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SURVEYORS • PLANNERS • ENGINEERS

The City of Burlington

2294-2300 Queensway Drive

Planning Justification Report

Zoning By-law and Official Plan Amendments, and Draft Plan of Subdivision

September 2019



Table of Contents

Table of Contents 1
1 Introduction 2
2 Description of Subject Lands & Surrounding Neighbourhood 3
3 Current Proposal 5
4 Planning Policy Framework and Analysis 6
4.1 Provincial Policy Statement (2014) 7
4.2 Growth Plan for the Greater Golden Horseshoe (2019) 11
4.3 Halton Region Official Plan (2018 Consolidated Plan) 15
4.4 City of Burlington Official Plan (2017 Consolidated Plan) 17
4.5 City of Burlington Zoning By-law 2020 (in effect) 25
5 Review of Technical Studies 27
5.1 Landscape Conceptual Plan/ Vegetation Management Plan 27
5.2 Functional Servicing Report and Preliminary Civil Engineering 28
5.3 Environmental Noise Impact Study 28
5.4 Phase I/II Environmental Site Assessment 28
5.5 Traffic Brief 29
5.6 Air Quality Assessment 29
5.7 Sustainable Building and Development Guidelines 29
6 Public Consultation Strategy 30
7 Conclusions & Planning Opinion 31
Appendix A Topographic Survey 34
Appendix B Draft Official Plan Amendment 35
Appendix C Draft Zoning By-law Amendment 36

1 Introduction

The owner of the subject lands, Waggy Inc., has submitted applications to facilitate a medium density residential development on the subject lands municipally known as 2294 and 2300 Queensway Drive in Burlington, Ontario. The proposed development will consist of a total of twenty-five (25) townhouse dwelling units; consisting of 17 block townhouse dwellings in 3 separate buildings, and 8 back-to-back style townhouse dwellings in a single building. All units will be accessed off of a private condominium roadway. Fifty (50) occupant parking spaces are provided in tandem garage arrangements or through driveway and garage parking and eight (8) on-site visitor spaces are provided.

The subject lands are a rectangular shaped lot with an approximate area of ±4,024.20 square metres. The subject lands have ±61.72 metres of frontage along Queensway Drive and a depth of ±65.70 metres. The lands are municipally known as 2294 and 2300 Queensway Drive in Burlington, Ontario; and are legally described as Part of Lot 17, Concession 3, South of Dundas Street; Lots 19 and 20 Registered Plan 338. Please refer to the Topographic Survey attached hereto as **Appendix A** for the extent of the subject lands. A Draft Plan of Subdivision (DPS) has been concurrently submitted in order to create the individual "POTLs" that will be tied to the common element roadway and visitor parking facilities through a future common element condominium. A Draft Plan of Condominium Application will be submitted to the City following the required OPA/ZBLA and DPS approvals.

The submitted Local Official Plan Amendment Application is intended to amend the City of Burlington Official Plan to accommodate an increased residential density for the proposed development within the "Residential Medium Density" designation (50 units per hectare (uph) to 63 uph). The proposed Zoning By-law Amendment will serve to remove the Holding Provision on the subject lands and permit back-to-back style townhouses in addition to modifying certain site-specific performance standards.

This *Planning Justification Report* (PJR) forms part of the complete submission under the *Planning Act*, along with several supporting technical studies and reports, which have been prepared to satisfy the Application for Rezoning, Official Plan Amendment, and/or Subdivision Submission Requirement Checklist, dated November 2018. This checklist is concurrently submitted. The submitted supporting technical reports and studies will be discussed in further detail in Section 5 of this report.

Sections 2 and 3 of this report discuss the subject lands and the proposed development, while Section 4 outlines how this proposal relates to applicable provincial and local level land use planning policy instruments and applicable municipal zoning. Section 5 discusses the concurrently submitted technical reports/studies and how they relate to the proposed development, while Section 6 describes the statutorily required Public Consultation Strategy for the subject submission. The PJR concludes with a recommendation for the approval of the proposed Official Plan and Zoning By-law Amendments.

2 Description of Subject Lands & Surrounding Neighbourhood

The subject lands are a rectangular shaped parcel with an approximate area of ±4024.2 square metres with frontage onto Queensway Drive. The subject lands have ±61.72 metres of frontage along Queensway Drive and a depth of ±65.70 metres. The subject lands are municipally known as 2294 and 2300 Queensway Drive in Burlington, Ontario; and are legally described as Part of Lot 17, Concession 3, South of Dundas Street; Lots 19 and 20 Registered Plan 338. Please refer to Figure 1 and 2 below, which identifies the subject lands and the surrounding neighbourhood context (subject lands highlighted in red).



Figure 1: 2294 and 2300 Queensway Drive (Highlighted in Red) (First Base Solutions, 2019).



Figure 2: Surrounding Lands (subject lands highlighted in red) (FirstBase Solutions, 2019).

Queensway Drive is deemed a Multi-Purpose Arterial Road on Schedule J – Classification of Transportation Facilities South of No. 1 Side Road. The current ROW width of Queensway Drive is irregular in shape and ranges from ±15.00 metres to ±30.00 metres. However, according to the Burlington Official Plan, ROW for Minor Collectors can be up to 50.0 metres (Table 1). Therefore, it is not anticipated that a further road widening will be required along Queensway Drive in anticipation of this development.

The subject lands are well serviced by local and regional public transit. Transit Route #1, #2, #5, #10, and #21 all run along a portion of Queensway Drive and Plains Road, ±400 metres from the subject lands. These transit routes provide east/west service to regional transit centres that include both the Appleby Go Station and the Burlington Go Station. The Burlington Go Station is a three-minute ride on the #6 and #25 buses and is ±950 metres away from the subject lands. These Go Stations connect to Downtown Toronto (east) and Hamilton (west), with transfer opportunities to access the broader GTHA and beyond. The following transit stops are near proximity to the subject lands:

1. 2324 Queensway Drive (Route #6 or #25): ±100 metres away.
2. Queensway Drive at Plains Road (Routes #1, #2, #5, #10, #21): ±400 metres away.

Other notable transportation infrastructure includes the Queen Elizabeth Way, a restricted access highway adjacent to the subject lands with an access that is ±0.8 kilometres to the east of the subject lands via Queensway Drive and Guelph Line. This highway connects the subject lands to destinations such as the Hamilton International Airport and Toronto Pearson International Airport along with communities and destinations throughout Southern Ontario.

The subject lands are well serviced by active transportation infrastructure. The portion of Queensway Drive, on which the subject lands front is identified as a signed on-street bike lane (shared). This signed on-street bike lane connects with a network of other cycling infrastructure; including a bicycle lane further south along Guelph Line and a Highway Interchange Crossing that allows cyclists to safely access areas of Burlington that are north of Highway 403. This is demonstrated in Figure 3, which highlights the subject lands on Schedule 2 of the City of Burlington's Long Term Cycling Master Plan.

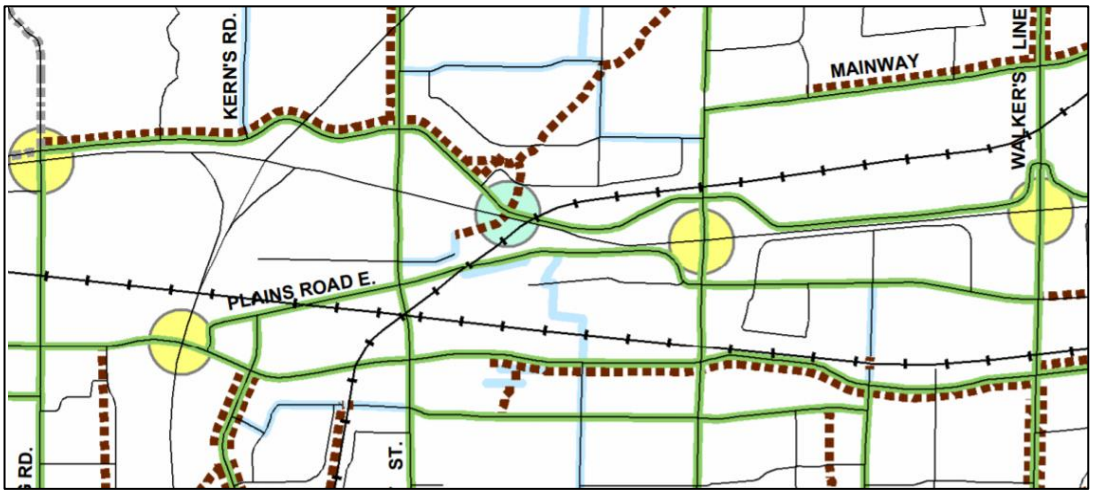


Figure 3. Appendix A, Schedule 2 of the City of Burlington's Long-Term Cycling Master Plan. Subject lands in red. (COB, 2017).

