substantially regraded with intermittent vegetation and shrubbery. A number of boundary trees are located west of the site within the Waterdown Road right-of-way and a Floodplain Storage Area is located to its north.



Figure 1. Air Photo of Subject Site

3.2 Surrounding Land Uses

The land uses surrounding the subject site consist of mix of employment, commercial and residential uses in the vicinity of the Aldershot GO station. The Canadian National Oakville Subdivision railway corridor

and Highway 403 run roughly east-west to the north of the subject site and together create a physical barrier between more urban land use patterns to their south, and exurban and rural areas within North Aldershot to their north (**Figure 2** and **Figure 3**).



Figure 2. Oblique Angle Air Photo of Subject Site (looking southeast)



Figure 3. Oblique Angle Air Photo of Subject Site & StationWest Phase 1 (looking north)

North: A Floodplain Storage Area is located to the adjacent north of the subject site. Further north is the Canadian National Oakville Subdivision railway corridor which supports freight and passenger operations including the Lakeshore West GO train service. A pedestrian walkway extends north from the adjacent mid-rise and townhouse block towards the Aldershot GO Station. The main Aldershot GO Station building is located north of the railway corridor along with surface parking for commuters. Highway 403 is located north of the Aldershot GO Station.

East: To the immediate east of the subject site is Phase 1 of the StationWest residential development consisting of six (6) storey mid-rises along the north side of Masonry Court and townhouses further north. The Aldershot GO Station south parking lot, and lands for future parking lot expansion are located north and east of the Phase 1 lands. At the southeast corner of Masonry Court and Cooke Boulevard is a one (1) storey manufacturing facility with integrated two (2) storey office building, currently occupied by Gentherm, an electronics manufacturer. Further east, to the south of Masonry Court are low-rise residential areas consisting mainly of single-detached dwellings.

South: Opposite Masonry Court between Waterdown Road and Cooke Boulevard are employment uses consisting of a pair of one (1) storey manufacturing buildings. Similar employment uses and built form continue along Cooke Boulevard, south to Plains Road. At the southwest corner of Waterdown Road and Railway Road/Masonry Court is the St. Mary's CBM concrete and aggregate supply and storage area. Further south along the east side of Waterdown Road are single-detached dwellings and commercial uses with additional commercial uses and Burlington Fire Station 3 located along the west side of the road. Plains Road is characterized by a range of commercial uses with recent mixed-use developments up to six (6) storeys along its south side consisting of residential uses with grade-related retail.

West: Opposite Waterdown Road and west of Railway Road is the St. Mary's CBM concrete and aggregate facility and additional employment and industrial uses including an open storage facility. Further west along Howard Road are additional employment uses including warehouse facilities currently occupied by produce wholesalers. Hidden Valley Park is located west of the employment uses and is bisected by Grindstone Creek and the Hidden Valley multi-use trail.

3.3 Broader Context

The subject site is located in Ward 1 of the City of Burlington. The immediate neighbourhood around the subject site is characterized by predominately employment and industrial uses along the CN Oakville Subdivision railway line. Emerging land uses in the area including Phase 1 of the StationWest development, east of the subject site, consist of transit-supportive residential uses associated with the Aldershot GO Station. Air photos of the subject site are provided below, which demonstrate its context within the City of Burlington (**Figure 4**) and surrounding building height and transit services (**Figure 5**).



Figure 4. Contextual Air Photo of Subject Site

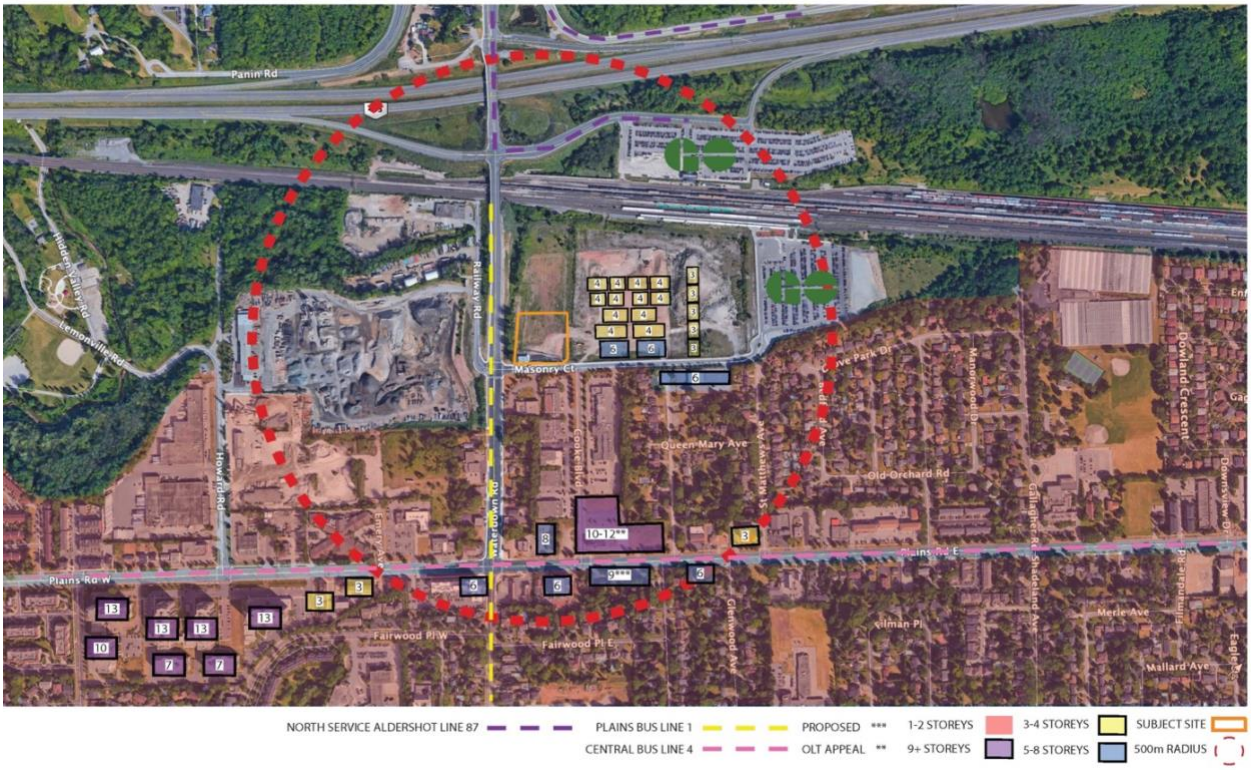


Figure 5. Height Context and Transit Services Air Photo

The subject site is located within the study area of the Aldershot Major Transit Station Area (MTSA) Area-Specific Planning Project which is comprised of an area roughly 800 metres around the Aldershot GO Station. The MTSA area is defined by the Halton Regional Official Plan Amendment 48 (ROPA 48) and will be further refined by the City of Burlington to include area-specific Official Plan policies and zoning by-law regulations.

North of the subject site is the CN Oakville Subdivision railway line which supports freight services and passenger railway service including GO train and VIA Rail. Highway 403 (Queen Elizabeth Way) runs east-west to the north of the railway corridor and provides freeway connections westbound to Hamilton and Brantford, and eastbound to Oakville, Mississauga, and Toronto via the Gardiner Expressway. The nearest Highway 403 interchange is along Waterdown Road, less than 500 metres north of the proposed development.

The subject site fronts along Waterdown Road, a north-south major road that connects northbound to the community of Waterdown within the City of Hamilton, atop the Niagara Escarpment. Southbound, Waterdown Road turns into Lasalle Park Road, south of Plains Road and terminates at LaSalle Park a major park, marina, and open space area along the shore of Burlington Bay.

Plains Road is the nearest west-east major road in the vicinity of the proposed development and provides westbound connections to Hamilton and eastbound to major commercial area including the Mapleview Mall and downtown Burlington via Brant Street. A mix of commercial and residential uses are located along Plains Road including recent mid-rise developments near its intersection with Waterdown Road. Plains Road also serves as a significant east-west local transit route for Burlington Transit bus service.

Grindstone Creek and its tributaries are a notable feature to the north and west of the subject site flowing downslope from the Niagara Escarpment through Hidden Valley Park and the Royal Botanical Gardens Hendrie Valley Sanctuary to Burlington Bay. Parks and open space line the watercourse, portions of which are linked by a multi-use trail.

3.4 Public Transit

The subject site is well-served by local and rapid regional transit. The Aldershot GO *major transit station* is located approximately 350 metres east of the proposed development and is pedestrian-accessible along Masonry Court. GO train service along the Lakeshore West Line is available from the Aldershot GO including regular eastbound service to Toronto Union Station and westbound weekday rush hour commuter service in evenings to Hamilton GO Centre and West Harbour GO.

Metrolinx is undertaking an initiative to electrify the Lakeshore West Line with the intent of providing expanded and enhanced GO train service. Service between Burlington and Toronto Union Station will run at 15-minute intervals while hourly service will be provided to Hamilton.

In addition to GO rail service on the Lakeshore West Line, GO bus routes are also accessible from Aldershot GO station and at the intersection of Waterdown Road and Masonry Court including the following route:

- GO Bus 18 – Lakeshore West (at Waterdown and Masonry Court, and Aldershot GO north)
    - Regular westbound service to Hamilton GO Centre and West Harbour GO
    - Regular eastbound service to Toronto Union Station

Burlington Transit bus service is closely connected to the subject site with the nearest bus stops located at the intersection of Waterdown Road and Masonry Court and additional local transit connections available from the Aldershot GO station and along Plains Road. The following Burlington transit routes are accessible with pedestrian distance of the subject site:

- Route 1 – Plains (at Plains Road)
    - Regular westbound service to Hamilton GO and eastbound to Appleby GO
- Route 4 – Central (at Waterdown Road and Masonry Court)
    - Regular westbound service to Aldershot GO and eastbound to Appleby GO
- Route 87 (at Aldershot GO north)
    - Weekday peak hour service, westbound to Aldershot GO and eastbound to Burlington GO

VIA Rail service west to Windsor and east to Toronto Union Station and destinations in eastern Ontario and Quebec is also available from Aldershot GO.

4.0 Proposed Development

The proposed development consists of three residential towers (Building A, B and C) with at-grade retail/commercial uses within Building B (**Figures 6**). Building A is located within the northwest quadrant of the subject site and consists of a 36-storey tower including a four (4) storey podium. Building B and C are located within the southeast and southwest portions of the site, respectively, and share a three (3) storey podium. Building B is 26 storeys in height and Building C is 36 storeys. Five levels of underground parking occupy the entire site and are shared by all three buildings.

In total, 1,139 residential units are proposed within the three buildings consisting of bachelor, one-bedroom, two-bedroom and three-bedroom unit sizes with a total residential GFA of 73,855.94 square metres. Ground-related retail/commercial space in Building B consists of 231.22 square metres of GFA at the northwest corner of Masonry Court and the extended Cooke Boulevard and may also be used for service commercial and office uses in accordance with the permitted uses of the MXC zone. The total GFA of the proposed development is 74,087.16 square metres resulting in a site density of 7.8 FSI.



Figure 6. Proposed Ground Floor Plan with Phasing of Development

A total of 1,031 residential and visitor car parking spaces are proposed including 35 barrier-free spaces. Parking for residents includes 924 spaces (0.8 spaces per dwelling unit) and 107 parking spaces are provided for residential and retail/commercial visitors (0.1 spaces per dwelling unit). The majority of parking will be located within a five (5) level underground garage with five (5) visitor parking spaces

provided at-grade, including one (1) barrier-free space. Eleven (11) tandem parking spaces are included on underground level 5 (P5) for residential units. The proposed design of Parking Level 1 is shown in **Figure 7**. Bicycle parking consists of 567 long-term residential spaces located within ground-level storage facilities and underground parking levels, 56 short-term spaces both outdoors and indoors, and five (5) outdoor spaces for commercial uses.



Figure 7. Proposed Parking Level 1 with Phasing

A summary of site statistics is provided in **Table 1**.

Table 1. Statistical Summary of Proposed Development

Site Area (square metres)	9,534.66
Ground Floor Area (square metres)	4,035.73
Lot Coverage	42.3%
Gross Floor Area (GFA) (square metres)	74,087.16
Retail/commercial GFA (square metres)	231.22
Residential GFA (square metres)	73,855.94
Floor Space Index (FSI)	7.8
Maximum Height (metres) excluding MPH	119.10 (Building A & C)
Maximum Height (storeys)	36 (Building A & C)
Dwelling Units	1,139
Parking Spaces	1,031

4.1 Phasing of Development

The proposed development is envisioned as a multi-phase project consisting of two below grade phases and three above grade phases (**Figure 5** and **6**).

The underground portion of the building will consist of five levels of underground parking bisected by a phasing line which delineates the first and second phases of completed construction. Phase 1 of the underground parking area is accessible from a parking entrance within the podium of Building B by way of Cooke Boulevard along the east side of the subject site. A secondary access will be added during Phase 2 of underground construction from Waterdown Road at the northwest corner of the subject site, providing an additional connection to underground parking.

Above-grade construction is proposed during three phases. Phase 1 will consist of the construction of Building B, while Building C will be constructed during Phase 2, connecting the shared three-storey podium of the two buildings and completing construction atop the first phase of underground construction. Phase 3 of above-grade construction will consist of Building A within the northwest portion of the subject site.

4.2 Built Form and Massing

The proposed development consists of three new towers which will intensify a vacant site in proximity to the Aldershot GO station (**Figures 8, 9, 10**). The greatest height is concentrated within the west portion of the subject site along Waterdown Road where Building A and C will have heights, excluding the mechanical penthouse, of 36 storeys (113.6 metres). Building B, within the southwest quadrant of the site at the corner of Masonry Court and Cooke Boulevard will have a height of 26 storeys (83.3 metres), providing a transition in scale to mid and low-rise built form to the east, including the Station West Phase 1 area opposite Cooke Boulevard and residential neighbourhoods to the southeast of Masonry Court.

Buildings B and C are located along the north side of Masonry Court atop an L-shaped three (3) storey shared podium which will establish a pleasant pedestrian experience along both Masonry Court and Cooke Boulevard while framing the interior of the site. Responding to the grading of boundary roads including an eastward slope along Masonry Court from Waterdown Road, the western portion of the podium under Building C will be two storeys above grade along the public right-of-way and three storeys further east under Building B. From the interior of the site, where primary residential entrances are oriented around a private laneway and roundabout, the podium portion of the Buildings B and C will have a consistent height of three storeys.



Figure 8. Building Perspective looking northeast across the site.

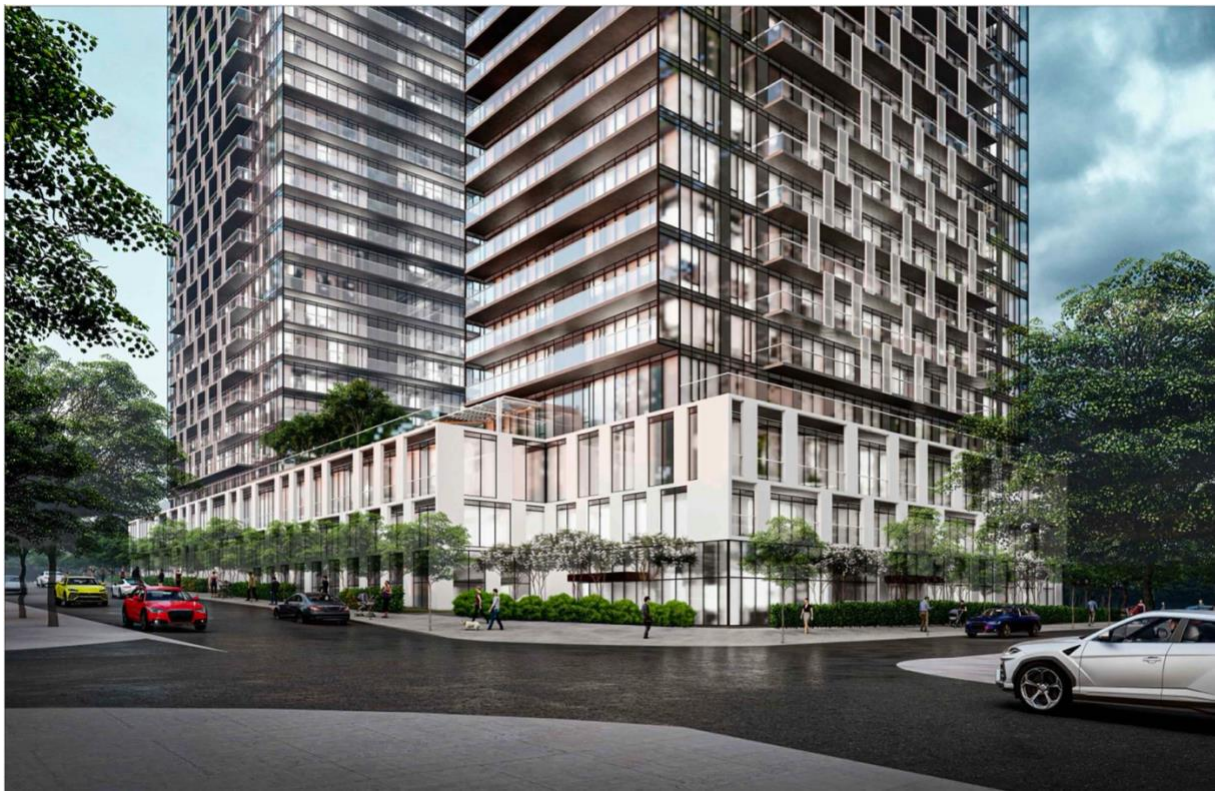


Figure 9. Building perspective looking northwest from the corner of Masonry Court and Cooke Boulevard to buildings B and C.

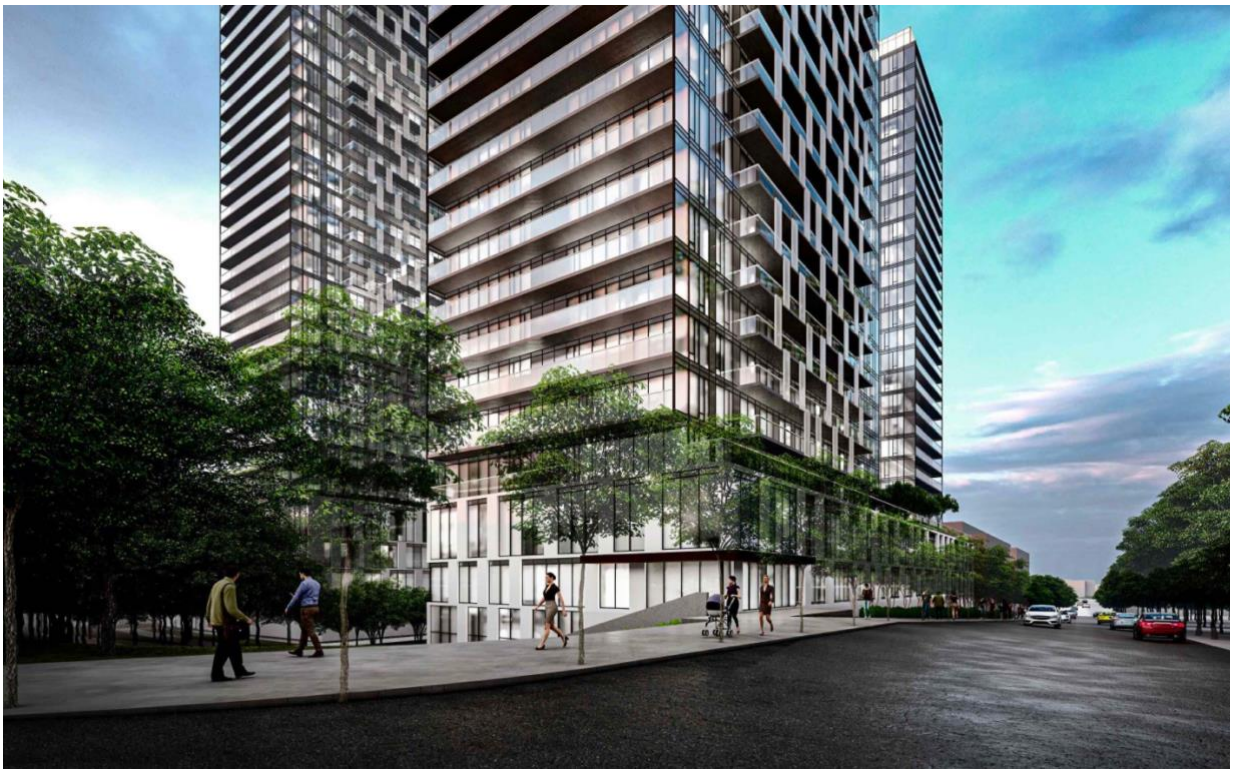


Figure 10. Building Perspective looking east along Masonry Court from Waterdown Road.

Building A is positioned within the northwest quadrant of the subject site near Waterdown Road with its primary entrance also located internal to the site along the private laneway. Its podium will also be configured in an L-shape around the interior of the site and will have a height of four (4) storeys, creating a variable massing and visually interesting appearance.

The proposed development implements setbacks and stepbacks at key points in order to establish strong pedestrian connection to the boundary street network while reducing perceived negative impacts. Along Waterdown Road, minimum setbacks of 3.15 metres for Building C and 3.50 metres for Building A are applied. A setback of 3.00 metres is consistently applied along Masonry Court at the podium level of Building B and C, and 3.15 metres along Cooke Boulevard. At the corner of Masonry Court and Cooke Boulevard, the podium is notched out to reduce massing, enhance visibility of the retail/commercial entrance, and provide opportunities for landscaping, bicycle parking, and outdoor seating.

The position and orientation of the tower portions of the three buildings have been refined to apply the City of Burlington's Tall Building Guidelines, while mitigating impacts on pedestrian-level wind conditions as detailed in the Pedestrian Wind Comfort Study prepared by SLR. All three towers have a floor plate of 750 square metres while tower separation distances are 29.70 metres between Building B and C, 42.85 metres between Building A and C, and 27.05 metres between Building A and B. These design features maximize sky views and provide sunlight access within the site, surrounding public realm and nearby properties.

Stepbacks from the podium to tower component have been applied for each building to reinforce a human scale from the surrounding public realm and private outdoor areas within the site. Building A implements stepbacks above the fourth storey of 3.00 metres along its east side, 2.0259 metres along its north face, and 7.80 metres along its west side. The south wing of the building consists only of the podium level topped by an outdoor amenity area. A portion of the south face of the tower will extend to the edge of the podium without a stepback and demonstrates appropriate mitigation of wind and shadowing impacts.

Building B steps back above the third storey to the tower component by 3.59 metres along its east face, 3.00 metres along its west side, and 7.42 metres at its southwest corner. A portion of the tower atop the retail/commercial component of the building features no stepbacks which will delineate the retail/commercial entrance and provide a point of architectural emphasis at the northwest corner of Masonry Court and Cooke Boulevard. The north face of the tower will not implement stepbacks.

Building C features stepbacks of 3.65 metres above the third storey of its south side frontage along Masonry Court (or second storey, as it appears from the public right-of-way). A minimum tower stepback of 1.25 metres is provided along its west side. The north face of the tower will extend directly above the podium.

4.3 Unit Composition

A range of dwelling unit sizes are proposed, the majority of which are one-bedroom units, with two-bedroom units and a single three-bedroom unit with an overall total of 1,139 dwellings. A summary of dwelling unit composition for the proposed development is provided in **Table 2**.

Table 2. Summary of Proposed Dwelling Unit Composition

Unit Size	Building A	Building B & C Podium	Building B	Building C	Total
One-Bedroom	201 (45%)	9 (13%)	22 (9%)	192 (50%)	424 (37.23%)
One-Bedroom (plus den)	158 (35%)	48 (68%)	154 (64%)	64 (17%)	424 (37.23%)
Two-Bedroom	80 (18%)	3 (4%)	66 (27%)	128 (33%)	277 (24.32%)
Two-Bedroom (plus den)	3 (1%)	10 (14%)	-	-	13 (1.14%
Three-Bedroom	-	1 (5%)	-	-	1 (> 0.1%)
Total	**442**	**71**	**242**	**384**	**1139**

4.4 Parking, Loading, Servicing, and Vehicular Access

Vehicular access to the proposed development will be provided from two points including a primary access from Cooke Boulevard and a secondary right in-right out driveway from Waterdown Road at the northwest corner of the site.

Servicing and loading access will be exclusively provided from the Cooke Boulevard access while the secondary access will serve as alternate access to the underground parking. No driveways or curb cuts are proposed along Masonry Court, allowing this street to serve as a fully pedestrian frontage which will complement its function as a key connector to the Aldershot GO station.