The Long Term Cycling Master Plan for the City of Burlington allows the future residents of the subject lands to participate in active transportation in a safe and accessible manner. In turn, this participation allows for environmental benefits for the Region (i.e. less dependence on the automobile) and public health benefits (i.e. more use of active transportation) that will help each individual using the active transportation network within close proximity to the subject lands. The diverse range of land uses in the neighbourhood creates destinations that can draw people into the neighbourhood.

There is a diversity of surrounding lands uses, including the following:

North: To the north of the subject lands are Queensway Drive and the Queen Elizabeth Expressway (Highway 403).

East: Adjacent to the east are a mix of single-detached and semi-detached residential buildings.

South: The lands to the south of the subject lands are predominantly low density residential uses consisting of single family detached dwellings fronting onto Glenwood School Drive.

West: The lands abutting to the west consist of a commercial use, the Greenhawk Equestrian School

The subject lands are located within the jurisdiction of the Halton Conservation Authority, however, are not located in an environmentally significant area. There are several mature trees on and adjacent to the site, please refer to the concurrently submitted Landscape Conceptual Plan and Tree Management Plan for more details.

3 Current Proposal

Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision applications are submitted, as follows:

1) To amend the City of Burlington Official Plan to accommodate an increased residential density for the proposed development within the “Residential Medium Density” designation (50 units per hectare to 63 units per hectare).

2) To amend the City of Burlington Zoning By-law No. 2020 to remove the Holding Provision and permit back-to-back style townhouses in addition to modifying certain site-specific performance standards.

3) To establish a Draft Plan of Subdivision on the subject lands in order to create the individual lots, parcels of tied land, and common elements associated with a future common element condominium.

The proposal consists of a total of 25 townhouse units, 17 of which are considered traditional “block townhouses” and 8 designed as “back-to-back” with a maximum building height of 3 storeys. The development will include 50 occupant parking spaces for the townhouse units that include units that possess a one car garages and a driveway (8 units) and units that possess a two-car garage (17

units). There are eight (8) onsite visitor parking spaces, two of which are barrier-free spaces. The units will be accessed from a private (condominium) roadway are comprised of four individual blocks with individual units established as lots in the draft plan of subdivision. Please see the attached Site Plan that demonstrates the proposed development along with the draft plan of subdivision illustrating the lot fabric and future common elements.

Table 1: Net Residential Density of Proposed Development

Dwelling Type	Dwelling Units	Gross Floor Area	Avg. Gross Floor Area (per unit)
Traditional "Block" Style	17	2,585.2m^2	152.07m^2
"Back-to-Back" Style	8	1,155.0 m^2	143.75 m^2
Overall	25	3,735.2 m^2	149.40 m^2

The proposed townhouse units will be 3 storeys in height and an approximate height of ±11.5 metres. Combined, all four blocks of townhouses have a total gross floor area of 3,740.2 metres squared. The façade for the proposed townhouse units will be modern with a stucco finish with stacked blocks, which will complement the existing and future development in the area.

As part of a complete application under the *Planning Act* and in support of the proposed development, several technical reports and studies were prepared. The following reports and studies were prepared, in accordance with direction through the Pre-Consultation checklist:

1. A Planning Justification Report (Subject report)
2. A Functional Servicing Report and Stormwater Management Plan (Prepared by MTE Consultants);
3. A Landscape Conceptual Plan (Prepared by Adesso Inc.);
4. A Vegetation Management Plan (Prepared By Adesso Inc.);
5. An Environmental Noise Impact Study (Prepared by dBA Acoustic Consultants Inc.);
6. A Phase I/II Environmental Site Assessment (Prepared by MTE Consultants);
7. A Traffic Brief (Prepared by Paradigm Transportation Solution Limited);
8. An Air Quality Assessment (Prepared by MTE Consultants);

How the above technical studies/reports relate to the proposed development will be discussed in greater detail in Section 5 later herein.

4 Planning Policy Framework and Analysis

The following land use planning policy and zoning instruments are considered in this Section:

- Provincial Policy Statement, 2014;
- Growth Plan for the Greater Golden Horseshoe, 2019;

- Halton Region Official Plan, 2016 Consolidated Plan;
- The City of Burlington Official Plan, 2017 Consolidated Plan;
- The City of Burlington Zoning By-law No. 2020.

4.1 Provincial Policy Statement (2014)

The current Provincial Policy Statement (PPS) came into effect on April 30, 2014. The principles of the PPS are about managing change and promoting efficient, cost-effective development and land use patterns, which stimulate economic growth and protect the environment and public health. The intention of the submitted applications and related plans, reports, studies, etc., is to implement a form of residential intensification for the subject lands that is consistent with the directions established within the PPS. The proposed development is considered intensification under the PPS.

The proposed development makes efficient use of land and optimizes existing infrastructure while promoting active, healthy lifestyles. The proposed development is a form of desirable and appropriate intensification that will help support the vitality of nearby public transit infrastructure, while also optimizing existing municipal stormwater, sanitary and water services.

Section 1.1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use patterns. The following policies are related to managing and directing land use to achieve healthy, liveable and safe communities; and confirm the appropriateness of the proposed development:

Pol. 1.1.1 Healthy, liveable and safe communities are sustained by:

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

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

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

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

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

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

The proposed development is a compact form of residential intensification that contributes to the range and mix of residential dwelling types and promotes efficient use of infrastructure and development patterns. The proposed development is not anticipated to result in any public health or environmental concern given its design and compatibility with surrounding uses. Phase 1 and 2 Environmental Site Assessments have also been completed in order to ensure that the subject lands do not present an environmental contamination concern. The proposed development incorporates several components of sustainable design as outlined within the City of Burlington Sustainable Building and Development Guidelines. Please refer to section 5.6 of this Report which details the specific measures taken by the owner to implement a more sustainable design. The proposed development takes into consideration the impacts of a changing climate by introducing an increased residential density near existing transit and active transportation corridors, while also incorporating components of sustainable design.

The subject lands are within a settlement area as prescribed in the PPS. Lands that are within settlement areas shall be the focus of development and growth. The proposed increased residential density will contribute to increasing public health and safety by providing an increased opportunity for passive surveillance and eyes on the street. Adverse impacts to air quality and climate change will be reduced by locating the proposed development in close proximity to a number of alternative transportation infrastructure, and through the incorporation of elements of sustainable design. This idea is reinforced in the concurrently submitted *Air Quality Assessment.* The following PPS policies relate to development in settlement areas and are relevant to the proposed development and confirm its appropriateness:

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

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

a) densities and a mix of land uses which:

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

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

Pol.1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

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

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

Section 1.4 of the PPS contains policies related to the adequate provision of the appropriate range and mix of housing. The proposed development incorporates a type of housing that is appropriate for the area, at densities that are in line with other recent developments along this portion of Queensway Drive. The proposed development will also help provide a supply of more affordable housing to the area, as block townhouse dwellings are typically more affordable than alternative housing types (single-detached, semi-detached, etc.) in the neighbourhood. The proposed development will also contribute to the range and mix of housing types located within the neighbourhood. The following housing related policies apply to the proposed development and confirm its appropriateness:

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

b) permitting and facilitating:

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

2. *all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*

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

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

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

Section 1.6 of the PPS contains policies related to infrastructure and public service facilities. The proposed development will be fully municipally serviced, and can be supported by the existing municipal infrastructure installed in Queensway Drive, making it an efficient use of municipal services and infrastructure. Please refer to the concurrently submitted Functional Servicing Report for more information on how the proposed development is to be serviced. The proposed development also serves to increase the viability of the existing transit infrastructure through intensification in close proximity to existing transit and a higher order transit facility. The following policies related to infrastructure apply:

Pol. 1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

a) the use of existing infrastructure and public service facilities should be optimized;

Pol.1.6.6.1 Planning for sewage and water services shall:

a) direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:

1. municipal sewage services and municipal water services;

b) ensure that these systems are provided in a manner that:

2. is feasible, financially viable and complies with all regulatory requirements;

d) integrate servicing and land use considerations at all stages of the planning process; and

e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.

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

Pol. 1.6.7.2 *Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

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

Section 1.8 of the PPS focuses on policies related to energy conservation, air quality and climate change. The proposed development supports alternative and active modes of transportation, and is located within relatively close proximity to commercial amenities and areas of employment; which can help reduce the number of personal automobile trips and single-occupancy vehicle trips. The proposed development also incorporates a number of environmentally sustainable elements, which are discussed in detail later herein.

Pol. 1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*

a) promote compact form and a structure of nodes and corridors;

b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

The proposed development has been evaluated with respect to PPS Subsections, 1.5 (Public Spaces, Recreation, Parks, Trails and Open Space), 1.7 (Long-Term Economic Prosperity), Section 2 (Wise Use and Management of Resources) and Section 3.0 (Protecting Public Health and Safety); however, these sections were not considered directly pertinent for the purposes of this Report. The proposed development is an appropriate example of residential intensification and is encouraged and supported by the relevant policies of the PPS. The proposed development is consistent with the applicable policies of the Provincial Policy Statement (2014).

4.2 Growth Plan for the Greater Golden Horseshoe (2019)

In May of 2019, the Ministry of Municipal Affairs and Housing released a revised Growth Plan for the Greater Golden Horseshoe with updated content from the 2017 Growth Plan. This document was revised and came into force and effect on May 2nd, 2019, and will hereinafter be referred to as the "Growth Plan".

The major focus of the Growth Plan is to direct new development within the urban settlement boundary at densities that support existing and planned transit, and to encourage "an i*ntensification*

first approach to development and city-building in the GGH…". The proposed development is an ideal example of compatible residential intensification, and development that contributes to the creation of complete communities, in line with the continuing Growth Plan policy direction.

Approval of the proposed development will contribute to the implementation of the Guiding Principles of the Growth Plan as the proposed development will:

- *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.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*

The subject lands represent an appropriate and desirable form of residential intensification. The proposed development is an appropriate form of residential intensification and is located at the periphery of the neighbourhood fronting onto a multi-purpose arterial road. This intensification will also assist the City in reaching its intensification goals, as laid out in the Halton Region Official Plan (ROP, 2017, p.16), in conformity with the Growth Plan. The development largely contributes to the creation of complete communities following Policy 2.2.1.4 (below), consistent with the general policy direction of the Growth Plan.

Section 2 of the Growth Plan provides direction for municipalities related to where and how to accommodate growth. The following policies are applicable:

Pol. 2.2.1.2 *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

a) the vast majority of growth will be directed to settlement areas that:

I. have a delineated built boundary;

II. have existing or planned municipal water and wastewater systems; and,

III. can support the achievement of complete communities;

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

I. delineated built-up areas;

II. strategic growth areas;

III. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.

d) development will be directed to settlement areas;

e) development will be generally directed away from hazardous lands.

Pol. 2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

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

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;

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 is within an established settlement area and is located in an area where there are existing transit and active transportation infrastructure. The proposed development contributes to the range and mix of housing types in the area, which will help accommodate people at all stages of life and socioeconomic status. The convenient access to active transportation infrastructure (bike lanes), will promote residents to consider trips via bicycle. This will ensure that future residents are provided with multiple transportation options and alternatives to the personal automobile.

Section 2.2.2 of the Growth Plan contains policies that speak to general intensification within the delineated built-up areas of municipalities. The subject lands are located in the "Built-up Area" as indicated on the Growth Plan Schedule 4 – Urban Growth Centres. The proposed development is a form of residential intensification along an existing Multi-Purpose Arterial Road, and therefore, the following policies are applicable:

Pol. 2.2.2.1 By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and

Pol. 2.2.2.2 Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.

Pol. 2.2.2.3 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 language in this Section of the Growth Plan emphasizes the importance of ensuring existing land inventory is built upon sustainably, and appropriate intensification is a way to accomplish this goal. The proposed development is a form of intensification of an appropriate scale and built form that is considerate of, and complementary to surrounding buildings and uses. Please refer to section 4.4(v) that demonstrates the conformity of the proposed development with the surrounding neighbourhood.

The proposed development conforms to and is supported by, the general intensification policies of the Growth Plan. Further, the proposed development will assist the City in reaching its intensification target, per Policy 2.2.2.1 of the Growth Plan, above.

Sections 3 and 4 of the Growth Plan largely provide policy direction to planning authorities, including upper-tier municipalities, conservation authorities, and relevant Provincial Ministries, in relation to infrastructure, and cultural and natural heritage. The proposed development has been evaluated in these respects in the studies and reports submitted in conjunction with the subject application, as required by the City through the formal Pre-Consultation meeting with the City on January 9th, 2019.

The proposed development conforms to the policies of the Growth Plan, particularly the compact built form, transit-supportive nature, and its contribution to the intensification of the built-up area of the City of Burlington. Municipalities will need to accommodate significantly more growth through intensification in the built-up areas to meet these density targets; the proposed development will assist the City in achieving these goals. A major focus of the Growth Plan is to encourage new development to occur within the built-up settlement boundary at appropriate densities, with a particular focus on lands that are in close proximity to existing transit infrastructure, with added emphasis on higher-order transit. The proposed development conforms

to the policies of the Growth Plan, as it is a compatible form of residential intensification within the urban boundary.

4.3 Halton Region Official Plan (2018 Consolidated Plan)

The Halton Region Official Plan, or commonly referred to as The Regional Plan (ROP), is adopted by the Council of the Regional Municipality of Halton to give clear direction as to how physical development should take place in Halton to meet the current and future needs of the Region. The Plan outlines a long term vision for the Region's physical form and community character. To pursue that vision, it sets forth *goals* and *objectives*, describes an urban structure for accommodating growth, states the *policies* to be followed, and outlines the means for implementing the *policies* within its property tax base and other financial resources.

The subject lands are identified as being part of the "Urban Area" on *Map 1 – Regional Structure* of the ROP. Part 3 of the ROP contains the policies related to lands identified as "Urban System" on *Map 1 - Regional Structure*. The Urban System is 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 (ROP, pg. 22). The following general objectives apply to the proposed development:

Pol. 72.2 *To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*

Pol. 72.3 *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*

Pol. 72.4 *To ensure that growth takes place commensurately both within and outside the Built Boundary.*

Pol. 72.5 *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.*

Pol. 72.6 *To identify an urban structure that supports the development of Intensification Areas*

Pol. 72.7 *To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*

Pol. 72.9 *To facilitate and promote intensification and increased densities*

As previously mentioned herein, the proposed development is a form of intensified and compact residential development that efficiently uses the land, while contributing to creating a pedestrian-friendly, transit-supportive and more complete community. The proposed development accomplishes this while also recognizing the integrity and physical characteristics of the surrounding neighbourhood, and by designing the proposed development to be compatible with same. The proposed townhouses are a more compact form of development than what is typical in the surrounding neighbourhood; however, the subject lands are located along the periphery of the neighbourhood with frontage on a Multi-Purpose Arterial Road. The proposed development will also add to the range and mix of residential dwelling types, which will accommodate the changing demographics structure by providing a more affordable housing type that will better accommodate young families and smaller household sizes.

Policy 86 contains the general policies for the Halton Region's intensification standards. The following policies are applicable to the proposed development:

Pol. 86.1 *Monitor the development approval process to achieve at all times a minimum of three-year supply of draft approved and/or registered residential units for the Region as a whole.*

Pol. 86.6 *Adopt the following housing targets:*

a) that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings; and

Policy 156.1 *Require all proponents of development to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security.*

Policy 156.2 *Encourage the Local Municipalities to develop Crime Prevention through Environmental Design (CPTED) guidelines for use in their site plan approval process.*

As previously mentioned herein, the proposed development is within the Urban System and efficiently uses existing municipal infrastructure and services. The proposed development is also pedestrian-friendly and transit-supportive, as it is located in proximity to existing municipal transit, with access to the regional Go Transit service. Further the proposed development is a compact form of development, which efficiently uses the land, thereby serving to preserve the natural environment and heritage resources by avoiding inefficient expansions to the urban boundary. The

development of the subject lands also provides additional opportunities for passive surveillance of the public realm, which is a key principle of crime prevention through environmental design. Based on the above analysis, the proposed development conforms to the relevant policies and objectives of the Halton Region Official Plan.