The primary access to the site along Cooke Boulevard consists of a 6.2-metre-wide private driveway with landscaping and sidewalk along both its north and south sides, leading to a roundabout at the centre of the site. The roundabout provides connections to drop-off queues for all three building entrances, an exterior loading space and garbage collection area for Building A, and both loading, servicing, and underground parking access that have been integrated into the podium of Buildings B and C.

Table 3. Summary of Proposed Parking Supply

Parking Area	Residential/Visitor Standard Spaces	Residential/Visitor (Barrier-Free)	Retail/Commercial	Total
At-grade	-	-	5 (1 Barrier-Free)	5
P1	179	7 (3 Type A, 4 Type B)	-	186
P2	198	7 (3 Type A, 4 Type B)	-	205
P3	201	7 (3 Type A, 4 Type B)	-	208
P4	201	7 (3 Type A, 4 Type B)	-	208
P5	201 (11 tandem)	7 (3 Type A, 4 Type B)	-	219
Total	991	35	5	1,031

Car parking consists of a total of 1,031 parking spaces, including 1026 resident and visitor parking spaces that are entirely located below grade within five levels of underground parking. Five at-grade parking spaces are provided for commercial uses at the north end of Building B. A statistical summary of resident

and visitor parking supply is provided in **Table 3**. Residential parking is provided at a rate of 0.8 spaces per dwelling units while visitor parking for residential and retail/commercial uses is provided at a rate of 0.1 spaces per dwelling unit.

Bicycle parking consists of a total of 574 spaces including 513 long-term residential spaces (0.45 spaces per dwelling unit), 56 short-term residential spaces (0.05 spaces per dwelling unit), and 5 commercial spaces, as detailed in the Traffic Impact Study.

Bicycle parking spaces will be provided on the ground floor and within the underground parking garage, including 104 residential long-term bicycle parking spaces located on the P1-P4 levels of the underground parking garage. A total of 409 residential long-term bicycle parking spaces are proposed to be located on the ground floor and can be accessed from the residential lobbies.

A total of 56 residential short-term bicycle parking spaces and five (5) retail bicycle parking spaces are provided by the proposed development. Eight (8) exterior residential short-term bicycle parking spaces are proposed for Building A. Six (6) exterior residential short-term bicycle parking spaces, five (5) retail short-term exterior bicycle parking spaces and 34 interior residential short-term bicycle parking spaces are proposed for Building B, and eight (8) exterior residential short term bicycle parking spaces are proposed for Building C. A summary of bicycle parking supply is provided in **Table 4**.

Table 4. Proposed Bicycle Parking Supply

Building	Residential Long-Term Spaces	Residential Short-Term Spaces	Commercial Spaces
Building A	164 (115 ground; 49 underground)	15 (outdoor)	-
Building B	141 (86 ground; 55 underground)	40 (6 outdoor; 34 indoor)	5 (outdoor)
Building C	208 (208 ground)	8 (outdoor)	-
Total	**513 (409 ground; 104 underground)**	**56**	**5**

Loading and waste collection for Building A is located at the exterior of the building at its south end and consists of a 3.5-metre-wide by 12.0-metre long space with garbage bin staging pad. These facilities are screened by landscaped features to minimize their impact on surrounding areas. Access to a moving corridor for residents and a garbage storing room for waste collection is provided adjacent to the exterior loading space.

Two Type C loading spaces have been integrated into the shared podium of Building B and C, located along both sides of a drive aisle extending south from the roundabout. Each loading space is connected to moving facilities for the respective buildings.

4.5 Amenity Space

Indoor amenity space is provided at various locations within the three buildings which will be programmed to meet the needs of future residents. All three buildings have ground-level amenity which is closely

connected to the respective residential lobbies, providing safe and convenient access while encouraging interactions for future residents. .

Building A has additional amenity space on the fifth level at the southwest corner of the tower which directly connects to a large outdoor amenity terrace atop the podium. The fifth level outdoor terrace is programmed with an artificial turf dog run with pet-friendly elements such as a decorative fire hydrant, drinking foundation and waste disposal. An outdoor fitness equipment station is envisioned at the southwest corner of the terrace while the east area of the terrace is equipped with a barbecue and dining area and an outdoor movie theatre with another artificial turf area, seating and tree plantings.

Building C has indoor amenity space at its second level, adjacent to its lobby area its southwest corner. The majority of indoor amenity space for both Building B and C is concentrated their fourth levels with an adjoining outdoor amenity terrace atop their shared podium between the two towers. The shared outdoor amenity space is programmed for passive and active uses and includes dining and barbecue area, outdoor move theatre, climbing wall, outdoor fitness area, artificial turf area, lounge seating, and tree and garden plantings.

A total of 2,735 square metres of shared indoor amenity and 1,413 square metres of shared outdoor amenity is proposed within the three buildings. The total area of shared private amenity within the three buildings is broken down between the three phases as follows:

- Building A: Indoor Amenity – 793 square metres, Outdoor Amenity – 512 square metres;
- Building B: Indoor Amenity – 905 square metres, Outdoor Amenity – 630 square metres;
- Building C: Indoor Amenity – 1037 square metres, Outdoor Amenity – 271 square metres.

Private balconies and terraces for dwellings units accounts for an additional 13,147 square metres of outdoor space. Private at-grade open space area is also proposed consisting of a dog run at the west side of the site between Building A and Building C, and open space area with seating and landscaping at the northeast corner of the proposed development, providing an additional 3,731 square metres of shared private amenity space. Overall, 21,026 square metres of private and shared amenity is proposed for the development.

A statistical summary of amenity space within the proposed development is provided in **Table 5**.

Table 5. Statistical Summary of Proposed Amenity

Building	Shared Indoor (m^2)	Shared Outdoor (m^2)	Private Outdoor (m^2)	At-Grade Outdoor (m^2)	Total (m^2)	Amenity Per Unit (m^2)
Building A	793	512	5153	1244	7701	17.42
Building B	905	630	3409	1244	6187	21.94
Building C	1037	271	4585	1244	7137	17.20

5.0 Planning Framework

The subject site is subject to Provincial and Municipal planning policies and regulations contained in the following planning documents:

In summary, the following statutory policy documents have been reviewed herein:

- Provincial Policy Statement, 2020;
- Growth Plan for the Greater Golden Horseshoe, 2019, as amended;
- Regional Transportation Plan 2041;
- Halton Regional Official Plan;
- City of Burlington Official Plan, Office Consolidation December 2019; and,
- City of Burlington Zoning By-law 2020.

The following non-statutory policy and guideline documents, and planning studies have also been reviewed herein:

- Halton Regional Official Plan Amendment 48;
- City of Burlington Official Plan, 2020 (under appeal);
- Burlington Mobility Hub Study; and,
- City of Burlington Tall Building Guidelines.

The following sections review and analyze the proposed development in the context of the above-noted policy and guideline documents.

5.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020, (the "PPS") came into effect on May 1, 2020, and is meant to provide direction on matters of Provincial interest related to land use planning and development. The Planning Act directs that decisions affecting planning matters "shall be consistent with" the policy statement.

The PPS supports intensification generally, particularly where redevelopment occurs within existing urban areas, and where services and infrastructure already exist to support growth, especially in areas close to rapid transit. The following policy directives in the PPS are relevant to the proposed development:

Section 1.1.1 states that "*healthy, liveable and safe communities are sustained by:*

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; […]

e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs*;"

The proposed development will promote efficient development patterns by providing for dense, compact built form and a variety of dwelling types in close proximity to both rapid and local transit, reducing the need for long trips, and allowing daily needs to be met without the use of an automobile.

Section 1.1.3.1 of the PPS notes that "*settlement areas shall be the focus of growth and development*". Furthermore, section 1.1.3.2 provides that "*land use patterns within settlement areas shall be based on densities and a mix of land uses which*:

a) efficiently use land and resources;
b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
d) prepare for the impacts of a changing climate;
e) support active transportation;
f) are transit-supportive, where transit is planned, exists or may be developed; and
g) are freight-supportive.

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

The proposed development represents an efficient use of land and resources/infrastructure, redeveloping a vacant brownfield site that is proximal to higher-order transit within the planned Aldershot GO Major Transit Station Area. Active transportation facilities including dedicated bicycle lanes on Waterdown Road are accessible from the proposed development which integrates significant short and long-term bicycle parking to encourage active transportation use.

Section 1.1.3.3 further states that "*planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs*."

Section 1.1.3.4 provides that "*appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety*."

The subject site is proximal to the Aldershot GO Major Transit Station as identified in the Halton Regional Official Plan and the delineated MTSA area as defined in Halton Regional Official Plan Amendment 48 (ROPA 48). The subject site is additionally located within a designed *Mixed Use Corridor – Commercial Corridor* area in the Burlington Official Plan. These land use designations promote transit-supportive intensification. The proposed development provides 1,139 residential units in a compact form on a site

that is currently vacant and can support tall buildings without creating any undue negative impacts on adjacent or nearby properties.

Section 1.2.6 of the PPS includes policies related to land use compatibility and states that "*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"* (Section 1.2.6.1).

Further to the above, Section 1.2.6.2 states that where avoidance is not possible, "*planning authorities shall protect 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 in accordance with provincial guidelines, standards and procedures:*

a) there is an identified need for the proposed use;
b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
c) adverse effects to the proposed sensitive land use are minimized and mitigated; and
d) *potential impacts to industrial, manufacturing or other uses are minimized and mitigated*."

The subject site has been designated for residential intensification by the City and Region, and there is a demonstrated need for the proposed use to provide for new housing in proximity to rapid transit. A D-6 Land Use Compatibility and Air Quality Assessment was prepared by EXP Services Inc. that concludes that most major facilities near the proposed development are not expected to post an unacceptable air quality, dust or odour issue at the subject site. It is understood that there is potential for an odour and/or dust impact on the proposed development given its proximity to Highway 403 and smaller facilities. To mitigate these potential impacts, air conditioning, air filtration and building pressurization best practices are proposed to be incorporated into the buildings' mechanical design where they are warranted.

Section 1.4.1 of the PPS directs that "*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 residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans*."

Further, section 1.4.3 provides that "*planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: […]*

b) permitting and facilitating:

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

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

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

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

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

The proposed development is highly responsive to the housing policies of the PPS. It will deliver a mix of housing types in Burlington through intensification of an underutilized site in close proximity to mass transit, and where services and public facilities are readily available. It will achieve an appropriate density that is transit- and active-transportation-supportive, and will efficiently use land and resources. Further, the proposed development is designed and massed in a manner that minimizes negative privacy, shadowing, overlook, or wind issues, with appropriate setbacks and stepbacks to lower-scale uses. It also can be accommodated relative to its proximity to various industrial uses, as discussed above.

In summary, the proposed development is consistent with the Provincial Policy Statement, 2020.

5.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan for the Greater Golden Horseshoe, 2019, as amended ("Growth Plan"), prepared by the Ministry of Municipal Affairs and Housing, took effect on May 16, 2019, and was established under the Places to Grow Act, 2005, for municipalities within the Greater Golden Horseshoe region. The Growth Plan was further amended in 2020, primarily with respect to growth targets. The Growth Plan contains a set of policies to manage growth to the year 2051 and is to be read in conjunction with the PPS. Notwithstanding, the Growth Plan prevails where there is a conflict with the PPS.

The cornerstone of the Growth Plan relates to its vision for the region in 2051. Broadly, the Growth Plan envisages the Greater Golden Horseshoe as continuing to be "*a great place to live*", offering "*sufficient housing supply that reflects market demand and what is needed in local communities*". These goals are contingent upon the implementation of, and adherence to, a set of core guiding principles. Key among these guiding principles is to "*support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime*" and "*prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability*".

The subject site is located within the "Delineated Built-Up Area" on Schedule 2 of the Growth Plan and is adjacent to "Existing Higher Order Transit" (**Figure 11**).



Figure 11. Growth Plan for the Greater Golden Horseshoe, Schedule 2

Section 1.2.1 of the Growth Plan provides high-level guiding principles for the document, which include (among other objectives) to:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

Section 2.2.1.2 states that "*forecasted growth to the horizon of this Plan will be allocated based on the following:*

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

Furthermore, 2.2.1.2.c) states that "*within settlement areas, growth will be focused in:*

   i. delineated built-up areas;

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

The subject site is located within a delineated built-up area in a settlement area that is proximal to higher order transit, and has access to a full range of services, amenities, infrastructure, and land uses to serve the daily needs of residents. Further, the subject site is located within the area typically defined as an MTSA within a 500-metre radius of the Aldershot GO station and is located within the proposed delineation of the Aldershot GO MTSA as demonstrated in ROPA 48.

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

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

The proposed development incorporates a mix of land uses, including residential dwellings and a retail/commercial component, and provides additional residential density within walking distance of higher-order transit and near dedicated bicycling infrastructure. It incorporates a variety of apartment unit sizes, including larger two-bedroom units.

By locating additional residential density in an area that is in close proximity to a mix of uses as well as transit and active transportation infrastructure, the proposed development contributes to expanding access to a full range of amenities that can be reached without the use of a car, including a range of services and amenities along nearby Plains Road.

Regarding the built form, the proposed development features an attractive street-related podium component at an appropriate scale that frames the street and internal common areas of the site, providing a high-quality pedestrian experience. The proposed massing minimizes impacts on adjacent properties and the surrounding public realm related to pedestrian level wind conditions and shadowing through the use of setbacks, stepbacks, and tower positioning and orientation.

Section 2.2.2.3 of the Growth Plan directs that "*all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
c) encourage intensification generally throughout the delineated built-up area;
d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
f) *be implemented through official plan policies and designations, updated zoning and other supporting documents*."

The Official Plans of Halton Region and the City of Burlington are the main vehicles for the implementation of the Growth Plan. The in-effect ROP identifies the subject site as proximal to the Aldershot GO MTSA.

Section 2.2.4 provides policies relative to development and intensification within *major transit station areas*. The Region of Halton is in the process of delineating its *major transit station areas* which will be implemented through ROPA 48. The subject site is located within the Aldershot GO MTSA area illustrated in the draft ROPA 48. Furthermore, *major transit station areas* are generally defined by the Growth Plan as being the areas within an approximately 500 to 800-metre radius of a higher-order transit line. As noted, the subject site is located approximately 350 metres from Aldershot GO Station, and already designated for intensification, making it a logical candidate for inclusion within the *major transit station area*.

Section 2.2.4.1 provides that "*planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan*." Section 2.2.4.3 further specifies that "*major transit station areas on priority transit corridors […] will be planned for a minimum density target of… 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network*."

The proposed development will provide residential intensification in a future major transit station area served by the Lakeshore West GO Line as well as frequent local bus service.

Section 2.2.4.9 further states that "*within all major transit station areas, development will be supported, where appropriate, by:*

a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
b) fostering collaboration between public and private sectors, such as joint development projects;
c) providing alternative development standards, such as reduced parking standards; and
d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities*."

The proposed development will introduce a diverse mix of housing units, provide bicycle parking to encourage active transportation usage, and introduce a compact, dense built form that will improve the walkability of the streetscape, and further encourage non-car-based mode share.

Section 2.2.6 of the Growth Plan includes policies relative to housing. Section 2.2.6.1 provides that "*upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*

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

Additionally, Section 2.2.6.1 (e) states that this should be implemented "*through official plan policies and designations and zoning by-laws*."

Section 2.2.6.2 further provides that "notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

a) planning to accommodate forecasted growth to the horizon of this Plan;
b) planning to achieve the minimum intensification and density targets in this Plan;
c) considering the range and mix of housing options and densities of the existing housing stock; and
d) planning to diversify their overall housing stock across the municipality.

The subject site has a growth designation in the Official Plan and many locational attributes, including proximity to inter-regional rapid transit, that make it appropriate for residential intensification. The proposed development will provide 1,139 new housing units in a variety of sizes, contributing to the diversification of the area's housing stock, allowing new residents to live and work in a compact urban environment, and helping to achieve the Growth Plan's density and intensification targets for this likely MTSA.

In summary, the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended.

5.3 Regional Transportation Plan 2041

The 2041 Regional Transportation Plan ("RTP") was adopted by the Metrolinx Board of Directors in March 2018 and represents a common vision for transportation in the region, replacing the previous Big Move document. The RTP aims to implement the transportation network and policies of the Growth Plan by planning for a multi-modal transportation system that is aligned with land use and supports the achievement of health, complete communities.

Map 6 of the RTP identifies the "Lakeshore West Line" as an existing rapid transit line (**Figure 12**).

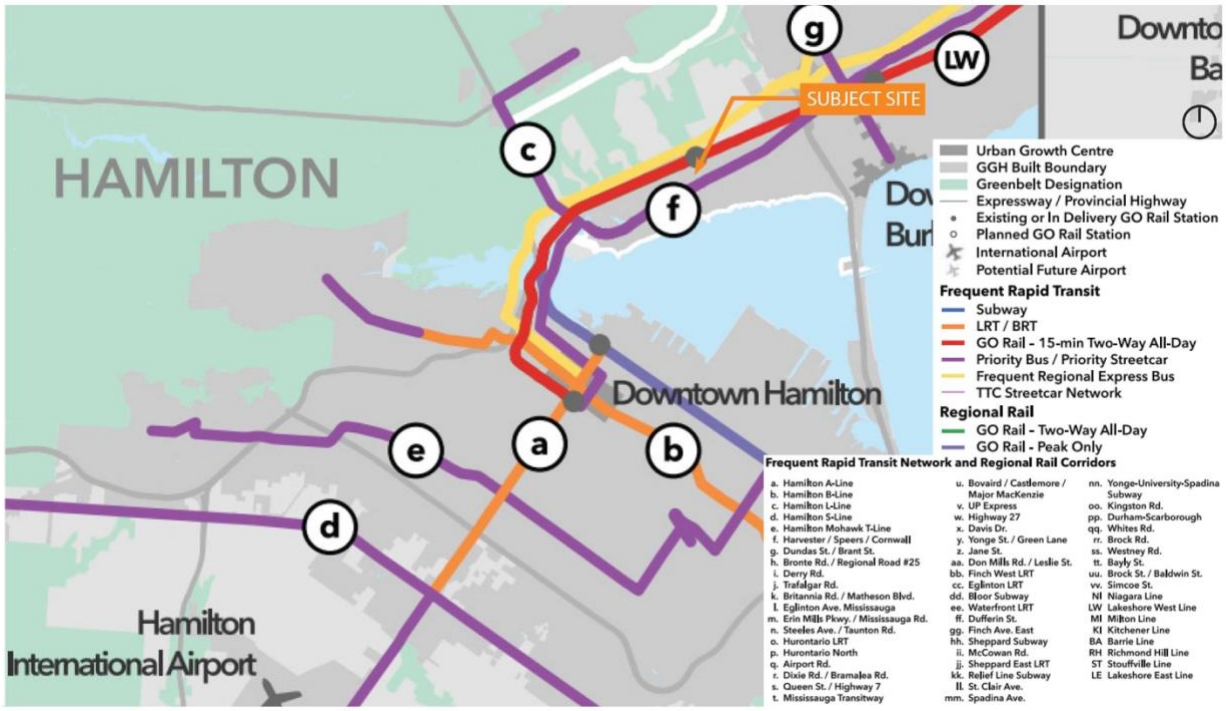


Figure 12. Regional Transportation Plan 2041, Map 6

The RTP, as specified in the Me*trolinx Act, 2006,* must achieve a number of high-level objectives which include, among others:

- take into consideration all modes of transportation, including highways, railways, local transit systems, the regional transit system, cycling and walking;
- promote the integration of local transit systems in regional transportation area with each other and with the regional transit system;
- work towards easing congestion and commute times in the regional transportation area;
- promote transit-supportive development to increase transit ridership and to support the viability and optimization of transit infrastructure;

The proposed development provides for a mix of uses and a transit-supportive density in an area that is well-served by both local and rapid transit, integrates land uses in a manner that minimizes the need for vehicle trips, and takes advantage of existing and planned active transportation infrastructure.

Strategy 4 of the RTP is to "*integrate transportation and land use*", which includes intensification within Major Transit Station Areas.

As noted, the Region of Halton and City of Burlington have not yet implemented its Major Transit Station Areas, but Provincial policy directs that they are areas within a 500 to 800-metre radius of a rapid transit station. Under this definition, and as reflected in the draft ROPA 48, the subject site is located within what is proposed to become a Major Transit Station Area. Accordingly, the proposed development provides for a transit-supportive level of intensification, provides significant bicycle storage facilities, and provides a parking ratio commensurate with its location.

In summary, *the proposed development has appropriate regard for the broad policy direction of the Regional Transportation Plan 2041 by appropriately integrating density and a mix of land uses in close proximity to rapid and local transit, discourages unnecessary automobile trips, and takes advantage of available active transportation infrastructure.*

5.4 Halton Regional Official Plan

The in-force Halton Regional Official Plan (the "ROP") is based on The Regional Plan (1995), which was approved, with modifications, by the Minister of Municipal Affairs and Housing on November 27, 1995. The current Office Consolidation of the ROP incorporates modifications to the ROP based on approval of the Sustainable Halton amendment, which occurred between 2014 and 2017. The Halton Region Official Plan is currently under review and will be updated through Regional Official Plan Amendment 48 ("ROPA 48"). Draft ROPA 48 was brought to Regional Council on February 17, 2021 but has not yet been implemented and is yet not in-effect.

The following Official Plan map designations and overlays apply to the subject site:

- Designated **Urban Area** within the **Built Boundary** and proximal to a **Major Transit Station** on ROP Map 1: Regional Structure (**Figure 13**); and,
- Waterdown Road is identified as a **Minor Arterial** road and the subject site is proximal to a **Major Transit Station** and **Commuter Rail Corridors** on ROP Map 3: Functional Plan of Major Transportation Facilities (**Figure 14**)

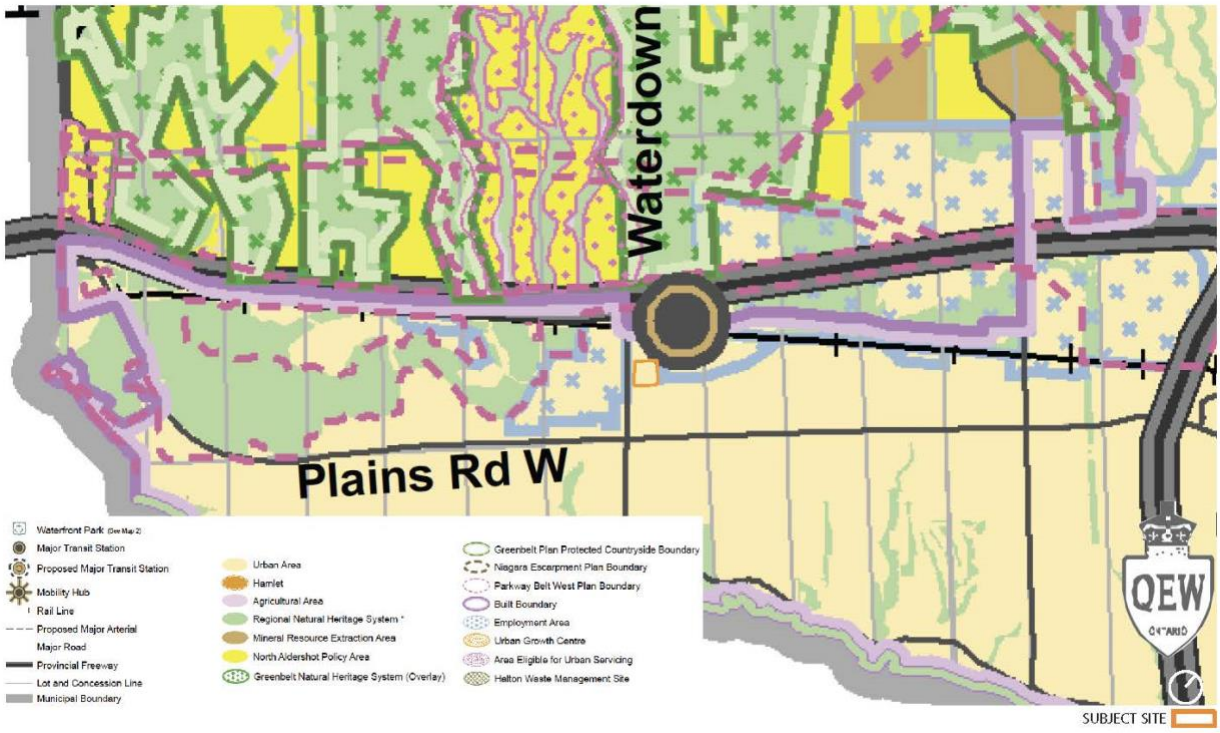


Figure 13. Halton ROP Map 1: Regional Structure

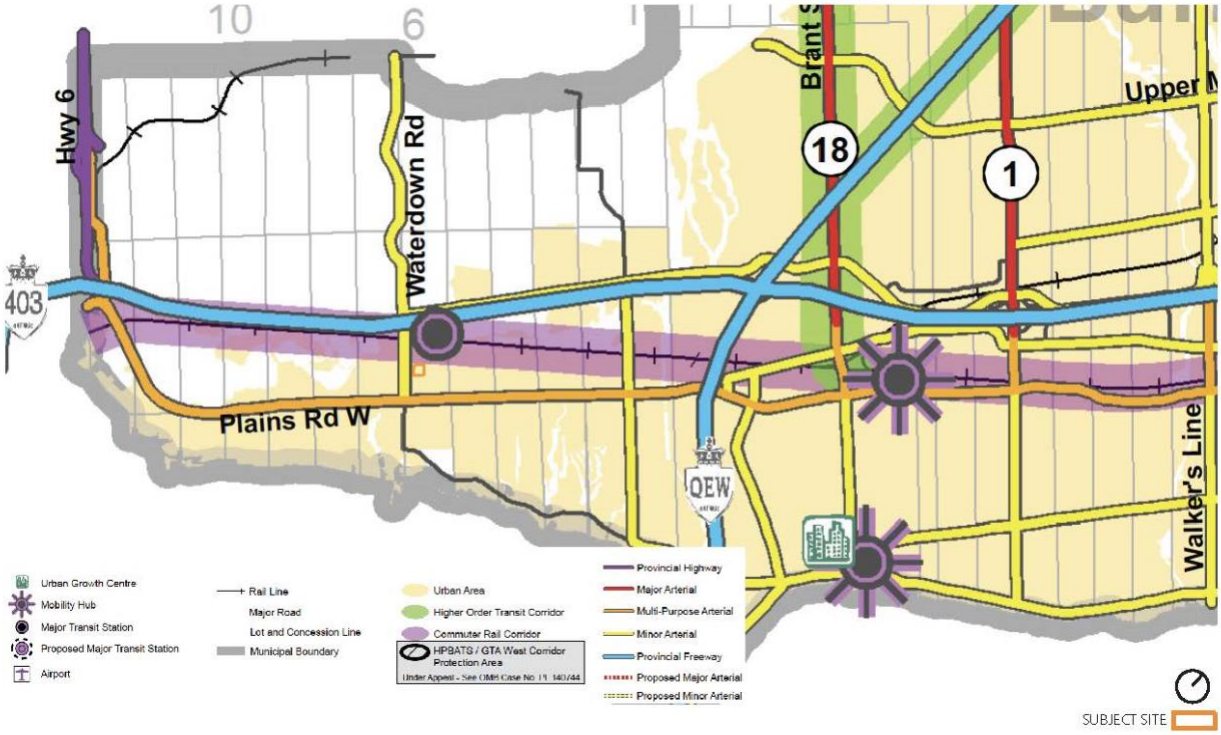


Figure 14. ROP Map 3: Functional Plan of Major Transportation Facilities

Halton's Regional Structure

Section 51.1 of the ROP defines the *Urban Area* land use designation as being "*where urban services are provided to accommodate concentration of existing and future development*." As detailed above, the subject site is located within the delineated *Urban Area*.

Section 55 references the Halton Region growth strategy based on the planned distribution of population and employment to 2031 and estimates that Burlington will have a population of 193,000 people and 106,000 jobs to this horizon. Further to the above, Policy 55.1 sets out targets for intensifying development within the *Built-Up Area* of a minimum of 8,300 new housing units to be added between 2015 and 2031.

The proposed development will accommodate new residential growth in Halton Region and contribute to the achievement of the City of Burlington's intensification targets over the planned horizon of the ROP.

Urban Area Land Use Designation

Section 72 of the ROP outlines the land use objectives of the *Urban Area* designation which include the following that are applicable to the proposed development:

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.*

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.*
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.*
4. *To ensure that growth takes place commensurately both within and outside the Built Boundary.*
5. *To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.*
6. *To identify an urban structure that supports the development of Intensification Areas.*
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.*
8. *To promote the adaptive re-use of brownfield and greyfield sites.*
9. *To facilitate and promote intensification and increased densities.*

The proposed development intensifies a vacant brownfield site for residential and commercial purposes at transit-supportive densities that reference its proximity to the Aldershot GO station. The form of development envisioned for the subject site is compact and efficient and promotes non-motorized travel along existing dedicated bicycle infrastructure along Waterdown Road and a pedestrian network with connectivity to a range of services and amenities, including along Plains Road. The proposed development efficiently uses available land and supports cost-effective growth by utilizing existing municipal servicing infrastructure.

As stated in Section 75 of the ROP, "*the Urban Area is planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities*" and in Section 77.2.1, that "*a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter*" will be directed to the *Built-Up Area***.**

The proposed development contributes to the achievement of these policy directives by redeveloping a vacant site in the *Urban* and *Built-Up Area*.

Intensification Areas

Section 78 of the ROP provides policy direction related to *Intensification Areas*. The objectives for these areas are:

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.*
2. *To provide opportunities for more cost-efficient and innovative urban design.*
3. *To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.*
4. *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.*
5. *To create a vibrant, diverse and pedestrian-oriented urban environment.*

6. *To cumulatively attract a significant portion of population and employment growth.*
7. *To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places.*
8. *To support transit and active transportation for everyday activities.*
9. *To generally achieve higher densities than the surrounding areas.*
10. *To achieve an appropriate transition of built form to adjacent areas.*
11. *For Major Transit Station Areas and Intensification Corridors:*
    a) *To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.*
    b) *To achieve a mix of residential, office, institutional and commercial development, where appropriate.*
    c) *For Major Transit Station Areas, to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.*
    d) *For Intensification Corridors, to accommodate local services, including recreational, cultural and entertainment uses.*

As detailed in Section 80.2, *Major Transit Station Areas* generally consist of areas within 500 metres of the Major Transit Station, including Aldershot GO Station and Section 81.1 states that it is the Regional policy to "*direct development with higher densities and mixed uses to Intensification Areas*."

The proposal envisions a compact and intensive form of development for a vacant site that introduces residential density that will support non-auto forms of transportation including local and higher-order transit and active transportation including cycling and walking. The proposed development efficiently utilizes available land and municipal servicing infrastructure and is walking distance from a variety of employment opportunities and wide array of services and amenities, particularly along the Plains Road corridor. The public realm along boundary streets will be enhanced by a human-scale podium design and a permeable site design that will feature open space and landscape features along with pedestrian and cycling connections to the development. The density proposed for the site is appropriate for Major Transit Station Areas and contributes to the viability of existing and planned transit infrastructure.

Housing

The housing goal of Halton Region, as stated in Section 84 of the ROP is to "*supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs*." To this end, the objectives for housing as stipulated in Section 85 that related to the proposed development are:

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.*
13. *To promote residential intensification through the development or redevelopment of brownfield and greyfield sites.*

The proposed development provides residential intensification of a brownfield site and introduces a built form that is compatible with other uses in proximity to the Aldershot GO station. The site design is safe and accessible, providing connections to the public and comfortable internal circulation along clearly delineated pedestrian routes.

In summary, the proposed development provides for an appropriately-scaled, compact built form that provides residential intensification of a brownfield site in proximity to the Aldershot GO Major Transit Station. The proposed development will direct growth to an Urban Area within the Regional Built Boundary and contributes to the City of Burlington's intensification targets, as directed by the ROP. The density envisioned for the subject site supports non-auto forms of travel including both local and higher-order transit and active transportation infrastructure including dedicated cycling facilities along Waterdown Road. The form of development proposed for the site efficiently utilizes land and municipal servicing infrastructure. Based on the above, the proposed development conforms to the in-force Halton Regional Official Plan.

5.5 City of Burlington Official Plan

The City of Burlington's current Official Plan (the "OP") was adopted by Council on July 11, 1994 and approved by the Region of Halton on March 5, 1997. The most recent in-force Office Consolidation of the OP is dated December 6, 2019. The Official Plan provides an overarching land use designation and general policies relative to built form, land use, heritage, and other matters.

A new Burlington Official Plan was adopted by City Council on April 26, 2018, and approved, with modifications, by the Region of Halton on November 30, 2020, however it is under appeal by the applicant due to its inconsistency with the PPS and non-conformity with the Growth Plan. For the purposes of this report and applications for Official Plan Amendment and Zoning By-law Amendment, the December 6, 2019 Office Consolidation OP is reviewed as the in-force statutory planning policy herein.

The following Official Plan map designations and overlays apply to the subject site:

- Located within a **Mixed Use Activity** Area on OP Schedule A: Settlement Pattern (**Figure 15**);
- Designated **Mixed Use Corridor – Commercial Corridor** on Schedule B: Comprehensive Land Use Plan – Urban Planning Area (**Figure 16**); and,
- Waterdown Road is a **Minor Arterial Road** on Schedule J: Classification of Transportation Facilities.

Guiding Principles

Part I, Section 3.0 of the OP outlines its Guiding Principles to achieve a desirable urban and rural environment and include the following summarized principles which are relevant to the proposed development:

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) *Foster a unique, vibrant and strong community identity.*
e) *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.*
f) *Support a vigorous local economy.*
g) *Promote safety and health in the community as well as fair access to housing, municipal services, community facilities, education facilities and economic opportunity.*
h) *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.*

The proposed development contributes new housing that supports transportation opportunities including transit and active transportation infrastructure. The proposed development further incorporates retail/commercial space at grade to provide a mix of uses on site and support the vision of the Official Plan. The land use pattern and density proposed for the subject site efficiently utilize land and protect employment uses to the south while ensuring the cost-effective allocation of municipal servicing infrastructure.

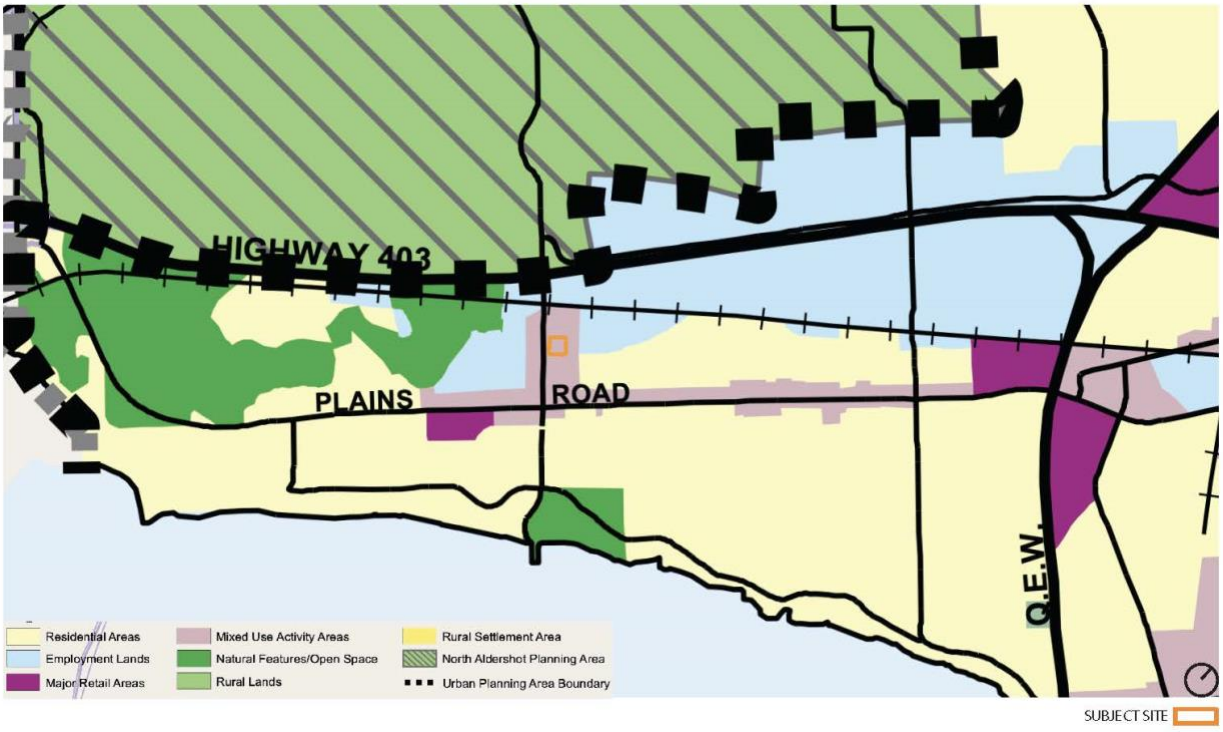


Figure 15. OP Schedule A: Settlement Pattern

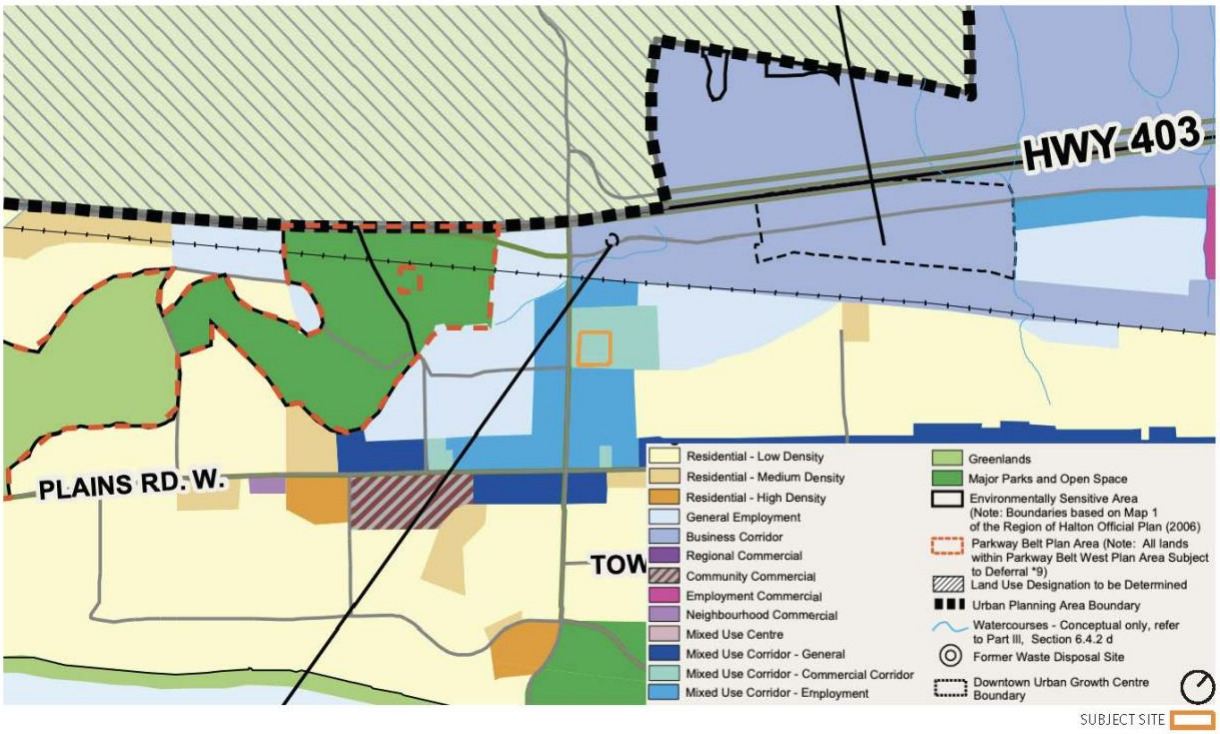


Figure 16. Schedule B: Comprehensive Land Use Plan – Urban Planning Area

Sustainable Design & Compatibility

Part II, Section 2.7 of the OP includes functional policies related to directing development to apply sustainable development principles. To this end, the objectives of Section 2.7.2 are: 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* and, b) "*to encourage, wherever possible, development be accessible by pedestrians, cyclists and public transit*."

The proposed development envisions a compact and efficient form of development that will support existing higher-order transit services by intensifying a vacant site. The form of development provides safe and accessible connections to the surrounding pedestrian network, the Aldershot GO station, and nearby commercial services and employment opportunities. It additionally promotes active modes of transportation by providing short and long-term bicycle parking.

To achieve the above-mentioned policy objectives, the following policies which are applicable to the proposed development, are outlined in Section 2.7.3:

a) *At the site planning stage, building layout shall be reviewed for accommodating resource management and waste reduction activities for the use(s) that will be located in the building.*

The proposed development implements a tri-sorter chute system for waste collection, as detailed in the Waste Management Planning Review memo, prepared by Dillon Consulting. The tri-sorter systems will separate residential garbage, recycling and organics for each building and at every phase of development.

A separate waste collection room will be provided for non-residential uses. Waste collection will be contemplated further as the detailed design process advances.

b) At the site planning stage, site plans will be reviewed for Sustainable Development considerations such as, but not limited to:

(x) pedestrian movement within the site, to the street and to adjacent neighbourhoods;
(xi) access to public transit;
(xii) public safety;
(v) energy efficiency;
(vi) reflected/waste light;
(vii) sensitivity to noise and vibration;
(x) development guidelines for healthy communities;

The proposed development provides pedestrian connections to the boundary road network and permeability through the site to enhance linkages to public transit at Aldershot GO station. As detailed in the Environmental Vibration Review, prepared by SLR, vibrations from rail, industrial and roadway sources are not a concern for the proposed development. In its Environmental Noise Study, SLR also concludes that the impact of transportation and stationary noise sources can be adequately controlled with a variety of design measures including glazing, noise barriers and ventilation requirements. These measures will be contemplated further during the detailed design stage.

c) Development will be reviewed to ensure efficiency of land use in the urban community in terms of energy, travel time, intensity and diversity
e) The City will encourage development that provides choices in housing, shopping, employment, and transportation.

The proposed development efficiently uses available land in proximity to a variety of shopping, employment, and higher-order transit at Aldershot GO station, reducing reliance on automobiles to meet the daily needs of future residents. The proposed development introduces new housing options at a range of unit sizes to accommodate a variety of households.

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.
h) The City will encourage water conservation through the adoption of low irrigation landscaping and may discourage or prohibit the use of natural surface or ground water for non-agricultural irrigation.

The proposed development introduces transit-supportive density to a site within walking distance of a range of services and amenities, reducing auto-dependency. As detailed in the Landscape Master Plan, prepared by Adesso Design Inc., hard and soft landscaping will contribute to the local tree canopy, mitigating the impact of the urban heat island.

k) Transportation Demand Management strategies will be used to encourage increased transit ridership, walking and bicycling in the City.

In its Traffic Impact Study, BA Group provides a list of TDM measures which will be contemplated for the proposed development including reduced parking, unbundled parking, transit information screen in buildings' lobbies, car-sharing, bicycle parking and bicycle repair station and other measures.

l) Where noise abatement is required along roads, design features such as the orientation of buildings, vegetative buffers and other innovative methods shall be preferred over the use of acoustical walls.

n) Exposure of residential and other land uses sensitive to vibration, noise, dust, odours or other effects caused by transportation or industrial facilities, and likewise, the encroachment of sensitive land uses on these facilities, shall be avoided through the use of separation distances, the placement of non-sensitive land uses in buffer areas, and/or other means. Proponents may be required to submit studies and undertake necessary mitigating actions to address compatibility issues to the satisfaction of the City and Region. Provincial guidelines shall be referred to for direction in land use planning decisions.

o) Proponents of Official Plan or zoning by-law amendments for residential development or other sensitive land uses within proximity to any existing or potential sources of man-made hazard, may be required to undertake a risk assessment using risk-based land use planning guidelines, to determine the potential level of risk and whether the risk can be reduced to acceptable levels.

As detailed in its Environmental Noise Study, SLR advises that the impact of transportation and stationary noise sources can be adequately controlled with a variety of design measures. Upgraded glazing will be required while acoustic noise barriers are predicted to be needed for outdoor amenity areas. Warning clauses related to forced air heating and air conditioning will also be required. SLR additionally advises in its Environmental Vibration Review memo that rail, industrial and roadway vibrations are not a concern for the development given the large separation distances from the proposed development and low vibration levels measured during site monitoring. EXP Services Inc. also states in its D-6 Air Quality Assessment that most nearby facilities are not expected to pose an unacceptable impacts related to air quality, dust or odour on the subject site.

Stormwater Management

As outlined in Part II, Section 2.11 a coordinated approach by both public and private sectors is needed to effectively implement stormwater management including measures to provide run-off quality and quantity control. Section 2.11.2.4 pertains to stormwater quality and directs that runoff quality be controlled from future development sites to maintain or restore the natural surface water and groundwater quality. Furthermore, Section 2.11.3 a) states that "*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* […]."

A Functional Servicing and Stormwater Management Report was prepared by MTE Consultants and outlines the stormwater management plan for the proposed development. Based on correspondence with City of Burlington Staff, stormwater retention of 25 mm for the subject site is required and will be achieved by rainwater harvesting. Possible uses for retained water will be contemplated during the detailed design station including landscape irrigation, use for non-potable purposes and process water in cooling towers. Quantity control will be provided with an underground storage tank couple with an orifice control located

in the underground parking structure. Water quality control will be provided by a Stormceptor oil/grit separator prior to connecting to the municipal storm sewer.

Transportation

Part II, Section 3.0 details functional transportation policies, the main intent of which, as described in the preamble is "t*o provide an integrated, diverse transportation system for all residents and businesses that is safe, convenient, affordable, efficient and energy-conserving while minimizing environmental impacts*." Section 3.1 states the principles for developing a multi-modal transportation system that integrates transportation and land use planning to maximize efficiency, safety, accessibility, and cost-effectiveness.

The functional transportation objectives of the City are outlined in Section 3.2.1 and directs that a multi-faceted system of roads, walkways, rail lines, transit services, and private carriers be provided that a) "*offers safe, convenient and efficient movement for people and goods within the City and to adjacent municipalities*" and is b) developed to complement the City's urban development plans to c) "*provide facilities to serve existing and future pedestrians, cyclists, transit riders and automobile users*" and 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.*" Objective e) additional directs that existing transportation infrastructure be optimally used.

The proposed development introduces transit-supportive density to optimize the use of existing higher-order transit at the Aldershot GO station while promoting non-auto modes of travel by creating safe and accessible pedestrian connections to the boundary walkway network and providing bicycle parking for future residents and visitors.

Section 3.2.2 includes policies related to road classification and states in d) that a transportation study may be needed to "*assess the impact of a proposed development on current travel patterns and/or future transportation requirements*" in support of applications for Official Plan Amendment, Zoning By-law Amendment and other planning applications.

A Traffic Impact Study was prepared by BA Group in support of the proposed development which concludes that the traffic demands of the proposed development can be acceptably accommodated with the proposed improvements to the local road network and the proposal does not preclude the planned improvements at the Highway 403 interchange to address regional growth.

Section 3.3.2 s) state that noise studies may be required in support of residential development within 300 metres of a provincial freeway or highway right-of-way or at the discretion of the City of Burlington or Region of Halton.

An environmental noise assessment was prepared by SLR Consulting (Canada) Ltd. in support of the proposed development which includes and analysis of potential transportation noise impacts at Highway 403. SLR recommends that upgraded glazing and a combination of noise barriers and limitations to outdoor amenity areas be implemented.

Section 3.4 pertains to functional transit services policies and includes the objective 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 3.4.1 c)." As stated in Section 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*."

The proposed development introduces transit-supportive density in proximity to Aldershot GO station and implements reduced parking rates while providing convenient and secure bicycle parking to promote non-auto modes of travel. Other TDM measures are recommended by BA Group in its Traffic Impact Study and will be contemplated for the proposed development including unbundled parking, transit information displays and car-sharing.

As directed in Section 3.5.1 c), the City will encourage the "*integration of cycling and transit modes of travel*" while Section 3.6.1 f) states that the City will evaluate site plan applications based on the provision of "*direct, safe, convenient and attractive interior pedestrian access through the site*."

The proposed development integrates cycling facilities include long and short-term bicycle parking that are safe and accessible. Pedestrian connections through the site are provided, linking the proposed development to the boundary street network and Aldershot GO station. It is anticipated that further evaluation of these pedestrian connections will continue during the site plan application stage.

Section 3.7.2 d) states that a noise study will be required for development applications within 300 metres of a railway, and a vibration study within 75 metres of a railway right-of-way.

In its pre-consultation materials, a noise study and vibration study were requested by the City of Burlington in support of the proposed development. SLR Consulting was retained to conduct an environmental noise assessment and to evaluate potential environmental vibration impacts on the proposed development. An Environmental Vibration Review included a review of nearby vibration sources including the CN Oakville Subdivision rail line and concluded that vibrations are not a concern for the proposed development given the large separation distances and that mitigation measures are not required. SLR prepared an Environmental Noise Study which analyzed potential transportation noise impacts from CP and Metrolinx operations and advised that CP and Metrolinx warning clauses are required for all units in the development and additional measures for air conditioning and Type C or Type D warning clauses are required for various units. Overall, noise impacts on the proposed development can be adequately controlled with upgraded glazing, noise barriers, ventilation requirements and warning clauses.