4.4 City of Burlington Official Plan (2017 Consolidated Plan)

The City of Burlington Official Plan was approved by the Ontario Municipal Board in October of 2008. The City of Burlington is currently reviewing a new Official Plan, and as such, this section will review the proposed development against the in-force and effect Official Plan policy, by which approval authorities will evaluate the proposed development.

The subject lands are designated as "Residential Areas" on *Schedule A – Settlement Pattern* of the City of Burlington Official Plan (BOP), and more specifically, as "Residential – Medium Density" on *the Schedule B – Comprehensive Land Use Plan – Urban Planning Area* of the BOP. Part III Section 2.0 contains the policies related to the Residential Areas within the Urban Area. Section 2.2 contains the policy objectives for the City's Residential Areas. The following policies are applicable:

Pol. Part III 2.2.1

a) To encourage new residential development and residential intensification within the Urban Planning Area in accordance with Provincial growth management objectives, while recognizing that the amount and form of intensification must be balanced with other planning considerations, such as infrastructure capacity, compatibility and integration with existing residential neighbourhoods.

c) To provide housing opportunities that encourage usage of public transit, pedestrian and bicycle transportation networks and decrease dependence on the car.

d) To encourage a strong live/work relationship in the City by providing a variety of housing that reflects the existing and future socio-economic and demographic characteristics of local residents and job opportunities.

e) To provide, where compatible, housing opportunities in proximity to employment areas and residential support uses such as shopping and recreational areas to create opportunities to reduce travel times.

f) To encourage the integration of a wide range of housing types and tenure and discourage large concentrations of higher density residential blocks.

g) To require new residential development to be compatible with surrounding properties.

The proposed development will encourage the use of public transit and active transportation as it is located within a close proximity to public transportation hubs, active transportation infrastructure, and a wide range of commercial amenities in the Burlington Centre and Fairview Street. The proposed development will also encourage strong live/work relationships through its proximity to several major employers, and future developable employment lands, which will help reduce

potential work travel times. Compatibility with the surrounding neighbourhood is established in Table 2, part v. herein, and throughout the various submitted technical documents.

Part III 2.2.2 d) of the BOP places a density range of between 25 and 50 units per net hectare on the lands designated as Residential – Medium Density. The density of the proposed development is slightly higher at 63 units per hectare. This surplus of 13 units per hectare will be absorbed seamlessly within the surrounding neighbourhood context and will allow the Region of Halton to achieve their prescribed density targets as per Table 2 of the ROP. Policy 2.2.2 g) (ii) establishes the permitted uses for the Residential – Medium Density designation, which include, detached and semi-detached homes, townhouses, street townhouses and stacked townhouses, back to back townhouses, attached housing and walk-up apartments. The concurrent Zoning Amendment introduces a land use consistent with those permitted in the BOP, specifically back to back townhouses.

Part III 2.3.1 a) of the BOP ensures that a sufficient supply of suitably designated and serviced residential land is maintained to meet existing and future housing needs. The proposed development residential intensification achieves this by ensuring an adequate housing supply in Burlington is achieved for current and future residential needs. Policy Part III 2.3.2 ensures Burlington City Council shall maintain land within the regional market area with servicing capacity sufficient to provide a three year and ten year supply of residential units, available through lands suitably zoned to facilitate residential intensification and re-development in order to meet anticipated short term and long term housing needs of the regional market, respectively. The increased residential density contributes to both the short term and long term housing needs of the regional market while blending in seamlessly into the urban fabric of the surrounding neighborhood.

Part III, Section 2.5 of the BOP contains the City's housing intensification policies. The City's objectives for housing intensification centre around increasing the amount of available housing stock within existing neighbourhoods, provided that the additional housing is compatible with the scale, urban design, and community features of the neighbourhood. The BOP identifies under-utilized residential lands at the periphery of existing residential neighbourhoods as suitable locations for an intensification of residential density. As demonstrated in Map 1 of the BOP, the subject lands are at the periphery of the Central Neighbourhood along the northern edge. Part III, Section 2.5.2 a) contains the evaluation criteria that shall be considered by the City when evaluating proposals for housing intensification within established neighbourhoods. How the proposed development addresses each criterion is outlined in Table 3 below:

Table 2: Housing Intensification Criteria

Housing Intensification Evaluation Criteria (Part III Section 2.5.2)	**Addressed by Proposed Development**
(i) adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland;	<u>Water, wastewater and storm sewers</u> A Functional Servicing Report and Stormwater Management Plan prepared by MTE Consultants Inc.; dated August 2019. Section 7.0 (Conclusion) of the report states that the proposed development can be adequately serviced from a water, sanitary and stormwater

	management perspective. Please refer to the concurrently submitted FSR for more details. <u>School Accommodation</u> The subject lands fall within the Halton District School Board and Halton Catholic District School Board. The subject lands fall into the catchment of both school boards, including: - Tom Thompson Public School (2.2 km) - Burlington Central High School (2.8 km) - Assumption Catholic Secondary School (2.7 km) - St. Gabriel Catholic Elementary School (3.6 km) The respective school boards will be circulated for comment on the concurrently submitted application. <u>Parkland</u> The subject lands are in close proximity to several recreational amenities, including Queensway Park (±0.7 km, Optimist Park ±1.6km, Leighland Park (±2.1km) and Roly Bird Park (±2.8km). The close proximity to these designated green spaces will be complimented by the increased residential density of the proposed development, by allowing these green spaces to be further utilized.
(ii) off-street parking is adequate;	A Transportation Impact Statement, Parking Study, and Transportation Demand Management Report has been prepared by Paradigm Transportation Solutions Limited; July, 2019. In Section 4 of the *Report*, it is demonstrated that the 58 spaces (2.32 spaces per unit) is noted to exceed the recommended parking rates outlined in the *City of Burlington's City-Wide Parking Standards Review Report.*
(iii) the capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather	A Transportation Impact Statement, Parking Study, and Transportation Demand Management Report has been prepared by Paradigm Transportation Solutions Limited; July, 2019.

than local residential streets;	Page 5 of the proposed *Report* contains study's recommendations, they are as follow: 1. No capacity issues at the intersection of Queensway Drive and the Site Driveway are forecast to occur following the development of the subject site for the three horizon years assessed. Queue on Queensway Drive is not anticipated to impact the normal operations of the roadway. 2. Transportation Demand Management (TDM) measures are provided to residents to support a range of mobility choices other than the private automobile; and 3. No geometric or traffic control improvements are recommended to support the development of the subject site from a transportation perspective. The proposed development will incorporate the above recommendations through the Zoning By-law Amendment or Site Plan process.
(iv) the proposal is in proximity to existing or future transit facilities;	As noted previously herein, and in Paradigm Transportation Solutions Limited's concurrently submitted Study (July, 2019); the site is well serviced by transit infrastructure, including Routes #1, #2, #5, #6 #10, #21 and #25, with transit stops near the subject lands (±100 metres). These routes operate at a 20 – 30 minutes frequency. The site is also well serviced by regional transit through the Burlington Go Station (±950 metres), which can be accessed from the subject lands via municipal transit connections and the active transit network.
(v) compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided;	The proposed use is permitted in the City of Burlington Official Plan and the proposed site-specific amendments are consistent with the intent of City of Burlington Zoning By-law 2020. The proposed development will consist of a compatible and complimentary addition to the Glenwood Park Neighbourhood.

	Compatibility within the proposed development, as outlined below: Massing: The proposed townhouse dwellings are proposed at 3 storeys in height and are very similar in terms of massing to other recent townhouse developments along Queensway Drive (Reimer Common). Furthermore, the proposed architectural design, which includes a well-articulated façade, helps break up the massing of the proposed townhouses from the public realm. The incorporation of modern design elements, including flat roofs, also helps reduce the perceive massing of the proposed dwellings. Height: The height of the three-storey proposed development generally aligns with the height of recent development in the surrounding neighbourhood. Furthermore, the proposed height is in keeping with the applicable provisions of the Official Plan and Zoning By-law. There are various 3 storey developments along Queensway Drive both to the east and west of the subject lands. Siting: The proposed buildings on site are appropriately sited in order to orient them towards the road, and provide appropriate setback to adjacent land uses. Further design elements can be incorporated into the site to provide opportunities to mitigate the interface of Block 1 and 2 with the adjacent low density residential uses to the east. Setbacks: Given the irregular right-of-way along Queensway Drive, and the distance between the back of curb for the existing road and the existing property line, even with the front yard setback reduction, the proposed development will be setback a similar distance as other existing structures along Queensway Drive.