Design

Part II, Section 6.0 of the Official Plan provides policies direction related to architecture and urban design. As stated in the preamble, "*the public expects a high standard of architecture and will pay more attention to visual coherence and integrity both in new development and in re-development that must be integrated within the existing urban fabric*" and "*the City of Burlington is committed to a high standard of design and architecture and will bring this to the approval process for all land uses as a challenge to its development partners and through its regulatory jurisdiction*."

Section 6.1 includes principles to provide for an efficient and attractive urban form and landscape, including a) the built environment and open space that will "*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." The following objectives in Section 6.2 contribute to the achievement of this principles and include the following which apply to the proposed development: d) the design of the built environment will provide "*a diverse social setting that is well served by public transit, and by attractive and well-developed pedestrian environments*"; e) public space will achieve a high quality of design; f) design will apply a "*diverse design expression*" while ensuring "*consistency, compatibility and quality in the built environment*" and h) principles of sustainable development will be considered in the design of the built environment.

The proposed development envisions a compact form of development that supports existing and planned transit services and efficiently uses available land. As detailed in the Urban Design Brief, prepared by Acronym, the proposal reflects pedestrian-oriented development principles and is appropriate scaled within the urban design structure of the city in terms of building height, scale, and the composition of tower and podium components.

Part II, Section 6.3 of the Official Plan includes policies related to community design plans. Policy a) directs that site design include a "*physical organization that supports the goals of mixed land use, diversity and pedestrian orientation, define the public realm and the relationship of built form to the public realm, address issues of the physical integration of the community with surrounding areas, encourage the use of public transit and the creation of an environment for pedestrians and bicyclists, identify opportunities to integrate public art or other cultural elements into the community, and promote public safety*." Further to the above, Policy e) states a preference for community design that includes "*compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit*."

The proposed development introduces a mix of residential and retail/commercial uses to the subject site. Built form design and the orientation of land uses within the proposed development establish safe and accessible pedestrian and cycling connections to the boundary streetscapes and transit services at Aldershot GO station. The form of development proposed is compact with transit-supportive densities to encourage the use of local and higher-order transit services.

Part II, Section 6.5 includes policies to direct compatible forms of development. As stated in Policy a) "*the density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area*" and b) "*the compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.*" Policy c) also directs that "*the design of all buildings must recognize pedestrian scale, safety and the perception of safety and access* […]" and 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*."

The proposed development introduces an appropriate height and density to the subject site that does not create any adverse impacts on surrounding land uses in terms of shadowing and pedestrian level wind conditions. As demonstrated in the Landscape Master Plan prepared by Adesso Design Inc., tree and garden plantings create an attractive interface between the public and private realms and delineate building entrances to direct grade-related activities.

Section 6.5 additionally states that:

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.
f) City Council shall require that design plans promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas.
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 […]
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.
k) The City shall review and adopt lighting standards for City streets and facilities in order to minimize sky-glow while not compromising public safety. The impact of lighting associated with new development shall also be reviewed during the site plan approval process to minimize the intrusion and impacts of unwanted lighting into adjacent properties and to minimize sky glow.
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.

Safe and accessible connections to the retail/commercial and residential entrances to meet the needs of people with a range of abilities are provided include vehicle cueing areas, sidewalks, and street furniture. At-grade parking areas, including one barrier-free parking space, are provided north of Building B, while street-parking along the west side of Cooke Boulevard is contemplated within the public right-of-way. Most parking, loading, and servicing activities will be integrated into building massing or within the underground parking garage, screening these activities from public view. One at-grade loading space is proposed, serving Building A, which will be screened by tree and vegetive plantings. Appropriate lighting standards will be evaluated during the detailed design stage of the development application process.

Housing Supply & Affordability

Part III, Section 2.3 of the OP details policies related to the supply of housing in the City and including the stated objective in Section 3.3.1 a) "*To ensure that a sufficient supply of suitably designated and serviced residential land is maintained to meet existing and future housing needs*." Further to this policy, Section 2.3.2 d) additionally states that "*City Council shall ensure an adequate level of local municipal services to meet the demands of residential developmen*t."

The proposed development contributes to meeting the future housing needs in the City of Burlington by intensifying a site that is proximal to local and higher-order transit options and municipal servicing infrastructure.

Section 2.4 outlines policies related to housing affordability including the states objective of Section 2.4.1 a) "*to ensure that a range of housing and tenure types are available to meet the various lifestyle and income group needs of the existing and future population*."

The proposed development contributes to the range of housing and tenure types in the City by introducing a mix of unit sizes to a transit-supportive community. The proposed apartment dwellings diversify the local housing stock in the vicinity of the Aldershot GO station, in line with this policy directive.

Policies related to housing affordability are further stated in Section 2.4.2, including the following policies which are relevant to the proposed development:

a) *New residential development shall be required to satisfy the requirements of the Provincial Policy Statement relating to the provision of affordable housing.*
f) *City Council shall establish development standards for residential intensification, re-development and new residential development which minimize the cost of housing and facilitate compact urban form, while maintaining appropriate levels of public health and safety.*

The proposed development contemplates market housing that diversifies the local housing stock increasing supply in a form that is attainable relative to the existing housing stock in its vicinity.

Mixed Use Activity Area

The subject site is located within a "Mixed Use Activity Area" as identified on Schedule A. Stated in Part III, Section 5.0, these areas intend to provide locations for the development of employment, shopping and residential uses "*in a compact urban form and, at higher densities and will be pedestrian-oriented and highly accessible by public transit*." The following principles direct future development for Mixed Use Activity Areas:

a) *Mixed Use Activity Areas provide alternatives to low density, suburban development and encourage the efficient use of physical resources and municipal services.*
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.*
c) *Mixed Use Activity Areas address the demand for higher intensity employment, shopping and residential areas within the City.*

The proposed development envisions a compact and higher density form of mixed-use development that efficiently utilizes available land, municipal services and transit infrastructure. The design envisioned for the subject site envisions a well-connected site with retail/commercial space, housing, and pedestrian and cycling linkages to key areas in the vicinity include the Aldershot GO station and Plains Road that will foster a unique area identity.

The general objectives for Mixed Use Activity Areas as stated in Section 5.2.1 of the OP are:

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.*
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.*
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.*

The proposed development introduces a compact form of residential development with grade-related retail/commercial space that creates pedestrian and cycling connections to the boundary public realm and wider area and supports local and regional public transit options. Municipal services are adequately available to efficiently address the needs of the proposed development and ensure its orderly development.

The subject site is designated *Mixed Use Corridor – Commercial Corridor* and is subject to the policies of Part III, Section 5.3 of the OP. Other general policies related to Mixed Use Activity Areas are detailed in Section 5.2.2 and include the following that apply to the proposed development:

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.

e) The construction and expansion of municipal services shall provide for the development of Mixed Use Activity Areas in an orderly and cost effective fashion.

g) Home occupations and cottage industries shall be permitted in Mixed Use Corridors and Mixed Use Centres subject to the policies of Part III, Section 2.7.

h) Mixed Use Activity Areas shall be priority locations for:

- *(i) land assembly at strategic locations;*
- *(ii) infrastructure/public facility improvements;*
- *(iii) creation and application of financial, regulatory and other incentives;*
- *(iv) new municipal facilities and services;*
- *(v) creation and application of brownfield re-development strategies;*
- *(vi) preparation of comprehensive traffic and parking studies and strategies;*
- *(vii) provision of higher levels of transit service compared with other areas of the City.*

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.

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

k) The City may ensure the proper integration of Mixed Use Activity Areas with surrounding neighbourhoods through measures such as pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.

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.

m) The City may, in consultation with the Region, monitor the performance of Mixed Use Activity Areas in achieving the goals and objectives of this Plan.

The proposed development redevelops a brownfield site in a compact and dense urban form, introducing residential and ground-related retail/commercial uses to an area that is well-served by local and higher-order transit options. Parking facilities for the proposed development are provided within shared underground parking. Access to parking and loading facilities are consolidated to a primary entrance along

Cooke Boulevard, with an alternative right in-right out access for residential parking along Waterdown Road to maintain the pedestrian form and function along Masonry Court. The proposed development encourages reduced modal shares for automobiles by providing ample bicycle parking and strong linkages to pedestrian and cycling facilities surrounding the site. High-quality urban design principles are implemented in the proposed development which considers the City's Tall Building Guidelines including pedestrian-friendly podium elements and appropriate tower design to minimize impacts on surrounding areas related to shadowing, privacy and wind conditions.

Section 5.3 of the OP includes policies that apply to Mixed Use Corridors which include the Commercial Corridor designation that applies to the subject site. The following objectives are stated in Section 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.*
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.*
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.*

Waterdown Road, which frames the west boundary of the subject site is designated *Minor Arterial* road which supports a concentration of development. Aldershot GO station is proximal to the proposed development and is approximately 350 metres east of the site, supporting higher intensity forms of compact development with both residential and retail/commercial components.

Section 5.3.2 of the OP includes general policies related to Mixed Use Corridors including the *Mixed Use Corridor – Commercial Corridor* designation. Permitted uses in this designation include the proposed retail/commercial and high density residential uses (Section 5.3.2 a) (i)(ii)). Additionally, subsection (iii) states that "*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*." A minimum floor space index of 0.5 and a minimum building height of two storeys apply to the Mixed Use Corridor areas.

Section 5.3.2 additional states under policy b) that "*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 in c) that "*retail and service commercial uses are to be located at street level in office or residential buildings*." The proposed development achieves this policy directive by providing ground-related retail/commercial space.

Additionally, Section 5.3.2 d) provides parameters for Zoning By-law regulations affecting *Mixed Use Corridors* and states that these provisions shall be based on the following factors:

(i) *the maximum floor area ratio of development at any site shall be 1.5:1. City Council may consider a higher floor area ratio in conjunction with a site-specific rezoning or variance application, subject to the consideration of various factors such as adequacy of services*

and infrastructure and the provision of compatibility with adjacent uses through measures such as terracing, a high quality of building design, landscaping and streetscaping, and the provision of underground parking;

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

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

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

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

The proposed development exceeds the above-mentioned policies related to maximum height and density; accordingly, an application to amend this section of the OP is required to implement the proposed development. A density of 7.8 FSI is contemplated for the development with a maximum building height of 36 storeys. The proposed building height and site density is consistent with the PPS policies and applicable provincial plans which call for compact and transit-supportive forms of development in *major transit station areas,* such as Aldershot GO station.

The current maximum height and density prescribed for the subject site in the OP are very low for an intensification area of this significance, are inadequate to optimize the use of the subject site, and insufficient to meaningfully contribute to intensification targets of 150 people and jobs within MTSAs. The proposed height and density contemplated for the subject site is appropriate from a Provincial and Regional planning policy standpoint and meets all the objectives of the local municipal policy framework except for the very prescriptive height and density limits of Section 5.3.2d)(i) and (ii) which are inconsistent with the policies of Section 5.3.1a) which specifically provides for high density residential uses.

They are also appropriate given the land use, built form and transportation context of the subject site and vicinity of the Aldershot GO *major transit station*, which is otherwise generally developed with low scale uses including the first phase of the Stationwest development. The proposed development can be accommodated with no undue adverse impacts on the surrounding area as highlighted in supporting transportation, servicing, and shadow studies prepared in support of the proposed development.

Additional policies in Section 5.3.2 of the OP that apply to the proposed development are:

e) The zoning of individual sites may not allow for the full range of permitted uses or the full extent of development intensity at every location based on site specific factors that may include, but are not limited to, traffic, land use compatibility, market impact, natural hazards and features, and environmental factors such as soil contamination.

f) Higher density land uses and taller buildings shall be permitted at locations where Mixed Use Corridor areas intersect with multi-purpose arterial roads, major arterial roads or provincial freeways; or existing areas of development concentration, subject to the criteria outlined in Part III, Subsection 5.3.2, d) (i).

The proposed development envisions a density that is appropriate based on its proximity to higher-order transit, accessibility from provincial Highway 403 and location along a minor arterial road. The height and density proposed is compatible with the current and emerging land use and built form context and will facilitate revitalization of a brownfield site that will addresses environmental issues including soil contamination.

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. Transit/ pedestrian supportive design

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

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

(i) buildings should be oriented to the street and transit services, and buildings should be located so as to be in proximity to, and face the street, to provide a sense of human comfort and pedestrian scale and interest; OPA 55

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

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

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

The proposed development orients its buildings in a manner that frames the boundary streets along Waterdown Road, Masonry Court and Cooke Boulevard and implements design features including distinct podium components, and stepbacks, setbacks and tower separation distances to establish a human-scaled and comfortable public realm. Vehicle access points are consolidated to two locations including a primary entrance on Cooke Boulevard and an alternate underground parking entrance along Waterdown Road,

promoting a safe and uninterrupted pedestrian network, particularly along Masonry Court which services as the most direct connection to the Aldershot GO station. The provision of short and long-term bicycle storage by the proposed development and its connectivity to existing pedestrian and dedicated cycling facilities encourages non-auto transportation use while Masonry Court is proposed to be redesigned with appropriate queuing lanes to maintain functionality as detailed in the Transportation Study prepared by BA Group.

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

m) It is recognized that certain segments of the Mixed Use Corridor designation differ in character from each other and City Council may require the preparation of Corridor Studies for all or part of various Mixed Use Corridors to provide specific guidance for their redevelopment and intensification. City Council may identify corridor segments on the basis of specific physical characteristics, identity and location, establish priority areas for which Corridor Studies will be undertaken, and outline specific items that Corridor Studies will address. The implementation of Council-approved Corridor Studies may require further amendments to this Plan or the Zoning By-law. Studies of this kind may also be required as part of an application for development or redevelopment along a Mixed Use Corridor.

The proposed development intensifies an existing Mixed Use Corridors designated site, optimizing the redevelopment of lands under this designation. City Council has not yet approved a completed Corridor Study of lands including the subject site, however, due to its proximity to the Aldershot GO station, Highway 403 and employment options and in the context of surrounding land uses and built form, the subject site exemplifies specific characteristics that support the proposed form of development.

Section 5.3.3 of the OP includes specific policies related to the *Mixed Use Corridor – Commercial Corridor* designation including the following objectives:

a) To recognize certain sections of the Mixed Use Corridors which have been largely developed for space-extensive, automobile-oriented large retail uses, and are not expected to re-develop significantly in the short-term.

b) To encourage the eventual long-term re-development of these sites in a more intensive, pedestrian and transit oriented manner, that is more consistent with the principles and objectives for Mixed Use Activity Areas.

The proposed development provides intensive, pedestrian, and transit-supportive development to contribute to the achievement of both short and long-term development objectives within this designation in the City of Burlington.

As detailed in Section 5.3.3.2, the following policies apply to the proposed development:

b) The following uses may be permitted within the Mixed Use Corridor - Commercial Corridor locations:

(i) 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;

(ii) *medium and high density residential uses subject to the policies of Part III, Subsection 5.3.2 a) (ii);*

(iii) *a limited number and range of large-scale retail and service commercial uses such as retail uses up to 5,600 sq. m. in gross floor area where food products are not the principal goods retailed, and retail commercial uses that require either multitenant or freestanding buildings on sites that have significant needs for on-site storage and parking, such as garden centres, automotive commercial, furniture and home furnishing uses and home improvement stores; and*

c) *Mixed Use Corridors- Commercial Corridor lands are intended to provide for the retail needs of the residents and businesses within the City and from adjacent areas. It is not the intent of this Plan that any one cluster of retail facilities that may be proposed through applications to re-designate lands to Mixed Use Corridor -Commercial Corridor, or to permit additional uses within a Mixed Use Corridor -Commercial Corridor designation, approach the size or significance of the Regional or Community Commercial designations.*

Residential and ground-level retail/commercial uses are proposed for the subject site, conforming with the above-mentioned polices. The retail/commercial component of the proposal is within the maximum GFA limits prescribed in the OP.

Section 5.3.3.2 continues:

e) *Zoning By-law regulations affecting Mixed Use Corridor- Commercial Corridor locations shall be based on the following factors:*

(i) *the maximum floor area ratio 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; the provision of compatibility with adjacent uses through measures such as terracing; a high quality of building design, landscaping and streetscaping; and the provision of underground parking;*

(ii) *the maximum building height shall be three storeys, except office and residential uses where the maximum building height shall be six storeys.*

As aforementioned, an application to amend the Official Plan is required to facilitate the development at its proposed maximum building height of 36 storeys and density of 7.8 FSI. The proposed building height and site density are appropriate based on the transportation context of the site and are consistent with the direction of the PPS and provincial plans including the *Growth Plan* and support the achievement of intensification targets in the area surrounding the Aldershot GO *major transit station*.

Section 5.3.3.2 further directs that:

f) *The zoning of individual sites may not allow for the full range of permitted uses or the full extent of development intensity at every location based on site specific factors that may include, but not be limited to, traffic, land use compatibility, market impact, natural hazards and features, and environmental factors such as soil contamination.*

g) *Transit-supportive and pedestrian-oriented urban design shall be required in the development of Mixed Use Corridor - Commercial Corridor sites.*

The proposed development implements pedestrian-friendly urban design principles, including appropriate podium and tower design to achieve a safe and comfortable public realm and supports local and higher-order transit operations in its vicinity. The proposed development is compatible with the surrounding land use and built form context, and introduces no undue adverse impacts on surrounding areas by providing appropriate setbacks, stepbacks, and tower design as reflected in the Burlington Tall Building Guidelines.

In summary, the proposed development provides for an appropriately-scaled, compact built form that significantly improves the streetscape over existing conditions, provides for an enhance pedestrian and cycling experience, and incorporate setbacks, stepbacks and tower design that allow for a transition to lower-scale uses that greatly improves the public realm and limits impacts on adjacent properties.

The proposed development provides for transit-supportive residential intensification of a brownfield site within an area typically defined as a Major Transit Station Area associated with the Aldershot GO station and closely connected to Highway 403, a provincial freeway. The availability of local and higher-order transit and active transportation facilities for pedestrians and cyclist, as well as a well-connected site, with bicycle parking and consolidation access points for loading, servicing and parking promotes a safe and comfortable public realm, encouraging non-auto forms of travel. The proposed development delivers an attractive built form that is appropriate for the site and frames the boundary road network while providing ground-related retail.

An application to amend policies of the OP related to maximum permitted height and density are required in order to facilitate the proposed development. A density of 7.8 FSI is contemplated for the development with a maximum building height of 36 storeys, both of which are appropriate given the site location and surrounding land use and built form context, and consistent with the PPS policies and applicable provincial plans which support compact and transit-oriented forms of development in proximity to major transit station areas included Aldershot GO station. A higher density form of development also meets the policy objectives for the Mixed Use Areas – Commercial Corridor designation in Section 5.3.1a) which specifically contemplates such uses. The proposed heights and density will facilitate the urbanization objectives of the City for this area in a manner that will visually solidify its status as an important node for absorbing a portion of the City's growth, and help to protect stable portions of the City from development pressures.

5.6 City Burlington Zoning By-law 2020

The subject site is subject to the City of Burlington Zoning By-law (**Figure 17**). Under this by-law, the subject site is zoned MXC-26 indicated a Mixed Use Corridor Zone with a permitted maximum density of 1.5 FSI for buildings with a residential component, and a maximum building height of six (6) storeys (which is also the maximum in the Official Plan).

Permitted uses in the MXC zone consists of a mix of retail, service commercial, office, and recreational uses and residential built form including apartment buildings. In apartment building, retail or service commercial uses are permitted only on the ground floor. The proposed development does not require amendments to the list of permitted uses.

The in-force zoning generally permits only low to mid-rise buildings. These standards inadequately respond to Provincial policy encouraging intensification generally and particularly in built-up areas in

proximity to rapid transit including *major transit station areas*. They also do not implement the policy objectives of the Official Plan which contemplate tall buildings within the Mixed Use Areas – Commercial designation as discussed above. Accordingly, an amendment to the in-force zoning is required to implement the proposed development in conformity with the Official Plan. A Draft Zoning By-law is included as part of the submission package.

The application to amend the Zoning By-law will also enable reduced parking standards at a rate that is appropriate given the subject site's proximity to local and higher-order transit and active transportation facilities. Rationale for the reduction in parking is provided in the Traffic Impact Study prepared by BA Group, which is submitted in support of the planning applications for the proposed development.

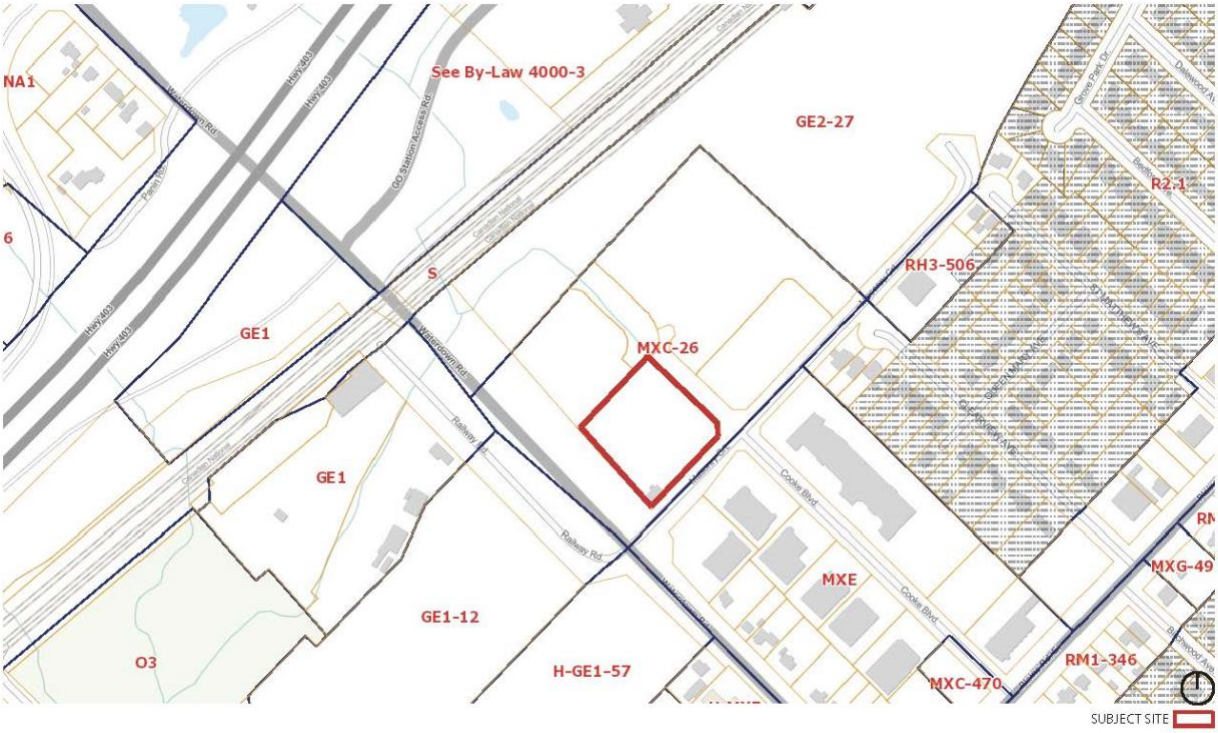


Figure 17. City of Burlington Zoning By-law 2020

6.0 Non-Statutory Planning Policies

6.1 Regional Official Plan Amendment 48

Halton Region is currently undertaking a review of its Regional Official Plan to implement updated components of the Regional Structure including the identification of a hierarchy of strategic growth areas to direct and accommodate population and employment growth to the 2051 horizon, as mandated by the *Growth Plan*.

Draft Regional Official Plan Amendment 48 ("ROPA 48") was brought to Regional Council on February 17, 2021 and was adopted by Regional Council through By-law No. 31-21 on July 7, 2021. ROPA 48 has not yet been approved and implemented by the Minster of Municipal Affairs and Housing, is not yet in force and is considered a non-statutory policy for the purposes of this report.

The following Official Plan map designations and overlays apply to the subject site:

- Located within the **Urban Area** on ROPA 48 Map 1: Regional Structure;
- Designated **Major Transit Station Area (MTSA)** along a **Commuter Rail Corridor** and within the **Built Boundary** on ROPA 48 Map 1h: Regional Urban Structure (**Figure 18**);
- Waterdown Road is identified as a **Minor Arterial** road, Highway 403 is identified as a **Priority Transit Corridor** and the Lakeshore West Line is identified as a **Commuter Rail Corridor** with a **Major Transit Station** at Aldershot GO station on ROPA 48 Map 3: Functional Plan of Major Transportation Facilities; and,
- Located within the delineated boundary of the **Aldershot GO MTSA** on Map 6d- Aldershot GO MTSA (**Figure 19**).

Halton's Regional Structure

A new Section 51.3 is proposed in ROPA 48 which details the hierarchy of *strategic growth areas* within the urban structure of the Region consisting of: "(*a) Urban Growth Centres; (b) Major Transit Station Areas; (c) Proposed Major Transit Station Areas (d) Primary Regional Nodes; (e) Secondary Regional Nodes; and (f) Regional Corridors*." The proposed development is located within a delineated *Major Transit Station Area* along a commuter rail corridor which is an appropriate location for growth and intensification.

As stated in Section 55.3 of ROPA 48, "*The Regional Structure also sets out targets that apply to certain Strategic Growth Areas as set out in Table 2b. This includes minimum density targets for Urban Growth Centres, and Major Transit Station Areas, as well as targets for the proportion of residents and jobs planned to be achieved within specific Strategic Growth Areas*." A minimum density target of 150 combined residents and jobs per hectare is prescribed for the Aldershot GO MTSA of which a target proportion consisting of 75% residents and 25% jobs is envisioned.

The proposed development introduces 1,139 new dwelling units, contributing to the achievement of the minimum density targets of the Aldershot GO MTSA.

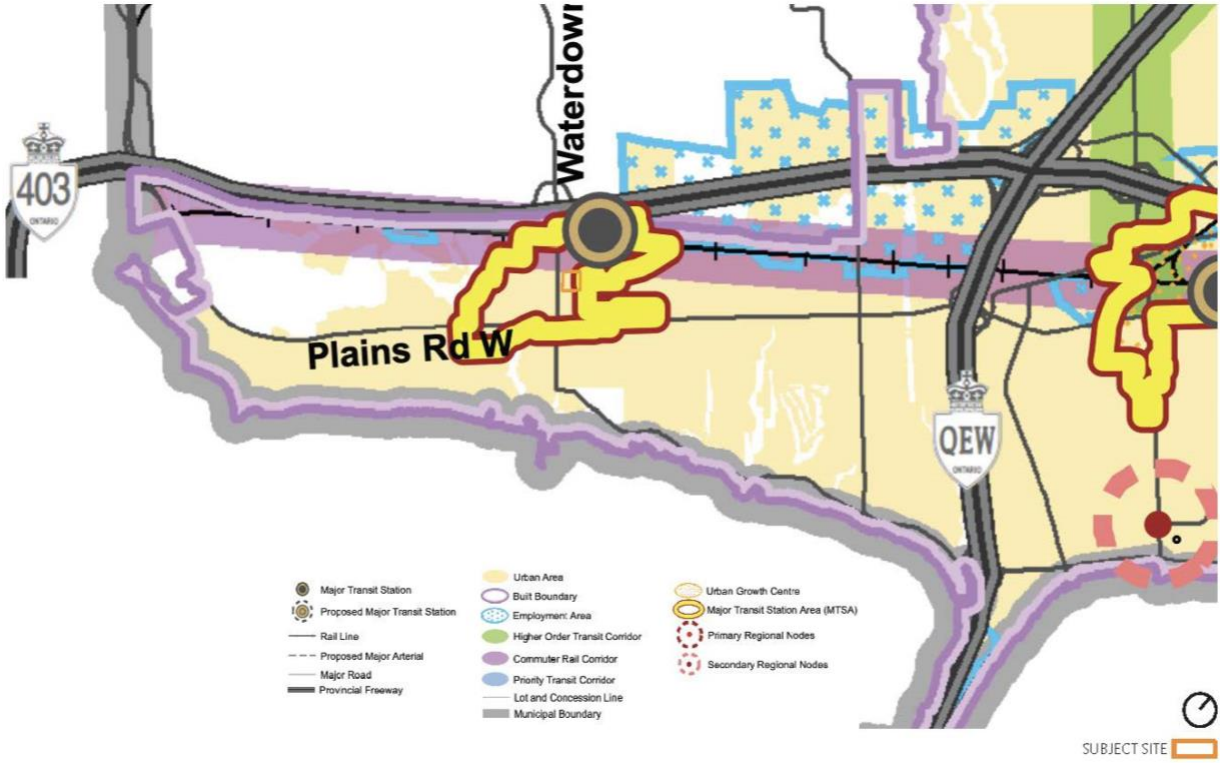


Figure 18. Map 1h: Regional Urban Structure



Figure 19. Map 6d- Aldershot GO MTSA

Urban Area and the Regional Urban Structure

A newly stated goal of the Urban Area and Regional Urban Structure is provided in Section 72 of ROPA 48 and directs that growth will be managed *"in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improved housing affordability, sustainability, and economic prosperity*."

Section 78 of ROPA 48 details the revised structural components of the Regional Urban Structure consisting of: "*(1) Strategic Growth Ares; (2) Regional Employment Areas; (3) Built-Up Areas; and (4) Designated Greenfield Areas.*" The subject site is located within a *Strategic Growth Area* in a *Built-Up Area*.

Detailed in Section 78.1, "*the objectives of the Regional Urban Structure are:*

1) *To provide a structure and 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;*
3) *To provide increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas;*
4) *To identify Regional Employment Areas and to protect them for long-term employment use, while providing flexibility to address changes in the role and function of these areas in relation to prevailing trends in the economy of the Region*."

As aforementioned, the proposed development is located within a *Strategic Growth Area* which is intended to accommodate significant intensification and growth over the horizon of ROPA 48 to the year 2051.

Section 79.2 provides a more specific breakdown of the hierarchical ranking of *Strategic Growth Areas* in the following order:

1) *Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;*
2) *Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;*
3) *Major Transit Station Areas on a Priority Transit Corridor;*
4) *Major Transit Station Areas on a Commuter Rail Corridor;*
5) *Proposed Major Transit Station Areas;*
6) *Primary Regional Nodes;*
7) *Secondary Regional Nodes; and,*
8) *Regional Corridors.*

"The Regional Urban Structure is supported by the Local Urban Structures identified in Local Official Plans which reflect this hierarchy of Strategic Growth Areas and may include additional Local Nodes."

The proposed development is identified as being within the delineated boundary of a *Major Transit Station Area* on a commuter rail corridor.

ROPA 48 Section 79.3 further states that "*development with higher densities and mixed uses*" be directed to "*Strategic Growth Areas in accordance with the hierarchy identified*" above in Section 79.2.

Furthermore, Section 79.3 (7) b) requires that Local Municipalities "*prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Strategic Growth Areas in accordance with the minimum density targets and target proportion of residents and jobs set out in Table 2b, where applicable*."

The proposed development contributes to the stated intensification targets of 150 combine residents and jobs per hectare in the Aldershot GO MTSA which align with the targets expressed in the provincial *Growth Plan*.

Major Transit Station Areas

Specific policies related to *Major Transit Station Areas* are detailed in Section 81 of ROPA 48 including the following objectives:

1) *To leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit supportive densities through existing or planned frequent transit service.*
2) *To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses that supports the area in a pedestrian-oriented urban environment.*
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.*
4) *To achieve multimodal access to stations and support complete communities.*
5) *To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.*
6) *To protect existing significant employment uses within Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved.*

The proposed development supports existing and planned transit infrastructure including local transit and higher-order GO train service along the Lakeshore West Line which is in the process of being upgraded to enhanced two-way, all-day service. Ground level retail/commercial space contributes to the achievement of complete communities while safe and comfortable connection to the surrounding public realm including pedestrian and bicycle lanes supports multi-modal transportation use. The proposed built form is compatible with existing nearby employment uses and integrates urban design measures included a human-scale podium component and stepbacks to towers to establish a pedestrian-oriented and urbanized environment.

Section 81.1 of ROPA 48 additionally states that "*It is the policy of the Region to:*

1) *Direct development with higher densities and mixed uses to Major Transit Station Areas in accordance with the hierarchy of Strategic Growth Areas identified in Section 79.2.*
2) *Require Local Official Plans to plan to achieve:*
    a) *the minimum density target for each Major Transit Station Area as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan; and,*
    b) *the target proportion of residents and jobs within each Major Transit Station Area as set out in Table 2b, where applicable.*

(2.1) The minimum density target for an individual Major Transit Station Area may be revised prior to the completion of the municipal comprehensive review, to address recommendations of the municipal comprehensive review and/or Local Municipal planning studies.

3) Require the Local Municipalities to delineate the boundaries of Major Transit Station Areas in accordance with Map 1H and Map 6 in their Official Plans.

4) Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for a Major Transit Station Area, in accordance with Sections 48 and 77(5) of this Plan that also:

a) identifies the minimum density target to be achieved expressed as the number of residents and jobs per hectare in accordance with Table 2b.

b) identifies the target proportion of residents and jobs that must be planned for in accordance with Table 2b.

c) identifies land uses to support complete communities.

d) prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established in Table 2b.

e) identifies and protects lands that may be needed for future enhancement or expansion of transit infrastructure, as appropriate.

f) achieves land use compatibility, by ensuring that the development of sensitive land uses or major office uses, avoids, or where avoidance is not possible, minimizes and mitigates adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment, in accordance with Section 143(12) of this Plan.

g) are transit-supportive and achieve multimodal access to the stations, ensure connections to all transit service, and provide infrastructure to support active transportation.

h) encourages alternative development standards, including reduced parking standards in Major Transit Station Areas.

i) establishes Affordable Housing targets in accordance with the applicable policies of Section 86 of this Plan, and inclusionary zoning policies authorizing a minimum number of Affordable Housing units, and/or a minimum gross floor area of Affordable Housing, within residential and mixed use buildings, and providing for their maintenance as Affordable Housing units over a period of time where appropriate. The Inclusionary Zoning policies will be based on the completion of an assessment report prepared by the Region or Local Municipality that includes an analysis of demographics, income, housing supply and housing need and demand; current average market prices and rents, and an analysis of the potential impacts of Inclusionary Zoning on the housing market to the satisfaction of the Region.

j) *includes detailed policies and development criteria to ensure that the development of employment uses planned within the Major Transit Station Area meet the requirements of Section 79.3(13) of this Plan*."

The proposed development introduces predominately residential uses with ground-related retail/commercial space to a vacant brownfield site within the proposed delineation of the Aldershot GO MTSA. The density proposed for the site will contribute to the achievement of intensification targets as expressed in ROPA 48 and the *Growth Plan* and will support transit service in the area. Reduced parking standards are proposed which will contribute to the achievement of a greater non-auto modal share generated by the proposed development in conjunction with pedestrian connections and bicycle storage facilities. The residential use and contemplated retail, service commercial and office uses proposed for the site are compatible with surrounding land use and will not create any undue adverse impacts on the surrounding public realm and properties. The implementation of high-quality urban design standards

including safe and comfortable pedestrian space, human-scaled and street-oriented podium components will support the achievement of a complete community within the Aldershot GO MTSA.

In conclusion, the proposed development has adequate regard for the emerging planning policies of draft ROPA 48 and introduces an appropriate residential density to support the achievement of intensification targets within the Aldershot GO MTSA. The proposed development will support existing and planned transit services and reduce auto-dependency through enhancements to the streetscape and connections to pedestrian and dedicated bicycle facilities in the area. The form of development proposed for the site efficiently utilizes vacant brownfield land and municipal servicing infrastructure. Based on the above, the proposed development has adequate regard for draft Halton Regional Official Plan Amendment 48.

6.2 City of Burlington Official Plan, 2020 (under appeal)

The City of Burlington adopted its new Official Plan ("New OP") on April 26, 2018. It was approved, with modifications by the Region of Halton on November 30, 2020 and subsequently appealed to the Local Planning Appeal Tribunal (LPAT), now continued as the Ontario Land Tribunal (OLT). A total of 48 appeals were received including an appeal by the owners of the subject site.

The following key Official Plan map designations and overlays apply to the subject site:

- **Mixed Use Nodes and Intensification Corridors** within the Aldershot GO **MTSA Special Planning Areas** on Schedule B; Urban Structure;
- **Primary Growth Area** on Schedule B-1: Growth Framework; and,
- Designated **Urban Corridor** on Schedule C: Land Use – Urban Area.

Built form policies for the *Urban Corridor* designation reflect the current standard of the in-force OP which apply to the site and are subject to the application to the amend the Official Plan.

Strategic Directions

Section 1.4 of the New OP details the Strategic Directions of the City building on its 2015-2040 Strategic Plan in the context of a land use plan with a planning horizon of 2031. The four strategic directions include being "*a city that grows*", "*a city that moves*", "*a healthy and greener city*" and, "*an engaging city*". These strategic directions are further emphasized through set of principles stated in Section 1.4.1 which intend to guide land use decisions to achieve sustainable development and build complete communities.

As stated in Section 1.4.2, the City of Burlington will be a city that grows and that:

a) *Co-ordinates land use and infrastructure strategies to achieve complete, diverse, adaptable and sustainable communities that are attractive and livable;*
b) *Maintains the urban boundary and recognizes the distinct role and function of the Urban Area, Rural Area and North Aldershot;*
c) *Accommodates population and employment growth through development and intensification within targeted locations of the city's Urban Area;*
d) *Provides for the long-term protection of the city's established neighbourhoods, and natural and cultural heritage resources;*

e) *Promotes design excellence at every scale to create safe, accessible, attractive, vibrant and sociable places that people are drawn to;*
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;*
g) *Provides for the efficient, effective and financially responsible provision, use and maintenance of infrastructure and public service facilities to support planned growth;*
h) *Ensures employment lands are protected over the long term to provide certainty to economic enterprises and promote economic activity and job growth; and*
i) *Promotes economic development and competitiveness in all areas of the city by providing for a diverse and appropriate mix and range of employment, public service facilities and institutional uses to meet long-term needs.*

The proposed development achieves these principles by providing residential growth and intensity within the City's *Urban Area* in a manner that promotes transit and active transportation use, introduces high quality design to provide for safe and attractive public and private spaces, optimizes the use of available land and infrastructure, and maintains the continued function of nearby employment lands and established neighbourhoods without creating any adverse impacts.

Section 1.4.3 states that Burlington will be a city that moves and that:

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*
b) *Achieves land use patterns, densities and quality urban design that supports travel by walking, cycling and transit.*

The proposed development integrates high-density residential uses with existing higher-order regional transit infrastructure at Aldershot GO station and nearby bicycle lanes to encourage non-modal forms of transportation. The subject site is within walking distance of a range of services and amenities along Waterdown Road and Plains Road East and establishes a strong relationship to the boundary road network and an enhanced streetscape with pedestrian connections to key walking routes.

Section 1.4.4 states that the City of Burlington will be a healthy and greener city that:

a) *Supports and protects important and unique geographic features of the city, including the Lake Ontario waterfront and the Niagara Escarpment;*
b) *Protects and strengthens the character of the rural community, protects Prime Agricultural Areas and supports and enhances the long term viability of the Agricultural System;*
c) *Maintains and enhances a healthy and sustainable natural environment for present and future generations;*
d) *Protects, restores and, where possible, enhances the long-term ecological function, connectivity and biodiversity of the Natural Heritage System;*
e) *Promotes conservation and the responsible and sustainable use of natural resources;*
f) *Promotes development measures and patterns to achieve a low carbon, energy secure and climate resilient community, protect life and property from natural hazards, and achieve sustainable community and building design;*

g) *Promotes health, safety and social well-being in the community through equitable access to a wide range of choices in housing, jobs, transportation, health care and recreation facilities, parks, green spaces and other public spaces and facilities, and amenities for all ages and abilities; and*
h) *Maintains and grows healthy urban greenspace through the provision of green infrastructure.*

The proposed development directs growth to the *Urban Area*, helping the City to achieve its growth and intensification goals while preserving its *Prime Agricultural Areas* and key geographic features. The form of development envisioned introduces land use patterns that support sustainable community design, reduces auto-dependence, and provides housing in proximity to a range of jobs, transportation and other amenities.

Section 1.4.5 includes the City's stated principles in support of its goal to be a healthy and greener city that:

a) *Involves citizens to enhance land use decision making and maintain active and engaged neighbourhoods;*
b) *Recognizes the important role that culture, arts and design excellence play in creating a liveable community, as shaped through engagement with citizens;*
c) *Fosters the evolving urban nature and community identity of key areas of the city, including the Downtown and Uptown Urban Centres, Major Transit Station Areas and identified Intensification Areas; and*
d) *Seeks partnership, collaboration and participation with other agencies, stakeholders and community groups to achieve the long term vision of this Plan.*

The proposed development reinforces the planned identity of the Aldershot GO *Major Transit Station Area* by introducing an appropriate form and density that supports existing and planned transit infrastructure, the electrification of the Lakeshore West GO Line and expanded service to Hamilton and Toronto. A contemporary building design that enhances the pedestrian experience on the boundary streets while establishing an attractive landmark on the City's skyline will further enhance the liveability of the community. A public consultation process for the proposed development will seek to engage with Regional and Municipal staff and community stakeholders as the development application process advances.

Sustainable Growth

Section 2.2 of the new OP describes the physical make-up of the City of Burlington consisting of three general land uses including the Urban Area, the Rural Area, and North Aldershot. The proposed development is situated within the *Urban Area* where forecasted population and employment growth will be accommodated, and municipal servicing infrastructure provided to enable concentration of development (Section 2.2.1).

The new OP recognizes Provincial plans and polices in its policy framework including the *Niagara Escarpment Plan*, *Greenbelt Plan* and *Growth Plan for the Greater Golden Horseshoe* (Section 2.2.3). The proposed development is located outside of the Niagara Escarpment and Greenbelt Plan areas, and is within the Urban Boundary, Delineated Built Boundary and planned Major Transit Station Area associated with Aldershot GO Station, which is delineated in ROPA 48.

The location of the proposed development within the Urban Boundary and planned Major Transit Station Area aligns with Provincial land use policies and objectives for growth and transit-supportive intensification, which must be reinforced by the new OP.

Section 2.3.1 of the new OP includes more detailed policies for lands within the Urban Area including Mixed Use Intensification Areas where a mix of uses will be development in compact built form and transit-supportive densities. Active transportation and transit use will be prioritized in these areas occurring in either linear or nodal form. The proposed development is situated in an emerging *MTSA* and mixed use node, both of which are considered Mixed Use Intensification Areas.

As stated in Policy h), *Major Transit Station Areas* are intended to support a variety of land uses and building types with densities oriented in a manner that facilities transit and active transportation use. *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 planned that most of the growth in the City will be directed to three *MTSAs* located along higher order transit routes, including the Aldershot GO Station, which is identified as an MTSA Special Planning Area (Policy i)).

Mixed Use Nodes and Intensification Corridors, "*represent areas with a concentration of commercial, residential and employment uses with development intensities generally greater than surrounding areas*" (Policy j)). Additionally, Policy l) states that Mixed Use Nodes "*will be a focus of reurbanization*" and land uses will by widely variable based on the underlying land use designations of the new OP with some areas "*planned to evolve with higher residential intensities and a full mix of uses*." Overall, 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*."

The proposed development directs a high-rise built form to an appropriate location that is proximal to higher-order and higher-frequency transit at Aldershot GO Station and an active transportation network that includes dedicated bike lanes along Waterdown Road and well-connected pedestrian network. The subject site is currently a vacant brownfield site, and the proposal will facilitate its reurbanization to provide appropriate residential intensification that demonstrates high-quality urban design practices.

Section 2.4 of the new OP outlines the City of Burlington growth framework including the "*relative priority, degree, type and location of growth among the four Growth Framework areas: Primary Growth Areas; Secondary Growth Areas; Employment Growth Areas; and Established Neighbourhood Areas*."

The general objectives of the growth framework as stated in Section 2.4.1 are:

a) *To introduce a growth management strategy that differentiates areas within the Urban Area for the purposes of communicating clear direction about where the City will and will not be planning to direct growth and intensification.*
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.*

c) *To identify the Established Neighbourhood Area as an area where intensification is generally discouraged.*
d) *To communicate the City's built form strategy for new development with respect to low-rise, mid-rise and tall building form.*
e) *To identify priority areas for investments in transit as well as other types of infrastructure and public service facilities in recognition of the importance of the financial sustainability of the city as it grows predominantly through intensification in key areas.*
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.*
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.*

The subject site is identified as a Primary Growth Area in the new OP which is an appropriate area for higher-intensity mixed-use uses to optimize available land and municipal infrastructure and reinforce investments in transit including the electrification of the Lakeshore East GO Line which will enable all-day two-way service between Hamilton and Toronto.

Policies pertaining to Primary Growth Areas are stated in Section 2.4.2.(1) and include the recognition of these areas as distinct within Burlington's Urban Area and where the majority of forecasted growth and "*greatest degree of change*" will occur over the 2031 horizon of the new OP. Additionally, Primary Growth Areas:

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.*

The proposed development envisions the introduction of new tall buildings in an appropriate location where surrounding land uses are not adversely impacted and where investments in transit will be optimized by population growth in a compact form of development.

Section 2.4.2.(1) additionally states that:

b) *Primary Growth Areas shall be a priority for Provincial, Regional and City investment in new or upgraded infrastructure and/or public service facilities which may be required to facilitate intensification including, but not limited to, the following:*
   (i) *water/wastewater capacity;*
   (ii) *investments in the Province's Priority Transit Corridors, frequent transit corridors and the investigation of the development of a higher order transit line such as dedicated lane rapid transit options, if warranted;*

(iii) public service facilities, including parks;
(iv) other infrastructure, including but not limited to, hydro infrastructure; and
(v) public realm improvements or other capital priorities.

c) Where an area-specific plan has been approved, the more specific land use policies shall apply.
d) Primary Growth Areas are also subject to the policies of Subsection 7.3.2(1) of this Plan.

The proposed development optimizes existing and planned municipal servicing infrastructure and supports both local and regional higher order transit at Aldershot GO Station. Area-specific planning for the Aldershot GO MTSA is currently being undertaken by the City of Burlington and an interim report is expected to be provided by City planning staff to the Community Planning, Regulation and Mobility (CPRM) Committee in the fourth quarter of 2021, followed by a final recommendation report in the second quarter of 2022. This area-specific planning exercise builds on the policies of ROPA 48 which situates the subject site within the boundary of the Aldershot GO MTSA and prescribes high-rise built form.

Housing

Section 3.1 of the new OP states that the City of Burlington will "*promote an appropriate and adequate range of housing choices by type, tenure, and affordability level*."

Objectives related to housing supply are outlined in Section 3.1.1.(1) and are:

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

The proposed development will introduce significant new housing with a mix of unit sizes that efficiently uses available land on a vacant site in a manner that is compatible with the planned context and transit-orientation of the area in proximity to Aldershot GO Station. Existing housing stock and neighbourhoods near the proposed development are compatible with the built form envisioned for the subject site which will not create adverse impacts on their current land uses.

To achieve these objectives, the following policies are stated in Section 3.1.1.(2) which are relevant to the proposed development:

d) In consultation with the Region of Halton, the City will ensure an adequate level of local municipal infrastructure to meet the demands of residential development.
e) The City will support housing initiatives that facilitate revitalization, particularly the identification and remediation of brownfield, greyfield and bluefield lands, compact built form, flexibility and adaptability in the design and function of the housing stock, and an increased variety of housing alternatives.

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.*

i) *The City will advise the Region of Halton and senior levels of government of the need for infrastructure and servicing funding associated with the provision of additional housing in the city.*

j) *The City will consider the provision of innovative forms of housing tenure, such as co-operative housing, and common element, phased and vacant land condominiums, as a means of increasing housing diversity, choice and supply in the city.*

k) *The City will encourage the building and development industry to incorporate universal design features in all new buildings.*

The proposed development will facilitate the revitalization of a brownfield site which was formerly used for industrial purposes. The form of housing contemplated for the subject site is compact, transit-supportive, and provides alternative forms of housing than are currently prevalent in the surrounding area. Accessibility and safety within the site and surrounding streetscape will be enhanced through the development of the subject site which will incorporate pedestrian connections, accessible and weather-protected entrances, passenger drop-off locations and accessible parking at key locations. The proposed development is contemplated as a multi-phase development which will be subject to a future application process for Draft Plan of Condominium.

It should be noted that an appeal of the new OP was made by the owner of the subject site referencing Policy 3.1.1.(2) h) which requires the preparation of a housing impact study in support of development proposals with 100 or more units. This threshold is very low, and has the potential to inappropriately discourage new development, and prescribe a unit mix that is potentially not market based and therefore inconsistent with the policies of the Provincial Policy Statement, 2020 in that regard.