	The reduced rear yard setbacks will be offset by the introduction of 2.4-metre high wood privacy fence along the southern and eastern property line, where the lands abut existing low density residential uses. A continuous cedar hedge will also be proposed along the southern and eastern property lines to help screen the adjacent rear yard amenity areas and mitigate any perceived overlook or privacy impacts. The residential property to the east has a generous side yard setback to the west of the proposed development. The reduced rear yard setback is generally compatible and will be minimized by the proposed privacy fence and hedges. Further design elements can be incorporated into the site to provide opportunities to mitigate the interface of Block 1 and 2 with the adjacent low density residential uses to the east, which can include the size and location of elevated decks and window openings to ensure overlook concerns are appropriately mitigated. Coverage: The lot coverage for the proposed development is 40%. The proposed lot coverage still allows for ample landscape area and amenity area, and can be accommodated from a stormwater management perspective. Accordingly, the proposed lot coverage is appropriate. Parking: As previously mentioned herein, the 2.32 parking ratio exceeds the recommendation for the *City of Burlington's City-Wide Parking Standards Review Report.*
(vi) effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character;	As noted in the concurrently submitted Landscape Plan and Tree Management Plan (as of August 9, 2019), no trees will be removed on the subject lands moving forward from this proposed development. In fact, there will be a net increase in tree coverage and overall vegetation on the subject lands in order to maintain and enhance the character of the neighbourhood.

(vii) significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level;	The City of Burlington and Region of Halton did not permit the inclusion of a formal Shadow Study on the subject lands. This can be attributed to there being no time during the year will there be any shadow impacts on adjacent residential area or commercial areas. The proposed development is on the south side of Queensway Drive, prompting any potential shadow to be casted onto the Multi-Purpose Arterial Road to the north of the subject lands.
(viii) accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care;	<u>Community Services</u> As previously mentioned herein, the subject lands are close to numerous parks, all of which include: Queensway Park (±0.7 km, Optimist Park ±1.6km, Leighland Park (±2.1km) and Roly Bird Park (±2.8km). Furthermore, the Ron Edwards Family YMCA (±2.2km) provides a full spectrum of recreational facilities and programming including aquatics, health and fitness, and youth programming. Located (±2.2km) from the subject lands is the Central Recreation Centre which provides outdoor recreational facilities, including a grass playing field, a community garden, a baseball diamond, and cricket field. <u>Neighbourhood Shopping</u> The subject lands are in close proximity to several commercial amenities, including small scale and big box retailers, restaurants, entertainment, and personal services. Commercial amenities are located along Fairview Street (±1 kilometre) and the Burlington Centre (±1.6 kilometres). Future residents will be able to satisfy their daily and weekly needs through the existing commercial amenities in the immediate area. <u>Health Care</u> The subject lands have access to appropriate health care facilities. This includes the St. Joseph Family & Walk in Clinic (± 1.5 kilometres). Furthermore, there are various healthcare operations in the surrounding area, including medical clinics, dental clinics, and pharmacies.

(ix) capability exists to provide adequate buffering and other measures to minimize any identified impacts;	As recommended in the various concurrently submitted technical documents; the proposed development was designed with the intention of minimizing any potential impacts on the surrounding neighbourhood. This includes providing a 2.4 metre privacy fence along the property line of the subject lands. This will be complimented by the enhanced landscaping at the rear yard. To build on this, there are no identified concerns brought forward by the public officials and citizens at the Pre-Consultation Public Hearing held on May 28th, 2019. The site has been designed to accommodate the future development of residential units along Queensway Drive.
(x) where intensification potential exists on more than one adjacent property, any re-development proposals on an individual property shall demonstrate that future re-development on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate;	The lands surrounding the subject lands are largely developed. The lands to the south and east contain existing low-density residential development, which will add to the unit mix and character of this proposed development and neighbourhood, whereas the lands to the west are commercial. Beyond the north of the QEW, the lands are industrial. The only potential developable parcel surrounding the subject lands is the parcel opposite the lands to the east on 992 Cleta Drive. The owner of 992 Cleta Drive has been engaged on multiple occasions to develop their land in accordance with the development of 2294 and 2300 Queensway Drive; all to no avail. It is understood that a previous development application was once submitted by the owner of 992 Cleta Street, allowing for development concepts to be derived using only their lands. This justifies the ability for their lands to be successfully developed apart from the proposed development.
(xi) natural and cultural heritage features and areas of natural hazard are protected;	There are no natural or cultural heritage features or areas of natural hazard on, or adjacent to, the subject lands.
(xii) where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g)	The policies of Part II Subsection 2.11.3 g) and m) are not applicable to the proposed

and m); and	development as the lands do not contain a watercourse, nor are they in the South Aldershot Planning Area.
(xiii) proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided.	Although the development is predominantly ground oriented development, the proposed development still satisfies the noted criteria. Located at the periphery of Glenwood Park Neighbourhood, the lands abut and have direct vehicular access to a Multi-Purpose Arterial Road (Queensway Drive). As discussed above, the built form, scale and profile of development is well integrated with the existing neighbourhood so that an appropriate transition between the existing residential development and the proposed development is provided.

Based on the foregoing, the proposed development complies with the housing intensification criteria outlined in the BOP. Whereas the proposed height is in conformity with the existing BOP designation, the above housing intensification criteria represents appropriate intensification when compared to the pre-existing surrounding residential developments. Furthermore, the above demonstrates that the site-specific requirements attached with the Official Plan Amendment to permit an increased density of 50 units per hectare to 63 units per hectare has been met through the submitted design concept, and supported through the various technical studies, each of which will be discussed later herein. Please see **Appendix B** for more details. The proposed development appropriately implements the intensification efforts brought forth in the ROP and the direction established through the Burlington Official Plan and aligns with the intent of the Residential – Medium Density designation.

Based on the abovementioned policy review and analysis, the proposed development generally conforms to the City of Burlington Official Plan, save and except for Part III 2.2.2 d), which will need to be amended in order to permit an increased residential density of 63 units per hectare.

4.5 City of Burlington Zoning By-law 2020 (in effect)

The subject lands are regulated by the City of Burlington By-law 2020 and are zoned as “H-RM2” (Medium Residential). Please refer to Figure 6, below, for an excerpt of the applicable Zoning By-law mapping.

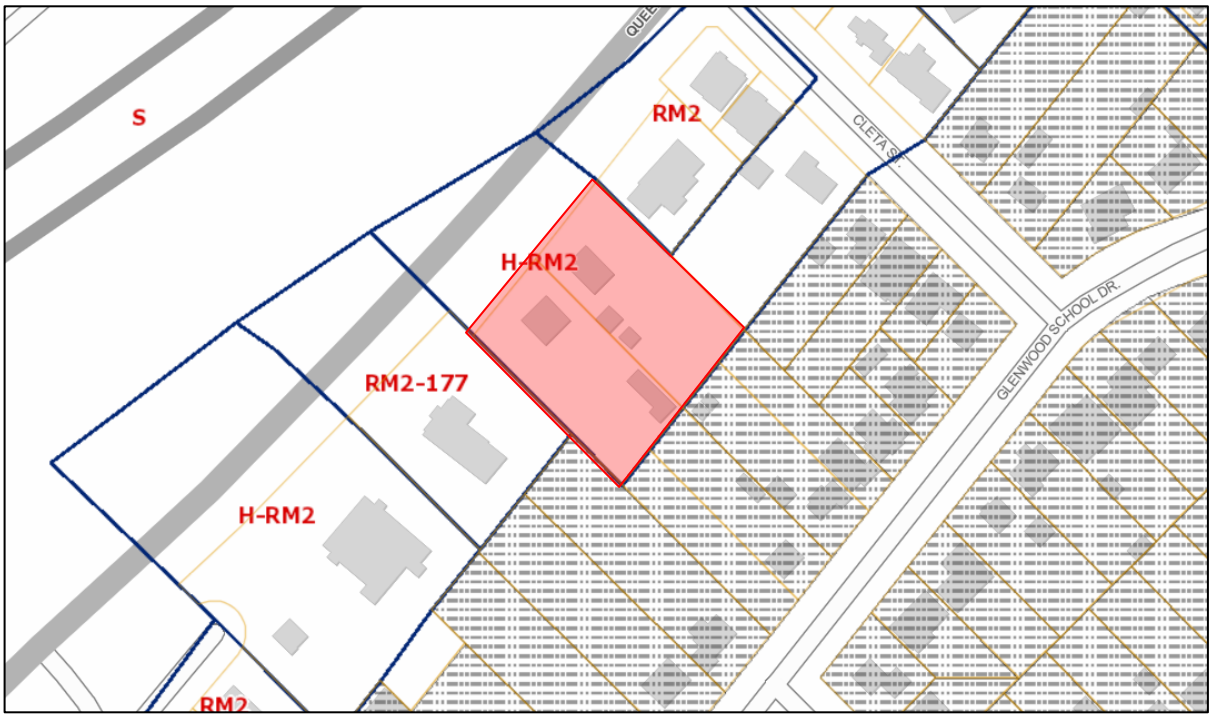


Figure 6: City of Burlington Interactive Zoning Map. The subject lands are outlined in red (City of Burlington, 2019).

The existing "RM2" Zone does not permit the proposed use of back-to-back style townhouses and does not permit a density of 63 units per hectare on the subject lands. The RM2 zoning that exists on the subject lands permits a density of between 25 and 40 units per hectare, while the RM3 permits 50 units per hectare. The Draft Zoning By-law will seek to permit an increased residential density of 63 units per hectare. Furthermore, the RM3 zone permits the back-to-back style of townhouses proposed. Please refer to the concurrently submitted Draft Zoning By-law Amendment attached hereto as **Appendix C** for more details. As noted in Table 2, provision x, the Holding Provision on the subject lands should be removed with the understanding that 992 Cleta Drive can be developed independently from the proposed development, and that the development of the subject lands will not impact the ability of 992 Cleta to be development independently. Table 3, below, provides a comparison between the provisions of the base RM2 zone (existing zoning), the RM3 zone (proposed zoning), and the lot standards of the proposed development.

Table 3: Zoning By-law Matrix

2294-2300 Queensway Drive				
Regulation (Townhouse)	**Existing RM2**	**Proposed RM3**	**Proposed**	**Compliance**
Lot Width	45m	**Stacked:** 30m **Back to Back:** 45m	61.72m	✓
Lot Area	0.4ha	0.4ha	0.4 ha	✓
Front Yard (Queensway Drive)	7.5m(a)	7.5m(a)	+/-1.70m	☒
Rear Yard (Southeast Property Line)	9m	9m	+/-6m	☒

Side Yard	4.5m	4.5m	1.2m (west) 5.m (east)	☒ ✓
Street Side Yard	6m	6m	N/A	Does not apply
Yard Abutting R1, R2, R3 Zone	9m	12m	6m	☒
Density	Min: 25 units/ha	No minimum	63 units per ha	☒
	Max: 40 units/ha	50 units/ha	63 units per ha	☒
Amenity Area (AA)	**Townhouse:** 25m2/ bedroom= 875m^2 required	**Back to Back:** 25m2/unit = 200m^2 required	**Total required**: 1075m^2 **Total Provided**: 1075m^2	✓
Privacy Area	**Townhouse:** 20m^2 per unit	**Back to Back:** (b)	626.70m2/25= 25.07m^2 per unit	✓
Landscape Buffer Abutting Street	4.5m	4.5m	+/-1.70m	☒
Landscape Buffer Abutting R1, R2, R3 Zone	6m	6m	5m	☒
Parking	58.8 spaces	56.25 spaces	58 spaces (c)	✓
Height	2 storeys	3 storeys	3 storeys	✓

(a) Abutting a street having a deemed width of 30 m or greater: 9 m
(b) Each unit in a back to back townhouse development shall contain an individual balcony with an area of 5.5 m2, separated from adjoining units by a wall or privacy screen and with a maximum projection of 1.8 m from the front wall of the back to back townhouse building.
(c) Burlington City-Wide Parking Standards Review (2017) recommends the ratio of 2 parking spaces per unit with 0.25 allocated for visitor parking for this type of development. Therefore, the ratio of 2.25 in the Review supports the 58 parking spaces on this site.

Note: Site Statistics above are for information purposes only and area approximate and are subject to change as the development concept is refined.

A Zoning By-law Amendment to rezone the subject lands to an "RM3-XXX", Modified Zone is required in order to implement the proposed development concept. The site specific lot standards identified in Table 2, above, will need to be incorporated into the amending by-law. The front yard setback, the side yard setback, rear yard, and required setback from a R3 zone are deficiencies that will need to be addressed in the concurrently submitted Zoning By-law Amendment application. It is important to note that the presence of the 2.4 metre tall privacy fence and implementation of the enhanced landscaping will help mitigate any perceived impacts from the reduction in setbacks with respect to overlook and privacy. These measures are detailed in the concurrently submitted Site Plan and Landscape Conceptual Plan.

5 Review of Technical Studies

5.1 Landscape Conceptual Plan/ Vegetation Management Plan

A Landscape Conceptual Plan and Vegetation Management Plan have been prepared for the proposed development by Adesso Design Inc. dated Aug 9, 2019, and are concurrently submitted.

The report concludes that no trees as of Aug 9, 2019, are to be removed, and of the trees that exist on the site, a tree protection barrier should be introduced to protect their wellbeing and to promote growth. The boundary trees located on the site must receive written permission from the neighbouring property owner prior to removal or injury of any boundary tree or any tree that is not fully on the subject property. The report(s) highlight that an ISA certified Arborist should be on site prior to any work being performed within the rootzone of a boundary or neighbouring tree to perform root pruning as required.

Please refer to the concurrently submitted Landscape Conceptual Plan and Vegetation Management Plan for more details herein.

5.2 Functional Servicing Report and Preliminary Civil Engineering

A Functional Servicing Report and Stormwater Management Plan have been prepared for the proposed development by MTE Consultants Inc. Based on the information provided herein, MTE concludes that the proposed development can be constructed and serviced to satisfy the City of Burlington and Region of Halton. MTE has provided recommendations for the proposed development to the aforementioned effect.

Please refer to the concurrently submitted Functional Servicing and Stormwater Management Report for more information.

5.3 Environmental Noise Impact Study

An Environmental Noise Impact Study was prepared for the proposed development by dBA Acoustic Consultants Limited (July, 2019) and is concurrently submitted. The report determines that noise impact from the QEW and Queensway Drive vehicular traffic will impact the proposed development. The report puts forth a number of recommendations in order to mitigate the potential noise and vibration impacts on the proposed development, these include:

1. Acoustically tested windows, walls, to ensure MOE compliance for all units.
2. Appropriate ventilation requirements and warning clauses are inserted into all Offers and Agreements of Purchase and Sale or Lease for all units.
3. A 3.0m Noise Barrier required for east Building (Block 1).

Please refer to the concurrently submitted Environmental Noise Impact Study for more information on the recommended noise and vibration mitigation measures.

5.4 Phase I/II Environmental Site Assessment

A Phase I and II ESA were completed for the subject lands by MTE Consultants. MTE Consultants are satisfied that each area of potential environmental concern has been investigated, that sufficient samples have been collected and analyzed for the contaminants of potential concern, and that the

lateral and vertical extent of the contaminant of concern has been sufficiently determined on the site. Based on the results of the confirmatory sampling, the soil remediation objectives were concluded to have been met.

Please refer to the concurrently submitted Phase I and Phase II Environmental Site Assessment for more information.

5.5 Traffic Brief

A Transportation Study & Parking Study was completed by Paradigm Transportation Solutions Limited; dated July, 2019. This study conducted a detailed analysis of the existing traffic conditions and projected future traffic conditions based on the proposed development. The study also provided an analysis on the proposed parking supply on site and the projected parking demand. Further, the study also highlighted and recommended several transportation demand management measures to help reduce parking demand and the number of trips taken to/from the site via single occupancy personal automobile.

The study made a number of findings/recommendations which are contained in the traffic brief submitted concurrently.

5.6 Air Quality Assessment

An Air Quality Assessment was completed by MTE Consultants; dated July, 2019. This assessment intends to determine emission sources located on-site and on surrounding properties and to discuss best management practices to reduce or mitigate potential impacts on local air quality.

Please refer to the concurrently submitted Air Quality Assessment for herein for more information.