Climate Change and Air Quality

Section 4.1 of the new OP includes policies which intend to achieve a sustainable community by addressing climate change and air pollution through land use and transportation policies including the following objectives in Section 4.1.1:

a) *To increase community resiliency to the impacts of a changing climate through mitigation and adaptation measures and through the maintenance and restoration of the Natural Heritage System.*

b) *To work towards the goal of the city community being net carbon-neutral.*

c) *To enhance air quality.*

Policies to achieve these objectives and which are relevant to the proposed development are stated in Section 4.1.1 and are:

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;*
   - *(vi) maintaining, restoring and enhancing the urban forest and Natural Heritage System;*
   - *(vii) recognizing the importance of watershed planning for protecting and identifying water resource systems, undertaking stormwater management, and mitigating potential risk associated with natural hazards;*
   - *(viii) encouraging energy generation from renewable sources and community energy solutions such as micro grids, district energy, and energy storage;*
   - *(ix) encouraging sustainable, energy efficient and low carbon buildings;*
   - *(x) addressing air quality impacts through land use compatibility policies;*
   - *(xi) developing and implementing a Community Energy Plan with energy conservation measures and a carbon reduction target;*

The proposed development introduces a compact built form in *Mixed Use Intensification Areas* in proximity to local and higher-order transit and a network and pedestrian and cycling facilities, reducing auto-dependence, and addressing air quality impacts. The proposed parking supply and provision of significant bicycle parking will additionally contribute to transit and active transportation modal increases.

As detailed in the accompanying Functional Servicing and Stormwater Management Report, prepared by MTE Consultants, stormwater management measures for quantity control include a proposed underground storage tank with an orifice control within the underground parking structure while quality control will be provided by an oil/grit separator.

Land Use Policies

Section 8.1 of the new OP includes land use policies related to Mixed Use *Intensification Areas*. As identified on Schedule B, the subject site is located within both an MTSA Special Planning Area associated with Aldershot GO Station and a Mixed Use Nodes and *Intensification Corridors* area.

The objectives for MTSAs are stated in Section 8.1.2(1) of the new OP and are:

a) *To complete area-specific plans and/or major planning studies that establish long term development policies for Major Transit Station Areas (MTSAs).*
b) *To develop the MTSAs into compact, pedestrian, environmentally sustainable and transit-supportive places each with a distinct character.*

c) To promote intensification in order to achieve transit-supportive residential and employment density targets.

The proposed development will introduce a compact form of development that will support local and higher-order transit at Aldershot GO Station with appropriate residential intensification.

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.

The subject site is proposed for residential intensification which will support nearby amenities and employment opportunities while providing ground-level retail/service commercial or office space that will benefit local residents, workers and commuters.

e) To provide a network of complete streets which provide for the efficient, accessible and safe movement of people and goods and which prioritize pedestrian, bicycle and transit activities.
f) To develop MTSAs into effective multi-modal transit station areas that provide seamless connections between different modes of transportation, including frequent transit corridors.
g) To ensure MTSAs have strong and integrated multi-modal connections with adjacent areas.

The orientation of the proposed built form will frame the boundary street network and provide safe and accessible linkages along Masonry Court, Cooke Boulevard and Waterdown Road. Pedestrian and bicycle connections will be provided along clearly delineated routes and access points between the public and private realm which will promote the use of non-auto modes of travel.

h) *To prioritize the development of surface parking lots and the intensification of underutilized lands and buildings.*
i) To support the retention and expansion of existing employment functions and encourage new employment functions and employment uses which are compatible with other uses and serve to make each MTSA an employment destination within the city.
j) To provide low-rise, mid-rise and tall building forms, where appropriate, that support a variety of demographics in MTSAs.
k) To provide opportunities for a range of small and medium-scale retail and service commercial uses that serve the needs of residents and employees in the MTSAs.

Overall, the proposal seeks to intensify a vacant brownfield site in a transit-supportive manner that does not preclude the current and future use of employment lands in the vicinity. Ground-level retail/commercial space will provide opportunities to serve the needs of nearby residents and employees.

l) To promote the accommodation of a diverse range and mix of household sizes, household incomes and housing tenure.

The proposed development will provide additional housing supply with a mix of unit sizes to address the needs of a range of households, including larger households.

m) To ensure the provision of a range of open spaces and connections.
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.

o) To enhance the existing physical character of Established Neighbourhood Areas, as identified on Schedule B-1: Growth Framework, of this Plan, within MTSAs.
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.

The proposed development will provide connectivity to active transportation infrastructure including pedestrian routes and dedicated bicycle lanes to create linkages with nearby open space areas. A high-rise form is proposed for the subject site up to 36 storeys in height, which appropriately transitions to mid-rise residential areas to its immediate east and low-rise neighbourhoods further east without creating adverse impacts related to shadowing, privacy, or pedestrian-level wind. The form of building envisioned for the site implements high-quality design standards to establish a landmark and unique skyline form in proximity to Aldershot GO Station and will optimize investments in transit infrastructure and signal that the area is a node of development and urban intensity.

q) To prioritize and implement innovative sustainable practices and infrastructure related to energy, water, landscape and waste management that together assist with adapting to the impacts of a changing climate.
r) To target carbon neutrality in MTSAs through the use of district energy, sustainable building measures and other innovative approaches.

The introduction of a compact and dense form of development in proximity to higher-order transit and a range of amenities will contribute to meeting sustainability goals in the City of Burlington by reducing auto-dependence while landscaping features, and stormwater management measures will address climate change mitigation.

s) To plan for and provide public service facilities that support future population and job growth.
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.
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.
v) To ensure development establishes a high-quality public realm featuring a network of new and existing public squares, parks and open space that incorporate street trees, landscaping and vegetation.
w) To ensure development is consistent with the vision and intent of the MTSA typology.

The scale and intensity proposed for the subject site will support non-auto modes of travel including transit and active transportation use and is appropriate based on its location within Aldershot GO MTSA and along Waterdown Road. Streetscape enhancements including street trees and landscapes along boundary streets and safe linkages to the pedestrian network from the proposed development will further encourage non-auto modes of travel and create enhanced connectivity to transit and nearby amenities.

In order to achieve the objectives for *Major Transit Station Areas*, the following policies are stated in Section 8.1.2(2):

a) *The City shall complete area-specific plans or major planning studies to ensure that all Major Transit Station Areas are planned to implement mixed use transit-supportive development including employment uses, while ensuring compatibility with surrounding areas is achieved.*
b) *In advance of the completion of area-specific plans or major planning studies and the approval of the implementing Official Plan amendments for the Major Transit Station Areas, the policies contained in Subsection 8.1.2 of this Plan, shall apply to development applications in the MTSA Special Planning Areas and Urban Growth Centre, as shown on Schedule B, of this Plan.*
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.*
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.*
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.*

The proposed development introduces intensified residential uses and built form that applies best practices for MTSAs including strategically situated and oriented built form that frames the boundary street network to create a safe and accessible pedestrian environment, directs the greatest height and massing within the site in a manner that appropriately transitions to low-rise neighbourhood further east, and introduces transit-supportive density in proximity to Aldershot GO Station.

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.*
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.*
h) *MTSAs will be priority locations for the following, but not limited to:*
    (i) *land assembly;*
    (ii) *infrastructure and public service facility improvements;*
    (iii) *creation and application of financial, regulatory and other incentives;*
    (iv) *new public service facilities;*
    (v) *creation and application of brownfield and greyfield development strategies;*
    (vi) *preparation of comprehensive traffic, transportation demand management and parking studies and strategies.*

The proposed development provides transit-supportive density in a compact form that is compatible with existing and planned land uses in the area including employment areas and low to mid-rise residential form associated with Phase 1 of the Stationwest development. The proposal facilitates access to public

transit for more people, introducing ground-level retail/commercial to serve the needs of residents, employees, and commuters, and revitalizes a brownfield site.

Reduced parking supply is proposed, which recognizes the context of the proposed development and its capacity to support non-automobile transportation options. Transportation demand management strategies, as recommended by BA Group in its Traffic Impact Study will also encourage the use of transit and active transportation.

i) Multi-unit residential developments should incorporate a mix of unit sizes and types to accommodate a diverse range of household sizes and incomes.

A range of unit types are proposed which will contribute the overall supply of housing options in the City of Burlington and address the needs of many household sizes.

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.
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.

As above-mentioned, TDM measures are recommended by BA Group to support reduced parking supply for the site and promote non-automobile transportation modes. These strategies that are being contemplated including unbundled parking, car-share and carpool programs, bicycle parking and repair facilities, travel information brochures and information centre, and community marketing outreach. Most of the parking providing in the proposed development is located within the underground levels of the development, with access and loading consolidated within the podium component of buildings, or discreetly located away from pedestrian areas. A small at-grade parking area consisting of five (5) spaces is situated north of Building B to provide retail/commercial parking, including one accessible parking space.

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.
m) Privately-Owned Publicly Accessible Spaces (POPS) may be used to augment public space but shall not be used as a replacement to public parkland dedication.

Landscaping along the boundary street network is proposed consisting of tree and vegetative planting, which will frame the public and private realms and create an attractive pedestrian environment along Masonry Court and Cooke Boulevard. At the southeast corner of the building, the retail/commercial entrance will be delineated by landscaping and its functionality will be bolstered by bicycle parking and street furniture. At the west side and northeast corner of the site, private open amenity space will integrate the public and private realms and link the subject site with pedestrian routes towards Aldershot GO Station.

n) Major office, cultural and institutional uses should be located within each MTSA.

o) The City will encourage the development of food stores in MTSAs, which are essential to serve the day-to-day shopping needs of current and future residents and employees and support the long-term success of the MTSAs as complete communities.

The proposed development will introduce ground-level retail/commercial space that may serve a variety of functions to address community needs. The residential density proposed for the subject site will support and complement current employment uses in the area and will optimize future cultural and institutional uses which may be planned in the future.

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.

r) In addition to the development criteria in Subsection 12.1.2 (2.2) c), the following development criterion shall be satisfied when evaluating all development applications within each MTSA:

(i) the development shall be consistent with the vision and intent of the MTSA typology and policies contained in Subsection 8.1.2, Major Transit Station Areas, and maintain the land use vision established in the land use designations of this Plan.

The subject site is an appropriate location of the high-rise form envisioned by the proposed development. Its height and massing is situated with sufficient setbacks from low-rise residential areas to its east, with appropriate transitioning provided internally to the site and by mid-rise residential development and employment areas in the intervening lands to in order to create no adverse impacts. The proposal efficiently uses available brownfield land and optimizes investments in transit and municipal servicing infrastructure, while supporting nearby services and amenities.

Section 8.1.2(3) includes policies directing development applications preceding an area-specific plan including the following which are relevant to the proposed development:

b) For the Burlington GO, Aldershot GO and Appleby GO MTSA Special Planning Areas, as identified on Schedule F: Burlington GO MTSA Special Planning Area; Schedule G: Aldershot GO MTSA Special Planning Area; and Schedule H: Appleby GO MTSA Special Planning Area, of this Plan, the applicable objectives and policies for the underlying land use designations on Schedule C: Land Use-Urban Area, the objectives and policies for MTSAs in Subsection 8.1.2 of this Plan, and any other applicable policies of this Plan, shall apply.

c) Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within MTSA Special Planning Areas preceding the completion of an area-specific plan shall have regard for Provincial guidelines for mobility hubs and transit, and shall implement Regional and Provincial major transit station area policies. In addition, applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within the Burlington GO, Aldershot GO and Appleby GO MTSA Special Planning Areas, shall have regard for the Mobility Hub Opportunities and Constraints Study (2014).

As aforementioned, the proposed development implements best practices for transit-supportive development by directing height and density in a manner that optimizes transit services and investments, creates a safe and accessible pedestrian environment and is compatible with surrounding land uses.

d) Multi unit residential developments in MTSAs should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

The proposed development will introduce a mix of unit sizes which will increase the supply and diversity of housing options in the City of Burlington and in the vicinity of Aldershot GO Station.

e) All development proposals requiring a Transportation Impact Study shall address all modes of transportation, giving priority to active transportation and transit considerations, including frequent transit corridors.
f) 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 within MTSAs, subject to the policies of Subsection 6.2.10, Transportation Demand Management, of this Plan.
g) Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within MTSAs shall submit and implement, to the satisfaction of the City, an urban design brief prepared by a qualified person. The brief shall demonstrate how the proposed development contributes towards achieving MTSA objectives for design and how the development is consistent with the policies contained in Chapter 7: Design Excellence, of this Plan, and any applicable design guidelines.
h) All development within MTSAs shall consider opportunities to provide improved walking and cycling connections.
j) Development within MTSAs preceding the completion of an area-specific plan shall be subject to the applicable policies of Subsection 7.3.2 of this Plan.

A Transportation Impact Study has been prepared by BA Group in support of the proposed development which includes a variety of TDM measures to promote transit and active transportation use. Likewise, an Urban Design Brief has been prepared for these planning applications, prepared by Acronym Urban Design, which summarizes that high-quality design contributions of the proposal including its enhancements to the surrounding streetscape network.

The general land use objectives for Mixed Use Nodes and Intensification Corridors are stated in Section 8.1.3(1) of the new OP and including the following:

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

g) To promote an innovative and sustainable built environment that uses infrastructure and public service facilities efficiently and encourages a high quality of life.
h) To encourage the accommodation of a diverse range of household sizes and incomes in Mixed Use Nodes and Intensification Corridors.
i) To encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and to maximize personal safety.
j) To direct the phasing and/or expansion of municipal infrastructure and services to ensure the timely and orderly development of Mixed Use Nodes and Intensification Corridors.
k) To ensure that development of Mixed Use Nodes and Intensification Corridors is offset by a range of open space areas in a manner that is appropriate to the local context.

The proposed development achieves these objectives by introducing a compact form of development that supports public transit and active transportation use and is appropriately scaled based on the surrounding land use context. The density proposed supports transit and infrastructure in the area and contributes to the creating of complete communities by introducing ground-level retail/commercial space and supporting current employment and retail/commercial uses in the area by adding new residents to the area.

General policies to achieve the objectives for Mixed Use Nodes and Intensification Corridors, as stated in Section 8.1.3(2) include the following relevant policies:

i) The design and development of Mixed Use Nodes and Intensification Corridors shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development.
j) The construction and expansion of municipal infrastructure shall provide for the development of Mixed Use Nodes and Intensification Corridors in an orderly and cost effective fashion.
k) Mixed Use Nodes and Intensification Corridors may be identified as priority locations for the following, not limited to:
    (i) land assembly;
    (ii) infrastructure and public service facility improvements;
    (iii) creation and application of financial, regulatory and other incentives;
    (iv) new public service facilities;
    (v) creation and application of brownfield and greyfield development strategies;
    (vi) preparation of comprehensive traffic, transportation demand management, and parking studies and strategies; and
    (vii) provision of higher levels of transit service compared with other areas of the city.
l) 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.

The proposed development establishes a compact form of development that enhances the pedestrian environment through podium design and streetscape improvement and directs transit-supportive density to a brownfield site. The form of development proposed optimizes transit and municipal infrastructure and will benefit from TDM measures that will be appropriately applied to encourage non-automobile transportation options.

m) 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.

As aforementioned, a mix of unit sizes are proposed to accommodate a diverse range of households and will be attainable at a diverse range of household incomes relative to the existing housing stock in the area.

g) The City will ensure the proper integration of Mixed Use Nodes and Intensification Corridors areas with surrounding neighbourhoods through measures such as pedestrian walkways, cycling paths and transit routes. Through the redevelopment of larger sites, this may also include the introduction of new public and/or private streets, designed as complete streets, to contribute to the achievement of a connected and continuous grid-oriented street network in accordance with Subsection 6.2.2.

A network of sidewalks is provided along most of the boundary road corridors while protected bicycle lanes are provided along Waterdown Road, Plains Road and South Service Road in the vicinity of the proposed development. Multiple connections for pedestrians and cyclists will provide good linkages from the proposed development to adjacent public streets while podium design and orientation and landscaping will frame Masonry Court and Cooke Boulevard, creating a safe and pedestrian-scaled environment.

h) In residential buildings containing retail and service commercial uses at grade, office uses or uses accessory to residential uses may be required in the second storey to minimize the potential adverse effects of noise and vibration that may be generated by some types of retail and service commercial uses.

Podium uses consists of ground-level retail/commercial, bicycle storage, residential lobby and amenity, and servicing uses, while landscaping including tree plantings will mitigate adverse impact of noise and vibration along boundary roads. A significant setback with landscaped buffer frames the west side of the proposed development at Waterdown Road, while a Floodplain Storage Area is located to the north of the site, providing additional buffering from the Lakeshore West GO Line and Highway 403 to mitigate noise and vibration impacts.

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.*

TDM measures will be considered as the development application process advances and are detailed in the accompanying Traffic Impact Study, prepared by BA Group. Reduced parking supply, bicycle parking, and directly accessible transit and bicycle lanes from the proposed development will promote non-automobile transportation options.

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.
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.

The proposed development optimizes the development and intensification potential of the subject site within the context of existing Mixed Use Nodes and Intensification Corridors areas in the City of Burlington. The unique characteristics of the subject site which includes its adjacency to employment uses and transportation corridors, and its orientation and substantial setbacks relative to the nearest low-rise neighbourhood makes it an appropriate location for the proposed high-rise form of up to 36 storeys which does not create any adverse impacts on more sensitive land uses relative to shadowing, privacy and overlook. The ability of the proposed development to conform to the urban design and built form policies of Section 7.3 of the new OP is addressed in the accompanying Urban Design Brief, prepared by Acronym.

Section 8.1.3(7) of the new OP includes land use policies for the Urban Corridor Designation including the following objectives outlined in Policy 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.*
b) *To provide opportunities for a range of small and medium-scale retail and service commercial uses, and public service facilities in locations that meet residents' day-to-day and weekly goods and service needs.*
c) *To recognize the development of Intensification Corridors will occur over time, and that the timing of development may vary from one segment to another, depending on market conditions and community needs.*
d) *To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact built form, while retaining compatibility with the surrounding area.*
e) *To permit mixed use development on individual sites where various combinations of residential, retail, service commercial, office and other uses are located, or on sites where residential, retail, office and other uses are located next to one another.*
f) *To protect the planned commercial function within Urban Corridors.*
g) *To ensure development along Urban Corridors provides a safe, accessible and attractive pedestrian environment with connections to adjacent residential neighbourhoods and Employment Areas.*

Ground-level retail/commercial space is proposed, which will provide opportunities to serve the needs of residents, employees and commuters. The proposed form of development is compact, higher intensity and transit-supportive with a pedestrian-oriented site design that frames the boundary streets and provides linkages to the surrounding pedestrian and active transportation network while maintaining uninterrupted sidewalks along Masonry Court by locating driveways along Cooke Boulevard and Waterdown Road.

Section 8.1.3(7.2) including land use policies to achieve the objectives for *Urban Corridor* areas including the following which are relevant to the proposed development:

a) *Transit-supportive and pedestrian-oriented design shall be required in the development of Urban Corridor sites.*

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.
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 semi-detached dwellings;
(iv) office uses;
(v) entertainment uses; and
(vi) recreation uses.

The site and building design includes a human-scaled podium component that frames the boundary street network and creates a safe and attractive pedestrian environment, particular along Masonry Court which includes continuous sidewalks with no curb cuts, enabling direct connectivity to Aldershot GO Station. Ground-level retail/commercial space is proposed at a high-visibility location at the corner of Masonry Court and Cooke Boulevard and will provide convenient retail and/or services at a scale which serves the needs of residents, employees, and commuters.

Section 8.1.3(7.2) continues with the following policies, which seek to implement density and height standards for new development, while providing a limited degree of flexibility on a site-specific basis:

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.
g) The minimum building height shall be two (2) storeys and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street.

The above-noted policies which contain specific height and density policies are overly restrictive in this context, and preclude the optimized intensification of the subject site given its significant proximity to higher-order transit which is being enhanced through investments in electrification of the Lakeshore West GO Line to enable improved all-day two-way service between Hamilton and Toronto. These policies are specifically cited in the appeal of the new OP for the subject site as being inappropriate as they limit the capacity of the site to accommodate appropriate forms of transit-supportive development.

Further to the above, the area-specific planning for the Aldershot GO MTSA conducted by the City of Burlington identified the subject site as a location where maximum building height permissions of 30 storeys should apply, in its 2018 Aldershot GO Precinct Plan, which applied to the entirety of the StationWest site (which includes the area where the townhouses and mid-rise buildings are currently being constructed). Given this context, the subject site is appropriate for a denser form of intensification than on the lands to the east as it will help to balance the relatively lower levels of density on those lands which are also within the MTSA, and help to achieve a well-rounded pattern of development in this new community, with opportunities for low-rise, mid-rise and high-rise living. Moreover, the subject site can support the proposed building heights of up to 36 storeys without creating adverse impacts on

surrounding land uses, as demonstrated by the Shadow Study, prepared by Core Architects, dated October 7, 2021 and the Pedestrian Wind Study, prepared by SLR, dated November 17, 2021.

Section 8.1.3(7.2) continues, providing policy guidance on non-residential uses for new developments:

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.

The proposed development incorporates ground-level retail/commercial uses in Building B, consistent with this policy.

Development Criteria

Section 12.1.2(2) of the new OP includes implementation and interpretation policies related to development applications in the City to "*ensure that development is compatible with the existing pattern and character of adjacent and proximate development*."

The development criteria objectives of the new OP as stated in Section 12.1.2(2.1) including the following:

a) To establish a set of criteria against which all development applications shall be evaluated, to be administered according to the context of the planning matter under consideration, and in proportion to the complexity and scale of the planning matter being considered. These criteria shall be reviewed in accordance with the policies of this Plan, any other relevant City policies and Provincial Policies, as well as policies of other agencies such as the Region of Halton and Conservation Halton.
b) To ensure development applications are consistent with the Provincial Policy Statement, and conform to applicable Provincial Plans and the Regional Official Plan.
c) To ensure that appropriate technical analysis is undertaken.

The proposed development is consistent with the PPS and conforms to the *Growth Plan* by intensifying a vacant brownfield site in proximity to higher-order transit at Aldershot GO Station. The proposal will direct growth to an Urban Area within the Regional Built Boundary and contributes to the City of Burlington's intensification targets, as directed by the ROP and Provincial intensification targets within MTSAs with access to GO train service.

Supporting documents have been prepared in support of the development application for the subject site, which demonstrates its capacity to support the density, and scale of built form in a manner that does not create adverse impacts on surrounding land uses.

The development criteria policies which seek to achieve the above-mentioned objectives are stated in Section 12.1.2(2.2) of the new OP and include the following which apply to the development application:

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;

A Land Use Compatibility and Air Quality Assessment was prepared by EXP Services Inc. and concluded that most facilities near the subject site are not expected to create unacceptable air quality, dust or odour issues relative to the proposed development. To mitigate potential impacts, air conditioning, air filtration and building pressurization best practices are proposed to be incorporated into the buildings' mechanical design where they are warranted. The proposed high-rise built form is compatible with surrounding built form and appropriately transitions to lower-scale residential uses to the east as demonstrated by the Shadow Study provided.

(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;

The proposed development implements an intensified land use of a vacant brownfield site that achieves transit-supportive density and high-quality urban design that is pedestrian-oriented. The enclosed Urban Design Brief provides additional details on the consistency of the proposed development with the Chapter 7 policies of the new OP.

(vi) the development can be supported by available infrastructure and public service facilities;

Existing municipal storm and sanitary sewers, and watermain services are located on the abutting right-of-ways and will be used to service the proposed development, as detailed in the accompanying Functional Servicing and Stormwater Management Report, prepared by MTE Consultants.

(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;

The proposed development integrates stepbacks from the podium to tower components along with appropriate setback and tower separation distances to appropriately transition in scale to the boundary streetscape. The proposed development represents Phase II of the Stationwest development, following the construction of townhouses and residential mid-rises to the east of the Cooke Boulevard extensions, and demonstrates a transition in scale to the nearest low-rise residential uses to the east.

(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;

The proposed development is located within walking distance of a range of services and amenities, particularly along Plains Road East. A range of employment opportunities are located also in proximity to the subject site. TDM measures, reduced parking supply provided predominately in underground parking levels, and the provision of significant bicycle parking will contribute to reducing the need for automobile use, coupled with the significant higher-order transit access provided at Aldershot GO Station.

(xiv) the development provides stormwater management in accordance with the policies of Subsection 4.4.2(2) of this Plan;

(xvi) the development considers the relationship to existing or planned transit facilities including a frequent transit corridor, higher order transit, bus routes and/or transit shelters;

(xvii) the development complements and connects with the public realm, including walking and cycling facilities;

Stormwater management measures for quantity and quality control can be adequately provided by the proposed development, as detailed in the Functional Servicing and Stormwater Management Report. The proposed development considers the relationship of nearby transit facilities at Aldershot GO Station by providing safe and uninterrupted pedestrian connectivity to the station along Masonry Court while integrating with walking and cycling facilities through a variety of safe and high-visibility linkages.

The application to *amend policies of the OP related to maximum permitted height and density remains relevant in relation to the new OP for the reasons discussed in this report. A density of 7.8 FSI is contemplated for the development with a maximum building height of 36 storeys will provide for an appropriate level of intensity in this area especially in relation to the relatively low scale of development that has emerged to the east, which is also within the MTSA. Accordingly, the proposed heights and density are appropriate given the site location and surrounding land use and built form context, and consistent with the PPS policies and applicable provincial plans which support compact and transit-oriented forms of development in proximity to major transit station areas included Aldershot GO station.*

In general, the proposed development has appropriate regard for the emerging policies of the new City of Burlington Official Plan, while recognizing the above-mentioned appeal relative to the prescriptive height and density limitations for the subject site.

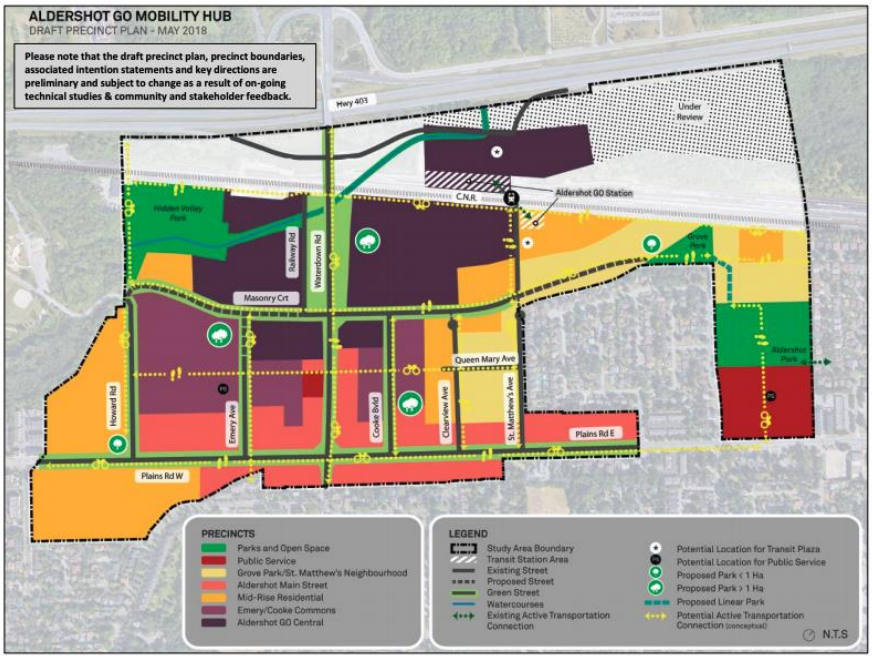
6.3 Burlington Area-Specific Plans for Aldershot GO MTSA

The City of Burlington initiated the Burlington GO Mobility Hub Study in 2017. In early 2019, the Mobility Hubs Study was paused in order to advance other initiatives that would impact its outcome including updates to the Burlington Official Plan and the Halton Regional Municipal Comprehensive Review ("MCR"). As an outcome of the Region of Halton's MCR, formally delineated boundaries for *Major Transit Station Areas* and minimum density targets for all Halton Region MTSAs including Aldershot GO have been prepared in draft ROPA 48.

Area-specific planning for the City's *Major Transit Station Areas* (replacing "Mobility Hubs") has resumed. On May 17, 2021, a Council Workshop Meeting was held, during which City staff provided a summary of area-specific planning work that was previously undertaken in 2017-2018. A preliminary overview of the workplan, timing and engagement for the area-specific planning of Burlington's MTSAs was provided.

On June 8, 2021, City staff delivered its draft workplan and draft engagement plan to the Community Planning, Regulation and Mobility Committee which were passed, authorizing advancement of the study.

On October 13, 2021, the City of Burlington hosted a virtual Public Information Centre (PIC) to seek input from the community about the Aldershot GO MTSA and to present a preliminary preferred precinct plan. Another PIC is scheduled for November 2, 2021 during which additional input will be sought in relation to all three Burlington MTSAs, including Aldershot, Burlington, and Appleby. An interim report is anticipated to be provided to the Community Planning, Regulation and Mobility Committee for consideration in the fourth quarter of 2021. A finalized recommendation report will follow and is expected to be provided to the Committee in the second quarter of 2022.



Precinct	Max Building Height Permission (storeys)
Parks and Open Space	No Maximum
Public Service	No Maximum
Grove Park/ St.Matthew's Neighbourhood	2.5
Aldershot Main Street	6 or 11
Mid-Rise Residential	11
Emery/Cooke Commons	19
Aldershot GO Central	30

Figure 20. Aldershot GO Draft Precinct Plan, 2018

At the time that the Mobility Hub Study was paused, the City of Burlington had prepared a Draft Precinct Plan for the Aldershot GO Mobility Hub which illustrated a proposed maximum permitted building height of 30 storeys for areas most proximal to the Aldershot GO, including the subject site (**Figure 20**). The proposed development reflects the general planning policy direction previously articulated through the Mobility Hub Study which identified the subject site and other lands north of Masonry Court in the vicinity of the Aldershot GO as appropriate areas to accommodate high rise built form, up to 30 storeys, which was applied not only to the subject site but also to the area to the east now developed with townhouses and mid-rise buildings.

The preliminary preferred precinct plan (**Figure 21**), presented during the PIC on October 13, 2021 indicates a more fine-grained network of roads and active transportation connections in the vicinity of the proposed development, including the northward extension of Cooke Boulevard from Masonry Court, which was constructed as part of Phase 1, and more pedestrian routes to the Aldershot GO station. The subject site is still identified as an appropriate area to accommodate high rise built form of up to 30 storeys.

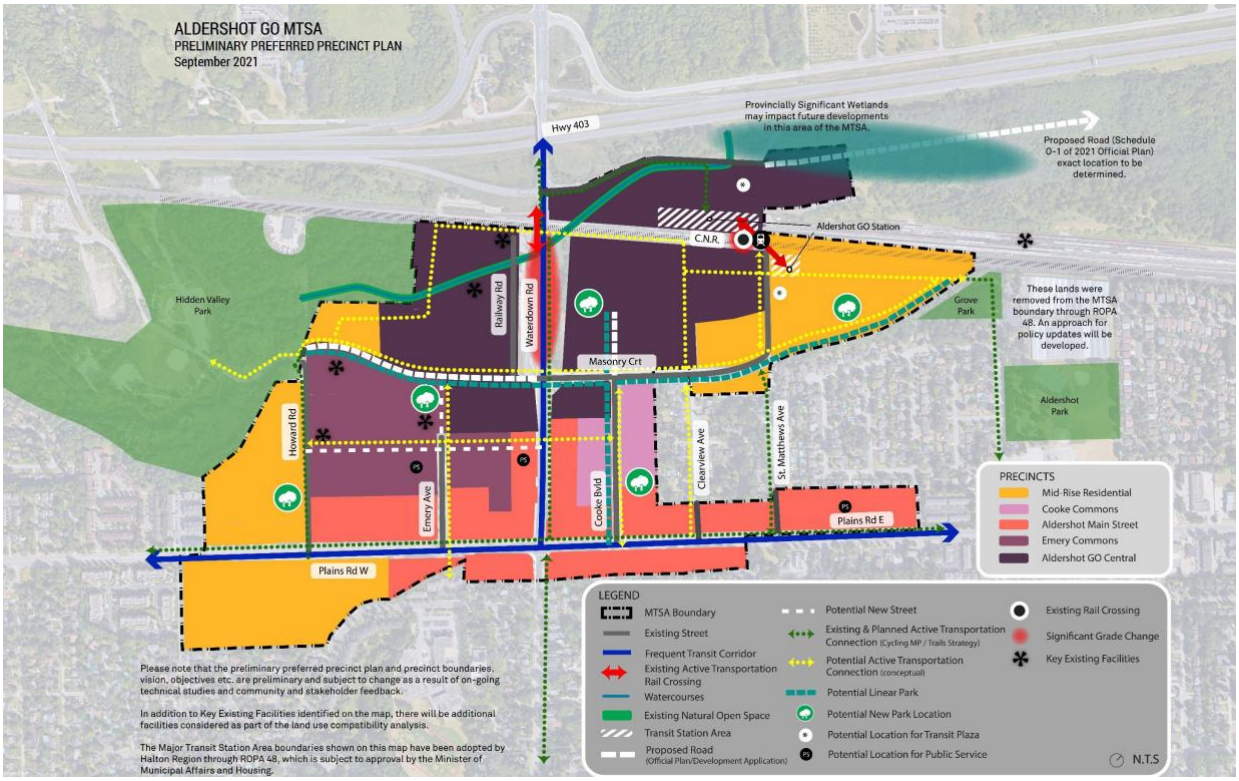


Figure 21. Aldershot GO MTSA Preliminary Preferred Precinct Plan, September 2021

The proposed development envisions a maximum building height of 36 storeys for Building A and C within the west portion of the subject site. Building B is proposed at a height of 26 storeys. The subject site is an appropriate location for accommodating the high-rise form envisioned by the proposed development. Exceeding the 30-storey height limit contemplated in the Draft Precinct Plan is appropriate for the subject site, as the adjacent lands have already been developed with low-to-mid-rise buildings and will not be able to realize the level of intensification envisioned in the emerging MTSA plans.

Moreover, the subject site is of sufficient size to provide setbacks from the low-rise residential areas to the east and the towers while transitioning is provided internally within the site and within the intervening mid-rise residential and employment areas in the intervening lands. The proposed height and massing optimizes the use of a brownfield site that is proximal to higher-order transit at Aldershot GO Station and supports investment to electrify the Lakeshore West GO Line. The technical studies provided as part of this development application indicates the capacity of the site to accommodate the proposed built form without creating any adverse impacts on surrounding land uses related to shadowing, privacy and overlook, pedestrian-level wind and traffic.

In summary, the proposed development has a high level of consistency with the direction of the Mobility Hub Study materials produced to date.

6.4 Tall Building Design Guidelines

Burlington City Council approved its tall building guidelines in 2017. The guidelines provide direction related to the design components of tall building including: Building Base (Podium); Building Middle (Tower); and, Building Top. The intent of the tall building guidelines is to promote quality urban design and to promote vibrant streets.

Section 2.1 Podium Location

Section 2.1 of the tall building guidelines pertains to podium location and includes the following direction that relates to the proposed development:

a) *The podium shall be located to frame the street. On corner lots, the podium shall be located to frame both streets.*
c) *Where no streetwall has been established, podiums should be set back at grade to create wide boulevards that accommodate pedestrians, street trees and landscaping, and active at-grade uses. A 6.0 metre boulevard measured from curb is preferred, except where existing conditions preclude. The intent is that a road widening will not be required to specifically achieve this guideline.*
b) *On sites with multiple towers, mid-block pedestrian connections should be provided through the podium to enhance permeability, break-up the podium, and create additional corner conditions.*
c) *Where windows are proposed within the podium, an 11 metre separation distance shall be provided between adjacent buildings. Where no adjacent buildings exist, a 5.5 metre setback is appropriate. Where a continuous streetwall is desirable, no side-yard setbacks are necessary. Continuous streetwalls are generally desirable, except where special site or block conditions require breaks to access mid-block connections, public courtyards, or other open spaces. (See 2.5.e).*
d) *Buildings can cantilever over side yard setbacks to create a weather protected midblock connection, public courtyard, or other public open space. Buildings can cantilever above a) a grade level height of 4.5 m or more or b) above the second floor where the grade level height is less than 4.5 m.*

Podium components of the three proposed buildings are oriented to frame the boundary street network including Building A along Waterdown Road and the shared podium of Building B and C along Masonry Court and Cooke Boulevard. Appropriate setbacks are envisioned for the site which will accommodate

landscape and a high-quality pedestrian environment while the corner of Masonry Court and Cooke Boulevard will be activated by ground floor retail/commercial uses. Pedestrian connections to the public realm and within the subject site will enhance permeability and circulation while weather protection is contemplated at entrances and key areas of the site to create acceptable safe and comfortable pedestrian conditions based on anticipated wind conditions at grade.

Section 2.2 Podium Height and Massing

a) *The height of the podium, and the tower stepbacks above, should generally reflect the established and planned streetwall subject to the guidelines below. Small variations are encouraged to create a varied streetscape.*
b) *Where no established streetwall exists, the minimum height of the podium shall be 10.5 metres (3-storeys) to frame the streetscape and reinforce a human-scale.*
c) *The maximum height of the podium shall be 80% of the adjacent right-of-way width. A maximum height of 20 metres is recommended to maintain a human-scale. d) The floor-to-ceiling height of the ground floor should be a minimum of 4.5 metres to accommodate internal servicing and loading, and active commercial uses (where permitted).*

The proposed shared podium design of Buildings B and C has a general height of three (3) storeys, but responds to grade changes along the boundary road network at Masonry Court and projects as a height of two (2) storeys at the west portion of the site. The podium height of Building A is consistently four (4) storeys. The variability of the podium heights and their responsiveness to changes in topography create visual interest while maintaining a human-scale within maximum height guidelines for this building component.

Section 2.3 Shadows/Sky Views

a) *Height and massing of buildings should ensure adequate access to sunlight in surrounding areas in compliance with the Shadow Study Guidelines and Terms of Reference.*

The implementation of tower components that are appropriately separated and stepped back from the underlying podium component with a slim tower design maintains adequate access to sunlight at the surrounding public realm and nearby properties. A shadow study, prepared by Core Architects, is provided and details shadowing generated by the proposed development. The shadow study indicates that on the June solstice, no shadowing will impact nearby low-rise residential neighbourhoods to the east along Clearview Avenue**,** to 18:00 at which time only small rear yard areas will experience limited shadowing. On the September equinox, no shadowing will occur on any these residential neighbourhoods prior to 16:18, and on the December solstice, no shadowing generated by the proposed development will impact low-rise residential neighbourhoods until 16:18.

Section 2.4 Podium Design and Articulation

a) *All sides of the podium should be constructed with the highest quality of architectural design and materials.*
b) *Materials shall reflect their intended use, and should not mimic other materials (i.e. stucco made to look like stone). They should complement the established character of the street where appropriate.*

c) *The use of 'heavy' materials (i.e. brick, stone, or metal) should be used within the podium to anchor the building.*
d) *Portions of the podium roof that are not occupied by a tower should be used as outdoor amenity space to provide casual surveillance and interesting views from the street.*
e) *Large podiums shall be visually broken into smaller components. Mixed-use podiums shall reflect multiple retail units, while residential buildings shall provide individual entrances for ground floor units […]*
g) *Main building entrances shall be clearly demarcated, and should be a focal point of the building design. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops.*
h) *Architectural elements and expressions, including entrances, windows, canopies, steps, and recesses and projections, should highlight individual units and reinforce a variety of scales and textures within the podium.*
i) *Within a retail podium, the ground floor shall be predominantly clear-glazed to provide visual connections between public and private realm and enhance safety. Similarly, public elements of a residential podium (i.e. lobby, amenity space) shall be predominantly clear-glazed.*
j) *On corner lots, articulation of the podium should acknowledge its important location through corner entrances, chamfering (and associated public space), and/or other architectural features.*
k) *Mixed-use buildings with retail at grade should incorporate vestibules, frequent building entrances, canopies and structural overhangs to provide weather protection for the length of the street.*
l) *Weather protective design should be provided at grade and at the podium level through canopies, arcades and cantilevers. Canopies located on the ground floor should be at least 1.5 metres deep. Weather-protection elements may encroach in building setbacks and should not encroach into the public right-of-way.*
m) *Projecting balconies should not be provided in podiums. Inset and/or Juliette balconies are appropriate within the podium.*

The proposed design of the podium will use materials that anchor the development. Ground floor retail/commercial space will be provided at a prominent corner to provide animation to the street. Additional design details will be refined through the SPA stage.

Section 2.5 Site Design, Open Space and Streetscaping

a) *Parking, servicing and loading shall be accommodated internally within the building podium and screened from the street.*
b) *Access to parking, servicing and loading shall be provided from the rear of the building, or a laneway where possible. On corner sites, access may be provided from secondary streets provided the entrance facilities are well integrated into the rest of the frontage.*
c) *Publicly-accessible privately owned open space, including courtyards, plazas, and parkettes should be encouraged where appropriate within tall building sites through applicable planning tools (i.e. Section 37 of the Planning Act).*
d) *Publicly-accessible privately owned open spaces shall be designed and located to encourage public use, provide connections to the broader open space network, and/or highlight important site characteristics (i.e. plazas at corner sites).*
e) *Publicly-accessible privately owned open spaces should be used to provide mid-block pedestrian connections through the site and create short block lengths (80-120 metres).*

f) Public art should be encouraged within tall building sites where appropriate (i.e. on corner sites, sites with publicly-accessible private open spaces, etc.) through applicable planning tools (i.e. Section 37 of the Planning Act). The selection and location of public art should reinforce the objectives of the City's Public Art Master Plan.

Parking, servicing and loading are largely consolidated within the building podium of Building B and C with access points limited to a primary driveway at Cooke Boulevard and a secondary access at Waterdown Road. No new curb cuts are proposed along Masonry Court, providing for an unencumbered pedestrian environment within that public-right-of-way. Landscaping and outdoor amenity space at the northwest corner of Masonry Court and Cooke Boulevard adjacent to the proposed retail/commercial space and at the northeast corner of the proposed development provide connectivity between the public and private realms along and enhance the permeability of the site.

Section 3.1 Tower Location

a) Where multiple towers are proposed on a site, they shall be arranged to provide a gradual and appropriate transition in height to the adjacent established or planned context.
b) A minimum separation distance of 25 metres should be provided between towers to maximize privacy and sky views, and to minimize the cumulative shadow and pedestrian level wind impacts of multiple tall buildings. Balconies may be provided within this separation distance provided they do not excessively contribute to a building's massing.
c) Where no towers currently exist, proposed towers should be set back 12.5 metres from adjacent property lines to protect for a future 25 metre separation distance (split between each property).
d) The tower should be stepped back at least 3 metres from the podium to differentiate between the building podium and tower, and to ensure usable outdoor amenity space (i.e. patios).
e) For design flexibility, a portion of the tower (i.e. up to 20%) may extend to the edge of the podium without a stepback provided it can be demonstrated that there are no adverse wind and shadow impacts.

Minimum separation distances of 25 metres are implemented between all three towers within the proposed development, maximizing sky views and privacy while also mitigating impacts of wind on pedestrian-level areas and outdoor amenity space. Each of the three towers includes an extension of a portion of the tower to the edge of the podium in order to position the towers in a manner that minimizes wind and shadow impacts.

Section 3.2 Tower Height and Massing

a) The height of the tower, and its location on the building base, shall provide a gradual and appropriate transition in height to help mitigate potential impacts on the adjacent established or planned context. Where multiple towers exist on a site, this transition shall be reflected across the entire site.
b) The tower portion of a tall building should be slender and should not exceed 750 square metres, excluding balconies.
c) The massing of the tower, and its relationship to the building base, shall not result in adverse wind effects at the street level.

All three proposed towers have floor plates within the maximum recommended area of 750 square metres, excluding balconies. Building B within the southeast portion of the site proposes a height of 26 storeys, providing appropriate transitioning in scale from the 36-storey tower heights of Building A and C to mid and low-rise areas east of the proposed development. Wind effects at street level and outdoor amenity areas were extensively tested and influenced the tower positioning and design as summarized in the enclosed Wind Study prepared by SLR.

Section 3.3 Shadow/Sky Views

a) *The design and placement of the tower shall be carefully considered to minimize the size of shadows on the opposite streetscape.*
b) *The design, height, and placement of the tower shall be compatible with adjacent established residential neighbourhoods, parks, open spaces, or natural areas; or those stated in the Shadow and Pedestrian Level Wind Study Guidelines and Terms of References.*
c) *The widest edge of the tower should generally be oriented to minimize the impacts of shadows.*
d) *A shadow study shall be provided with tall building applications in compliance with the Shadow Study Guidelines and Terms of Reference.*

The tower designs within the proposed development apply setbacks from the surrounding streetscape, a slender floor plate and stepbacks from the podium components to minimize shadowing impacts on the surrounding public realm and properties. The proposed buildings are oriented to the boundary street network, which is not angled at a true north-south orientation, providing opportunities to mitigate shadowing and maintain sky views based on the nearby land use context. As aforementioned, the shadow study, prepared by Core Architects, indicates that shadowing will be most impactful internal to the subject site and within the Stationwest Phase 1 area, with limited shadowing on the public realm.

Section 3.4 Tower Design and Articulation

a) *A variety of techniques shall be used to articulate the tower, both vertically and horizontally, to create visual interest and encourage unique designs.*
b) *All sides of the tower shall be constructed with the highest quality of architectural design and materials.*
c) *Lighter materials, such as glass, are encouraged in the design of the tower to minimize the perceived mass.*
d) *Heavier materials, such as metal, brick, or stone should be used to define unique components within the tower and/or to create vertical and horizontal articulation.*
e) *Balconies are encouraged within the tower to provide amenity space and additional articulation. They may be inset or extruding, but should be a minimum of 1.5 metres to provide usable outdoor amenity space.*

Lighter materials including glass are currently contemplated for the proposed towers, minimizing the perceived mass of the building. A mix of horizontal and vertical articulated features included balcony projections create visual interest with a modern design while providing usable private outdoor amenity space.

Section 4.1 Rooftop Design and Articulation

a) *Design the upper floors of tall building to clearly distinguish the top of the building from the tower, to further reduce the building profile, and to achieve a distinct skyline. This may include stepbacks, material variations, and/or unique articulation.*
b) *Where the design of the tower itself is unique, and creates an interesting and varied skyline, a clearly distinguishable top may not be required.*
c) *Where located at a gateway intersection or terminating view, the tower top is encouraged to act as a recognizable landmark with signature features defining its importance.*
d) *Where possible, outdoor amenity space should be included within the top of the building, including balconies and patios, terraces, rooftop gardens, pools, etc.*
e) *Decorative lighting could be included within the tower design but over lighting or up lighting should be avoided.*

The top of the proposed towers contributes to a distinct skyline by implementing variable building heights. Materiality and articulation emphasize the tower profile and establishes a landmark feature against the backdrop of the Niagara Escarpment to its north.

Section 4.2 Mechanical Penthouse

a) *Rooftop mechanical equipment shall be sized and located and screened from view, in order to protect or enhance views from other buildings and the public realm.*
b) *Where possible, rooftop mechanical equipment should be wrapped by residential units, or other occupiable space (i.e. amenity areas).*
c) *Rooftop mechanical equipment should be stepped back, on all sides, no less than 3 metres from the edge of the floor below. Equipment should be screened from view.*

The mechanical penthouse levels of the towers are recessed from the edge of the roof by 4 metres and screened from view to minimize their visual impact from surrounding areas.

In summary, the proposed development has appropriate regard for the City of Burlington's Tall Building Guidelines and represents good planning and urban design.

7.0 Pre-Application Consultation

In advance of the preparation of the enclosed planning applications for the proposed development, and as an informative consultative process with area stakeholders, the project team engaged with the Burlington Urban Design Advisory Panel ("BUD") and with members of the public through a Virtual Community Meeting.

The Virtual Community Meeting was held on October 5, 2020 and was moderated by Pooni Group. A memorandum dated October 5, 2020 is provided by Pooni Group which summarizes the details and outcomes of this meeting. Attendees included approximately 35 community members, Mayor Marianne Meed Ward, Ward 1 Councillor Kelvin Galbraith, City of Burlington Planning Staff, and members of the project team from ADI Developments (Masonry) Inc., WND Associates Ltd., Acronym Planning and Core Architects.

Comments and questions provided during this consultative meeting pertained to several issues addressed within this report, including: the provision of retail space; transit-supportive site design and development; site access and connectivity; open space and landscaping; bicycle paring; and traffic.

The BUD meeting occurred on December 2, 2020 and consisted of a question period during which panel members were able to ask queries of the project team related to the proposed development site design and its relationship with the surrounding area. Panelists were also given the opportunity to advise the project team in relation to the design of the proposal. Items discussed included: parks and open space near the subject site; site density; ground-level retail, commercial or office uses; dwelling unit sizes; public realm and streetscape design and connections; transit and active transportation; amenities; loading and vehicle access and circulation; massing; and materiality. Minutes of the BUD meeting is provided in support of this application along with a response matrix that includes responses to panel comments. The response matrix should be evaluated in conjunction with this report and the Urban Design Brief prepared by Acronym.

8.0 Supporting Studies

The following studies have been included with this submission to support the proposed application(s):

8.1 Functional Servicing & Stormwater Management Report

MTE Consultants Inc. ("MTE") were retained to prepare a Functional Servicing and Stormwater Management Report, November 19, 2021, in support of the proposed development including site grading, servicing and stormwater management design.

The stormwater management criteria ("SWM") criteria that applies to the proposed development includes retention of 25 mm of storm runoff volume on site which is proposed to be accomplished using rainwater harvesting. Options to achieve this retention volume will be considered during the detail design stage and include using harvested rainwater for landscape irrigation, processing water in cooling towers, or allocating harvested water for non-potable uses.

SWM quantity control for the proposed development will be provided using an underground storage tank couple with an orifice control situated within the underground parking structure which will require structural design and waterproofing. For the 2-year to 100-year events, the total proposed peak discharge rate will not exceed the allowable release rate, satisfying the City of Burlington requirement.