5.7 Sustainable Building and Development Guidelines

The City of Burlington has established guidelines to encourage sustainable design approaches through *Planning Act* applications, in keeping with the City's declaration as a sustainable community, and in alignment with Burlington's Strategic Plan 2015-2040. A major component for this development is ensuring the site is constructed in a manner that promotes and demonstrates a sustainable development that minimizes potential negative environmental impacts, greenhouse gas emissions, long term building operating costs, and contributes to the City's goal of being a prosperous, livable and healthy community. The following Sustainable Building and Development Guidelines are included within the proposed development.

Table 4: Sustainable Building and Development Guidelines

Policy	Guideline	Implementation.
1.5	**Reuse Topsoil:** Retain and reuse uncontaminated top soil, subject to City approval to stockpile soil between lot line	Uncontaminated top soil will be reused.

	and walkway.	
2.3	**Bicycle Storage:** provide bicycle parking spaces in accordance with zoning by-law and official plan policies.	Provide bicycle parking spaces in accordance with zoning by-law and official plan policies.
2.8	**Electric Vehicles:** A minimum of 3% of parking spaces provide charging stations to accommodate electric vehicles and design additional areas to be EV conversion ready.	There will be 1 visitor parking spot with EV Charging station. All occupants units will be "roughed in" to be EV Conversion ready.
3.3	**Native Species (Enhanced, outside NHS and buffers):** Use native non-invasive species for minimum of 75% of all landscaped areas.	See Landscape Plan.
3.5	**Low Maintenance Landscaping:** All landscaping is low maintenance and drought resistant (i.e. Xeriscaping) that does not require a permanent potable water based irrigation system (except for initial watering to establish plants)	There will be no irrigation on site. See Landscape Plan.
4.4	**Efficient Fixtures:** all newly installed toilets, urinals, lavatory faucets and showerheads are WaterSense labelled.	All relevant fixtures will be labelled.
5.5	**On-site Renewable Energy:** Generate a portion building energy needs using an on-site renewable energy supply (e.g. solar, wind, geothermal)	Blocks 1, 2 & 3 will generate a portion of building energy needs using a solar rooftop renewable energy supply (optional for purchasers).

6 Public Consultation Strategy

In accordance with Section 31.1 within Schedule 1 of "Ontario Regulation 545/06 Zoning By-laws, Holding By-laws and Interim Control By-laws", and Section 26.1 within Schedule 1 of "Ontario Regulation 543/06 Official Plans and Plan Amendments" "a proposed strategy for consulting with the public with respect to the application" is considered "prescribed information" to be provided as part of applications to amend a Zoning By-law or Official Plan. The following discusses the Public Consultation Strategy for this application.

As part of the process for Official Plan Amendments, Zoning Bylaw amendments and Draft Plan of Subdivision with the City of Burlington, applicants must conduct an independent consultation meeting with surrounding property owners, tenants, and the Ward Councillor. This occurred on May 28th, 2019, at the Burlington Senior Centre from 6-8PM. As per the City of Burlington Pre-Application Consultation Guidelines, the formal presentation achieved the following goals:

- Explain the Planning process and how the public can be involved;
- Describe the proposed development and show draft site plans, landscape plans, and renderings to illustrate the project;
- Involve the Ward Councillor and Mayor early in the Planning process;
- Answer questions about the proposal; and

- Gather public input, which may lead to early modifications and improvements to the project and facilitate the streamlined processing of the application.

The Planning process and how the public can be involved were demonstrated in the formal presentation that highlighted the Official Plan and Zoning By-law Amendments required to facilitate the proposed development. This presentation highlighted up-to-date site plans, landscape plans, and visual renderings of the proposed development. With Councillor Lisa Kearns and Mayor Marianne Meed-Ward in attendance, public officials are involved early in the Planning Process. Input gathered from this meeting has been instrumental in shaping the current proposal and has laid the foundation for future meaningful and inclusive consultation methods.

In addition to the Pre-Application Consultation meeting held on May 28th, the applicants may be required to host an additional post-submission Community Meeting. The applicant will be responsible for hosting a Community Meeting with respect to the submitted application, should the Ward Councillor choose not to hold one. This is consistent with the applicable sections of the City of Burlington's Official Plan and/or Official Plan and Zoning By-law Amendment Application form. Notice of the meeting will be provided to land owners within 200m of the subject lands, the applicable resident (neighbourhood) association, and any relevant City Staff. A record of the written and verbal comments received from stakeholders at this meeting, and throughout the application process will be provided to City Staff for review. Any revisions to the development concept to address any feedback received will also be highlighted in correspondence with the City and the public. It should be noted that the reception to the proposed development at the May 28th meeting was well received by members of the public and an additional Community Meeting may not be necessary in this instance.

Furthermore, in accordance with Ontario Regulations 545/06 and 543/06 and Sections 22 and 34 of the *Planning Act*, landowners within 120 metres of the subject lands will receive notice that a Official Plan and Zoning By-law Application and Draft Plan of Subdivision has been received by the City and to inform them that the required statutory public meeting has been scheduled. These notices will advise those circulated that information and materials relating to the proposed development is available for their review and will invite them to make comments and present their views prior to, and at the statutory public meeting.

We trust this Public Consultation Strategy is adequate and will satisfy the requisite Public Consultation Strategy submission for the proposed development. We look forward to further discussing the details within the Public Consultation Strategy with City Staff at the appropriate juncture.

7 Conclusions & Planning Opinion

As discussed herein and as summarized below, the proposed development is consistent with and conforms to the applicable planning documents.

Provincial Policy Statement (2014)

The proposed development makes efficient use of land and optimizes existing infrastructure while promoting active, healthy lifestyles. The proposed development is a form of desirable and

appropriate intensification that will help support the vitality of nearby public transit infrastructure, while also optimizing existing municipal stormwater, sanitary and water services.

The Growth Plan for the Greater Golden Horseshoe (2019)

The major focus of the Growth Plan is to direct new development within the urban settlement boundary at densities that support existing and planned transit, and to encourage "an i*ntensification* first approach to development and city-building in the GGH…". The proposed development is an ideal example of compatible residential intensification, and development that contributes to the creation of complete communities, while supporting the viability of existing transit infrastructure.

The Halton Region Official Plan (2018 Consolidated Plan)

The proposed development conforms to the long-term vision for the Region's physical form and community character. By adhering to the policies and objectives set out in the ROP, the proposed development will help promote compact growth and is supportive of transit usage and alternative modes of travel, reduces the dependence on the automobile, makes efficient use of land and services, and contributes to the achievement of the Region's intensification policies.

City of Burlington Official Plan (2017 Consolidated Plan).

The proposed development generally conforms to the City of Burlington's Official Plan, which is aimed at providing housing opportunities that encourage usage of public transit, pedestrian and bicycle transportation networks, decrease the reliance on the personable automobile, and contribute to the range and mix of unit types in the neighbourhood. The proposed development does propose a slight increase in the residential density permitted within the Residential Medium Density designation; however this can be appropriately and compatibly accommodated, as demonstrated through the analysis of the City's intensification policies.

City of Burlington Zoning By-law 2020.

With the rezoning of the subject lands to a site-specific RM3-XXX Zone, the proposed development can be appropriately implemented through an amendment to the Zoning By-law No. 2020. Please refer to section 4.5 of this report, where each of the proposed variations from the base RM3 Zone provisions is discussed in detail.

When considered jointly with the findings of the various technical studies submitted concurrently, the approval of the proposed amendment to the City of Burlington Zoning By-law 2020 and City of Burlington Official Plan conforms to and is consistent with the relevant Provincial land-use planning policy documents and is in keeping with the intent of the City of Burlington Official Plan. The proposal represents good land use planning and should be approved.

Sincerely,

Stephen Fraser, MCIP, RPP
A. J. Clarke and Associates Ltd.

Appendix A Topographic Survey

T-2780B

PLAN OF SURVEY
LOTS 19 & 20
REGISTERED PLAN 338
IN THE
CITY OF BURLINGTON
SCALE 1:200
0 5 10 metres
G. G. ALDWORTH, O.L.S.