SWM quality control will be provided using a Stormceptor oil/grit separator ("OGS") or equivalent system, that will be installed at the downstream end of the stormwater management system. MTE concluded that the OGS will achieve 84% TSS removal and treat over 90% of the average annual runoff, meeting the Level 1 requirements of 80% TSS removal, prior to discharge into the existing 600 mm diameter storm sewer at Cooke Boulevard.

Existing sanitary sewers include a 200 mm diameter and 300 mm diameter mainline sewer at Cooke Boulevard, and a 300 mm mainline sewer at Masonry Court. The proposed development will be serviced by three 200 mm diameter sanitary services that will connect to the Cooke Boulevard and Masonry Court sanitary sewers. Based on analysis of downstream capacity which considers the proposed development and other active development projects, MTE advises that downstream sanitary sewer upgrades must be completed including an upgrade of the existing sanitary sewer on Cooke Boulevard from a 300 mm to a 375 mm diameter pipe, and existing sanitary sewer on Plains Road East to be upgraded from a 250 mm to a 450 mm diameter pipe.

The existing municipal water system consists of a 300 mm diameter watermain at Cooke Boulevard and Masonry Court. Proposed water servicing for the development includes the installation of three 300 mm diameter water service connections from the existing watermain. The service will be split into a 250 mm diameter line for domestic water services and a 300 mm diameter line for fire water service.

8.2 Arborist Report & Tree Protection Plan

Adesso Design Inc. ("Adesso") prepared an Arborist Report, dated June 8, 2021, and Tree Protection Plan, dated November 17, 2021, in support of the proposed development. The purpose of these documents is

to satisfy the City of Burlington requirements for an Arborist Report and determine any permit applications for tree removal. The report includes an evaluation of biological data including species, size, and conditions for trees on site, analysis of the potential impacts of the construction activity on the inventoried species, recommendations for preservation or removal of trees, recommendations of protective actions for existing trees, and compensation for tree removal.

A total of 15 trees were inventoried and assessed for possible preservation, all of which are located within the Waterdown Road right-of-way. Adesso recommends that thirteen of the trees inventoried be preserved. Two trees are recommended for removal due to conflicts with the proposed work. A Tree Permit is required to facilitate the removal of the two trees and replacement plantings are proposed as compensation.

Trees that are recommended for preservation will be protected in accordance with the City of Burlington Specification Index for Tree Protection and Preservation and will consist of the installation of temporary protection hoarding for the during of construction. Standard minimum tree protection zones will be provided, where possible.

8.3 Landscape Plan

Adesso additionally prepared a Landscape Master Plan and Rooftop Amenity Plans in support of the proposed development. Landscaped features consist of tree and vegetative plantings around the perimeter of the site and near building entrances, and open space areas within the central and northeast areas.

The Waterdown Road frontage is characterized by shrub and deciduous tree plantings to provide screening and buffering along the west side of the proposed development that connects to the existing open space preserved deciduous trees within the municipal right-of-way. The Masonry Road frontage is defined by planter beds with tree, shrub and perennial plantings to frame the public sidewalk and delineate exterior doors within the podium of Buildings B and C.

At the southeast corner of the site at Masonry Court and Cooke Boulevard planter beds and tree plantings delineate the entrance to the ground-level retail/commercial space. Street furniture and bicycle parking is proposed in this area, contributing the functionality of this use. Additional planters and trees line the east side of Building B along the public sidewalk.

At the northeast corner of the proposed development, a private amenity space consists of significant tree plantings, a lawn space and seating areas along the east side of Building A. In addition to providing space for residents to congregate and enjoy the open space, the open space includes pedestrian connections to Cooke Boulevard, increasing the permeability of the site and adding linkages with a planned park and Aldershot GO Station to the east. A second outdoor private amenity space is located at the west side of the site between Building A and Building C consisting of a dog run.

Landscaping is proposed within the central roundabout area and around residential entrances and the consolidated entrance to the parking and loading area within the shared podium of Building B and C. This will delineate the various functional areas, provide screening to reduce pedestrian-level wind effects and provide shade. A small landscaped area at the northwest corner of Building C includes additional outdoor

space while screening the loading space for Building A and mechanical areas including an exhaust shaft from the underground parking.

A rooftop amenity plan was provided for the fourth level atop the shared podium of Building B and C. Proposed features consist of a climbing wall, outdoor fitness area, dining and barbeque area, outdoor movie theatre, artificial turf area, seating features, and a variety of tree and vegetative plantings. This shared outdoor amenity area has southeastern exposure along Masonry Road, providing viewpoints towards Burlington Bay.

The rooftop amenity plan for Building A consists of an outdoor area atop the fifth floor at the southwest corner of the buildings, overlooking Waterdown Road. Features of this shared amenity space consists of a dining and barbeque area, artificial turf area, dog run, lounge space and fire pit, outdoor fitness area, outdoor movie theatre and a range of tree and vegetative plantings.

8.4 Traffic Impact Study

BA Group was retained to provide a Traffic Impact Study in support of the OPA and ZBA application to enable the proposed development. The study includes reviews of the existing transportation context of the site, parking and loading requirements as specified by the Zoning By-law, and the functionality of the proposed access in relation to service and waste collection vehicles. A Transportation Demand Management ("TDM") framework is proposed to promote sustainable modes of travel. Additionally, an assessment of existing traffic volumes, anticipated traffic changes due to corridor traffic growth along Waterdown Road and an assessment of trip generation characteristics of the proposed development was completed along with a review of weekday peak hour traffic operations under existing and future conditions and an assessment of the operational impacts on nearby intersections because of the proposed development.

BA Group concluded that the proposed development is in great proximity to transit routes including Lakeshore West GO train services at Aldershot GO Station and multiple surface transit routes from the Aldershot GO Station's South parking lot. The site is also well-served by cycling and pedestrian facilities including planned protected bikeway along Plains Road, South Service Road and Waterdown Road.

The proposed parking supply consists of a total of 1,031 spaces including 924 residential parking spaces and 107 residential and commercial visitor parking spaces at a rate of 0.8 spaces per unit residential parking rate and 0.1 space per unit non-residential parking rate. Parking will be predominately located within a five (5) level underground parking garage except for five (5) at-grade parking spaces for retail/commercial and residential visitors and an additional two (2) spaces for car-share parking. The proposed development incorporates a total of 35 accessible parking spaces including one at-grade space for retail/commercial users and residential visitors with the rest distributed within the underground parking garage.

The proposed parking supply requires an amendment to the City of Burlington Zoning By-law 2020 which requires 1,948 total parking spaces including 1,541 residential and 407 non-residential parking spaces at a rate of 1.35 spaces per unit for residential spaces and 0.36 space per unit for non-residential parking spaces. BA Group supports the proposed parking reduction based on the context of the subject site in proximity to an existing transit hub, existing travel characteristics, and the application of TDM measures

to promote non-automobile travel modes including unbundled parking, travel information and car-share and carpool programs among other measures.

The City of Burlington Zoning By-law does not include bicycle parking requirements for residential buildings; however, the retail/commercial component requires two (2) spaces. The proposed development includes a bicycle parking supply of approximately 0.50 spaces per dwelling unit including 0.45 long-term spaces and 0.05 short-term spaces per dwelling unit. The proposed development provides a total of 574 bicycle spaces, including 513 long term, 56 short term and five (5) outdoor commercial bicycle parking spaces.

The proposed development includes three (3) loading spaces, meeting the requirement of the Zoning By-law 2020.

Traffic operations were studied in three key areas including: Highway 403 and Waterdown Road interchange and Aldershot GO Station North entrance; Waterdown Road and Masonry Court, and the Aldershot GO Station South entrance, and the Plains Road corridor. The existing southbound left turn lane at the intersection of Waterdown Road and Masonry Court is insufficient for morning peak hour activity associated with inbound commuters. Site traffic can be acceptably accommodated at the Plains Road and Cooke Boulevard intersection, south of the main entrance.

Overall, the traffic demands of the proposed development can be acceptably accommodated with the proposed improvements to the local road network and the proposal does not preclude the planned improvements at the Highway 403 interchange to address regional growth.

8.5 Environmental Noise Study & Environmental Vibration Review

SLR Consulting (Canada) Ltd. (“SLR”) was retained to conduct an environmental noise assessment and to evaluate potential environmental vibration impacts on the proposed development.

An Environmental Noise Study, dated November 2021, was prepared which analyzed potential transportation noise impacts from nearby roadways including Waterdown Road, Masonry Court, and Highway 403, and railways including CP and Metrolinx operations. Stationary impacts from adjacent commercial and industrial properties were also assessed.

Based on transportation façade sound levels, SLR advised that upgraded glazing is required within the development and a combination of noise barriers and limitations to outdoor amenity area locations are recommended for outdoor amenity areas. CP and Metrolinx warning clauses are required for all units in the development and additional measures for air conditioning and Type C or Type D warning clauses are required for various units. Stationary noise from nearby commercial and industrial facilities are predicted to meet guideline limits at all façades and outdoor amenity areas.

Overall, noise impacts on the proposed development can be adequately controlled with upgraded glazing, noise barriers, ventilation requirements and warning clauses. It is not expected that the proposed development will create any adverse impact on itself or surrounding areas.

An Environmental Vibration Review, dated November 17 2021, included a review of nearby vibration sources including the CN Oakville Subdivision rail line, Waterdown Road, and King Paving, approximately

300 metres west of the subject site. SLR concluded that vibrations are not a concern for the proposed development given the large separation distances and that mitigation measures are not required.

8.6 Shadow Study

Core Architects Inc. ("Core") prepared a Shadow Study of its proposed architectural plans, dated October 7, 2021. The shadow study demonstrates that the proposed development creates an acceptable level of shadowing relative to low-rise residential neighbourhoods to its east, with most shadowing impacts affecting nearby transportation corridors, the subject site itself and the Phase 1 StationWest development lands, along with nearby employment and industrial uses.

On the March 21 and September 21 equinoxes, morning shadowing impacts are limited to Waterdown Road and industrial uses to its west prior to 10:00. Mid-day and afternoon shadowing is limited to areas within the subject site, the Floodplan Storage Area to the north, and residential areas within the Phase 1 Stationwest development site until 16:00. Shadowing on low-rise residential areas along Clearview Avenue and further east are limited to 17:00 or later.

On the June 21 summer solstice, shadowing impacts areas west of the Waterdown Road corridor or internal to the site until 12:00 with shadowing affecting Cooke Boulevard and very limited portions of the Phase 1 lands until 17:00. Late afternoon and evening shadowing affects the employment uses along Cooke Boulevard with extremely limited shadowing on portions of the rear yards of dwellings along Clearview Avenue.

On the December 21 winter solstice, shadowing affects the subject site itself along with the adjacent Floodplain Storage Area and the Phase 1 developments lands. Shadowing does not impact lands south of Masonry Court prior to 15:00.

The City of Burlington's Shadow Study Submission Checklist has also been completed and should be evaluated relative to the Shadow Study.

8.7 Environmental Site Assessment

Landtek Limited ("Landtek") was retained to provide a letter, dated April 30, 2021, to review the findings of Landtek's previously prepared Phase One and Phase Two ESA, dated June 15, 2016, and Record of Site Condition and to confirm current operations on the subject site.

The key findings of the 2016 Phase One ESA identified no structures on site at the time of site inspection but confirmed that the subject site was historically used for cement block manufacturing from approximately 1956 to 2002. A stockpile of crushed concrete, gravel and bricks was identified at the northeast corner of the site. No underground or above ground storage tanks were observed on the subject site.

The key findings of the 2016 Phase Two ESA were based on the subsurface investigation of the subject site which included drilling fifteen (15) boreholes and installing monitoring wells at thirteen (13) of the boreholes, and the excavation of forty-one (41) test pits on the existing StationWest development east of the site. No soil or groundwater exceedances for volatile organic compounds, petroleum hydrocarbons,

polycyclic aromatic hydrocarbons and metal were found on the site. The Phase Two ESA was used to support the filing of a Record of Site Condition, dated November 19, 2015, and filed to the Environmental Site Registry on June 23, 2016.

Landtek confirmed during a site visit conducted on April 17, 2021, that the subject site is currently used as a construction staging area and temporary show office.

8.8 Pedestrian Wind Study

SLR prepared a Pedestrian Wind Study, dated November 17, 2021, in support of development application for the subject site. The study applied wind tunnel modeling techniques for the proposed development which were used to modify the building design from its original configuration to meet wind safety criterion for key areas at-grade and at outdoor terraces.

Based on the final proposed architectural plans consisting of three towers including Building A (36 storeys), Building B (26 storeys) and Building C (36 storeys), wind conditions at grade were generally suitable for their intended uses and the wind safety criterion was met in all areas.

Wind conditions at building entrances and walkways are mainly comfortable for leisurely walking year-round, while uncomfortable conditions may be experienced during the summer at the lawn in the northwest corner of the site and in the central roundabout area in winter. Wind conditions at the retail/commercial entrance are expected to be comfortable all year and on the amenity terraces are generally comfortable for sitting or standing in the summer with the exception of their respective southwest corners. On the surrounding sidewalk network, wind conditions are generally comfortable for fast walking throughout the year.

The wind safety criterion is met at all areas within the proposed development site and on surrounding sidewalks.

Recommended mitigation measures include vertical wind screens on both sides of the entrance to Building C and horizontal features such as trellises at the retail/commercial entrance. At outdoor amenity terraces, it is recommended that passive activities be directed away from the southwest corners. It is also advised that planned landscaping which includes deciduous trees along the west side of the proposed development will disrupt west and northwesterly winds, calming conditions between Buildings A and B.

The City of Burlington's Pedestrian Level Wind Study Submission Checklist has also been completed and should be evaluated relative to the Pedestrian Wind Study.

8.9 D-6 Land Use Compatibility – Air Quality Assessment

EXP Services Inc. ("EXP") was retained to provide a D-6 Land Use Compatibility Air Quality Assessment of the proposed development to assess the potential impact by industrial facilities and major transportation corridors on the air quality and potential compliance issues.

EXP identified a total of twelve (12) facilities with potential air quality issues including two (2) Class III facilities and four (4) Class II facilities, with all other facilities classified as Class I. Two (2) Class III facilities were located within the 300 metre minimum separation distance as defined in the D-6 Guidelines

including KMP Industries Ltd., operating as KING Paving & Construction, an asphalt plant and KING Truck & Equipment Repair, a truck, trailer and heavy equipment repair facility; and St. Mary's Cement Inc. (Canada), operating as CBM Ready Mix, a concrete batching plant. Aside from KING Truck & Equipment Repair, these facilities have approved Environmental Compliance Approvals (ECAs) and are required to meeting the standards for air quality at their property line and beyond.

Class II facilities that have ECAs including Category 5 Imaging, a large format printing facility, and Bulkwood Product Inc., and one Class I facility with an ECA is Etratech Inc. These facilities are also required to meet the standards for air quality at their property line and beyond.

The remaining Class II facilities within the 70m recommended minimum separation distance include Cosmos Concrete & Paving and B.A.M. Trucking Inc./B.A.M. Pallets which would require MECP approval if operations were to release contaminants to the air.

Due to the presence of existing residential properties in the area, it is expected that the subject site is compatible with surrounding lands in relation to air quality.

An Odour Screening Assessment only detected odours of a typical urban environment (traffic) with no identifiable industrial source. EXP noted that there is potential for future residents of the proposed development to experience odours periodically based on the proximity of the subject site to commercial and industrial uses in the area.

The impact of transportation related air pollutants ("TRAP") associated with Highway 403 may occur given the location of the subject site approximately 365 metres south of the highway. TRAP health risks are higher within 500 metres of highway; however, Burlington currently has many existing buildings within this distance of Highway 403 in the vicinity of the subject site.

A request to MECP to obtain additional information related to dust and/or odour complaints related to the nearby Class II and Class III facilities was submitted and a response is pending. Any significant issues identified through this request for information will be reported in an addendum to the report.

Overall, EXP concluded that most of the facilities identified in its study are not expected to create unacceptable air quality, dust or odour conditions for the proposed development.

8.10 Urban Design Brief

An Urban Design Brief was prepared by Acronym Urban Design and Planning, dated November 18, 2021, to detail the urban design vision, strategy and rationale for the proposed development based on the architectural plans prepared by Core Architects and the Landscape Plan prepared by Adesso Design.

Based on its review, Acronym concluded that the proposed development is consistent with the urban design goals of the applicable policy framework consisting of the City of Burlington's in-force Official Plan, the new OP, and meets the intent of the City of Burlington's Tall Building Guidelines.

The proposed development is appropriate in the context of its location within the delineated boundary of the Aldershot GO MTSA in ROPA 48. Its urban design character is transit-supportive and pedestrian-oriented and supports the planned urban structure for the area.

The proposed building heights and scale are appropriate with the urban design structure of Burlington and the planned *Major Transit Station Area*. The composition of podium and tower elements of the development create a pedestrian-scale environment that frames the streetscapes of Masonry Court, Cooke Boulevards and Waterdown Road in addition to the future park and SWM facility to the north. The proportions of the proposed buildings reinforce this scale.

Acronym conclude that the urban design components of the proposed development are appropriate and desirable and represent good urban planning that should be appropriately accommodated within the overall regulatory framework of the area.

8.11 Geotechnical Investigation

Landtek was retained to prepare a geotechnical investigation report, dated April 15, 2021, in support the proposed development. The purpose of the investigation is to confirm subsurface conditions to inform foundation design and construction recommendations for the proposed development.

Sporadic topsoil cover was encountered at ground level with fill material consisting of sand and gravel extending to a depth of approximately 2.1 metres. Underlying the fill layers are deposits of sand, silty sand, and silt to a maximum depth of 4.3 metres with clayey sill till observed underlying this deposit to a depth of approximately 9.2 metres below the current ground level. Red shale bedrock was encountered underlying the till deposits.

Groundwater monitoring measurements observed groundwater at shallow depths as little as 1.2 metres below ground level.

Landtek advised that bearing conditions to support the proposed development with five (5) levels of underground parking on concrete footings can be provided by the shale bedrock underlying the subject site. Settlements for foundations seated within the bedrock are determined to be negligible and based on the observed soil conditions, the subject site is considered to be a 'C' Site Class, per the Ontario Building Code. Subsurface structures including basement walls and floor slabs are recommended to be damp proofed where located above the seasonally high groundwater level and waterproofed where below the high groundwater level.

Excavation of overburn soils is anticipated to be possible using a hydraulic backhouse with soils expected to be stable for short construction periods at slopes of 45^{o} or less. Should a temporary shoring system be required, it is the responsibility of the contractor to provide the design. Consideration for groundwater control for the duration of construction are provided under separate cover.

8.12 Waste Management Planning Review

Dillon Consulting Ltd. ("Dillon") was retained to provide a waste management planning review memorandum in support of the proposed development. The memo reviews the phased approach to construction and its impact on the waste management approach.

During construction, waste and recycling will be collected separately in each building using a tri-sorter chute and will be transported to a shared outdoor staging area servicing the entire development. Once

construction is complete, a central shared location for waste collection will be located within an outdoor ground level lot adjacent to the Phase 3 construction (or Building A). Prior to Phase 3 construction, waste collection for Building B and C will also be provided in the common collection area with temporary use of the underground parking ramps to transfer bins from the underground waste rooms on P1 of the underground parking garage.

Each building has multiple waste rooms for residential use including a secured room with a tri-sorter to deliver garbage into a front-loading bin for compaction. Recycling and organic materials will be delivered via the tri-sorter into their respective containers and will not be compacted. A bulk waste room is provided for residents to deliver oversized items that cannot be inserted into the garbage chute, such as cardboard, furniture and special waste.

A commercial waste room is providing in Building B to serve the ground-level retail/commercial tenants. Commercial waste bins will remain separate from residential waste.

8.13 Fiscal Impact Study

Altus Group ("Altus") was retained to prepare a Fiscal Impact Study to evaluate the potential financial impacts of the proposed development in the finances of the City of Burlington.

It is estimated that 1,600 persons would be accommodated within the 1,139 dwelling units and roughly six (6) retail jobs would be generated by the ground-level retail/commercial space.

Approximately $6.1 million in development charge revenues would be generated for the City. Most infrastructure requirement to facilitate development would be local infrastructure funded directly by the developer. Improvements to Waterdown Road are also required which would be DC eligible based on the road's classification as a Minor Arterial road.

Aside from one-time expenditures and revenues for infrastructure, the proposed development will generate annual property tax revenues of $1.59 million for the City, non-tax revenues of around $71,200 per year, annual net operating expenditures of around $1.01 million for road, water, wastewater and stormwater services, $94,400 in annual operating costs for hard infrastructure, and annual lifecycle cost of around $280,800 for works to be installed, and also the proposed development's share of estimated lifecycle costs for all City-wide infrastructure needs for new growth in the next 10-20 years.

In total, the build-out of the subject site will generate an estimated net annual fiscal surplus of $175 per capita, or approximately $279,500 per year.

9.0 Conclusion

The proposed development represents an appropriate form of intensification in an area that is well-served by higher-order transit and which has access to a full range of amenities, services, and municipal infrastructure. It will provide for a mix of uses, a more attractive public realm, and a range of new housing options in a desirable area. The proposed built form also features adequate setbacks and transitions to areas of lower intensity, minimizing any potential negative impacts on adjacent properties.

Specifically, the proposed development:

- Is consistent with the Provincial Policy Statement, 2020 by providing for compact intensification within a settlement area where municipal services, including rapid inter-regional and frequent public transit, are readily available, providing for new housing options and making efficient use of land by delivering a compact, mixed use development that will contribute to the creation of a complete community;
- Conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, by providing for appropriate intensification within the delineated built-up area, close to rapid transit, and on a site that carries a growth designation in the Official Plan, contributing to the diversification of the housing supply and meeting Provincial growth and density targets;
- Contributes to implementing the vision of the Regional Transportation Plan 2041 by helping to align land use with transit investments, providing more intense residential and retail/commercial uses in an area close to frequent bus service and rapid rail transit, as well as connections to active transportation infrastructure;
- Meets the overall objectives of the Burlington Official Plan with respect to development within the Mixed Use Areas – Commercial Corridor designation;
- Is responsive to the intent of the Tall Building Guidelines by providing for a human-scaled street-related building form with appropriate transitions to nearby built forms, and slender tower forms with adequate separation distances that meet the guideline standards and contribute to a visually interesting skyline;
- Responds appropriately to the direction of the City's Mobility Hub Study which contemplated buildings of up to 30 storeys on the subject site and lands to the east, which lands have instead developed with mostly low-rise and some mid-rise buildings, thus resulting in significantly less overall intensity in this key portion of the Mobility Hub than was anticipated in the study;
- Provides for effective site circulation with consolidated vehicular access and servicing and loading facilities accommodated internally to the site in order to maintain an unencumbered pedestrian realm;
- Provides for an appropriate parking ratio that ensures that parking demand generated by the building can generally be accommodated on-site while recognizing the transit-accessibility of the subject site and promoting non-automobile-based modes of travel;
- Contributes to the pedestrian realm of the area by enhancing the public realm on boundary streets, providing permeability through the site and contributing publicly-accessible private green spaces that create linkages to public park space and the Aldershot GO station;
- Provides a variety of new housing types in a compact form that increases the supply and diversity of the housing stock in the area;
- Does not impact natural features in the area;

- Is compatible with existing major facilities and employment uses, and transportation infrastructure in relation to air quality, odours, noise and vibration;
- Does not create unacceptable shadow impacts on abutting sidewalks, open spaces, or adjacent properties, nor any overlook issues on adjacent properties, including the lower-scaled residential lands to the east and south;
- Maintains comfortable wind conditions on the public realm and adjacent properties; and,
  Can utilize existing servicing infrastructure on the abutting right-of-ways.

In order to implement the proposed development, amendments are required to both the in-force City of Burlington Official Plan and the City of Burlington Zoning By-law 2020 in order to accommodate height, density, and other site-specific standards including reduced parking, and to facilitate development more in conformity with provincial statutes and municipal Official Plan policy. Draft amendments are included with the submission package.

The proposed development is consistent with the Provincial Policy Statement, conforms to the *Growth Plan* and Regional Official Plan, has appropriate regard for ROPA 48, meets the overall objectives of the Burlington Official Plan for the Mixed Use Areas – Commercial Corridor designation, and adequately responds to all relevant City of Burlington guidelines, as appropriate, based on the site land use and built form context. It also has adequate regard for the overall policy direction of the City's new Official Plan apart from the specific height and density limits which were carried forward from the City's current in-force Official Plan.

For the above-noted reasons, the proposed development represents good planning, warrants the support of City planning staff, and merits approval by City Council.

WND associates

planning + urban design

Andrew Ferancik, MCIP, RPP
Principal