QUEENSWAY DRIVE
(ALSO KNOWN AS SERVICE ROAD)
(TRANSFERRED TO THE CITY OF BURLINGTON BY ORDER IN COUNCIL OC-502/82, PLAN 1147 (P-2070-135))
(ACQUIRED BY DEPOSITED PLAN No. 257 (P-2070))
P.I.N. 07132-0184

CLETA STREET
(ESTABLISHED ACCORDING TO REGISTERED PLAN 338)

GLENWOOD SCHOOL DRIVE

LOT 17 CONCESSION 3 S.D.S.
LOT 17 CONCESSION 3 TOWNSHIP OF NELSON S.D.S.
LOT 18 REGISTERED PLAN 338
LOT 19 REGISTERED PLAN 338
LOT 20 REGISTERED PLAN 338
LOT 21 REGISTERED PLAN 338
LOT 22 REGISTERED PLAN 338
LOT 23 REGISTERED PLAN 338
LOT 24 REGISTERED PLAN 338
LOT 25 338

PART 1, PLAN 20R-12807
PART 2, PLAN 20R-12807
PART 1, PLAN 20R-19819
PART 2, PLAN 20R-19819
PART 3, PLAN 20R-19819
PART 4, PLAN 20R-19819
PART 5, PLAN 20R-19819
PART 1, PLAN 20R-19100
PART 2, PLAN 20R-19100
PART 1, PLAN 20R-16241
PART 2, PLAN 20R-16241

2 STOREY ALUMINUM DWELLING No. 2294
2 STOREY ALUMINUM DWELLING No. 2300
2 STOREY BRICK BUILDING No. 2290
STUCCO DWELLING No. 992
ALUMINUM GARAGE
CONCRETE
FRAME SHED
STUCCO & METAL CLAD GARAGE
BRICK GARAGE
CEDAR HEDGE
BOARD FENCE
CHAIN LINK FENCE
ASPHALT PARKING LOT
ASPHALT DRIVEWAY
CONCRETE SIDEWALK

Approximate Location of 1200mm Storm Sewer
Approximate Location of 300mm PVC Watermain
Approximate Location of 200mm PVC Sanitary Sewer
Approximate Location of Underground Hydro line
Approximate Location of abandoned watermain
Approximate Location of Underground Sanitary Sewer as flagged
Approximate Location of 300mm PVC Watermain as flagged
Approximate Location of Underground Watermain as flagged
OVERHEAD UTILITY LINE
CENTERLINE OF ROAD
BACK OF CURB
GUTTER
EDGE OF PAVEMENT
TOP OF SLOPE
BOTTOM OF SLOPE
STEPS
FENCE 0.05 EAST
FENCE 0.04 NORTH 0.08 EAST
FENCE 0.09 SOUTH 0.08 EAST
FENCE 0.09 WEST ONLINE NORTH/SOUTH
FENCE 0.06 SOUTH
FENCE 0.17 SOUTH 0.07 WEST
FENCE POST 0.16 NORTH
CLF FENCE 0.12 SOUTH
ROW OF CEDARS NO FENCE
ROW OF OLD FENCE POSTS
SILL ELEVATION
AIR CONDITIONER
GAS METER
HYDRO
CONCRETE PORCH
CONCRETE STEPS
WINDOW LINE FENCE
SHED
SHED floor

Detail 'A'
NOT TO SCALE

LOT 19 REGISTERED PLAN 338 | LOT 20 REGISTERED PLAN 338
N47°47'20"W (65.71 P1) 65.67 (MEAS)
0.08
30.78 P1 & SET (N37°38'14"E 30.84 P6) | 30.94 P1 & MEAS
30.86 (MEAS) (30.78 P1) N37°37'10"E | 30.86 (30.82 P5) N37°44'10"E (N38°27'30"E P5)
IB(600)(WIT) 0.08 EAST MEAS (0.04 P5)
LOT 23 REGISTERED PLAN 338 | LOT 24 REGISTERED PLAN 338

BEARINGS ARE GRID UTM AND ARE REFERRED TO THE SOUTHERLY LIMIT OF QUEENSWAY DRIVE AS SHOWN ON PLAN 20R-19819, HAVING A BEARING OF N37°43'25"E.

LEGEND:

- ■ DENOTES FOUND BAR
- □ DENOTES PLANTED BAR
- IB DENOTES IRON BAR
- SIB DENOTES STANDARD IRON BAR
- PB DENOTES PLASTIC BAR
- CC DENOTES CUT CROSS
- (1497) DENOTES JOHN P. NOUWENS, O.L.S.
- (912) DENOTES A. J. CLARKE & ASSOCIATES LTD.
- (743) DENOTES ALLAN G. HALL, O.L.S.
- (646) DENOTES R. G. SEWELL, O.L.S.
- (600) DENOTES SIDNEY W. WOODS, O.L.S.
- (MTO) DENOTES MINISTRY OF TRANSPORTATION ONTARIO
- (P1) DENOTES REGISTERED PLAN 338
- (P2) DENOTES PLAN 20R-19819
- (P3) DENOTES SKETCH BY YATES & YATES LIMITED DATED JANUARY 6, 1994
- (P4) DENOTES SURVEYOR'S REAL PROPERTY REPORT BY MACKAY, MACKAY & PETERS LTD. DATED AUGUST 1, 2013
- (P5) DENOTES PLAN 20R-16241
- (P6) DENOTES PLAN 20R-19100
- (P7) DENOTES SURVEYOR'S REAL PROPERTY REPORT BY A.J. CLARKE & ASSOCIATES LTD. DATED NOVEMBER 12, 2015
- HP DENOTES HYDRO/UTILITY POLE
- SMH DENOTES SANITARY MANHOLE
- HPLS DENOTES HYDRO POLE/LIGHT STANDARD
- 50# DENOTES TREE DIAMETER
- CB DENOTES CATCH BASIN
- HYD. DENOTES FIRE HYDRANT
- WV DENOTES WATER VALVE
- HH DENOTES HANDHOLE
- CS DENOTES CURB STOP

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SURVEYOR'S CERTIFICATE:

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 9th DAY OF MAY, 2019

MAY 13, 2019 — DATE
G. G. ALDWORTH — ONTARIO LAND SURVEYOR

BENCHMARK

CITY OF BURLINGTON BENCHMARK No. 399
BRASS PLAQUE ON A CONCRETE HEAD WALL ON THE SOUTH SIDE OF QUEENSWAY DRIVE BETWEEN No. 2374 AND No. 2384 QUEENSWAY; PLAQUE IS LOCATED 0.3m NORTHEASTERLY OF THE SOUTHWEST CORNER AND 0.1m BELOW THE TOP OF HEAD WALL.
ELEVATION=104.825m

METRIC:

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

A. J. Clarke and Associates Ltd.
SURVEYORS • PLANNERS • ENGINEERS
25 MAIN STREET WEST, SUITE 300
HAMILTON, ONTARIO, L8P 1H1
TEL. 905-528-8761 FAX 905-528-2289
email: ajc@ajclarke.com

PROJECT No 198002

H:\20\RP\338\LOT19\T-2780B.dwg

Appendix B Draft Official Plan Amendment

APPENDIX B
OFFICIAL PLAN AMENDMENT _____
TO THE OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA
File:

DETAILS OF THE AMENDMENT

Text Changes:

PART III – Land Use Policies – Urban Planning Area, Section 2.0, Residential Areas, Subsection 2.2.3, Site Specific Policies, is hereby amended by adding the following new clause p):

2294 and 2300 Queensway Drive

p) Notwithstanding the policies of Part III, Subsection 2.2.2 d) of this Plan, the lands designated "Residential Medium Density" on lands known as 2294 and 2300 Queensway Drive shall be permitted a maximum residential density of 63 units per hectare.

INTERPRETATION

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

IMPLEMENTATION

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

Appendix C Draft Zoning By-law Amendment

The Corporation of the City of Burlington Zoning By-law Amendment 2020.XXX

City of Burlington By-law 2020.XXX

Description

A by-law to amend By-law 2020, as amended, to permit 25 townhouse and back to back residential units at 2294-2300 Queensway Drive, Burlington. File No.: XXX-XX-XX (PB-XX-XX)

Preamble

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

Whereas the Council of the Corporation of the City of Burlington approved Recommendation PB-XX-XX on XXXX, 2018, to amend the City's existing Zoning By-law 2020, to re-zone the lands at 2294 and 2300 Queensway Drive from "HRM2" to "RM3 – XXX" to permit a residential development consisting of 25 units.

The Council of the Corporation of the City of Burlington hereby enacts as follows:

Content

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

2. The land designated as "A" on Schedule "A" attached hereto are hereby rezoned from H-RM2 to RM3-XXX.

3. Part 14 of By-law 2020, as amended, Exceptions to Zone Classifications, is amended by adding Exception XXX as follows:

   "Exception XXX"

Exception	Zone	Map	Amendment	Enacted
XXX	RM3	XX	2020.XXX	

1. Regulations for Entire Site

a) **Yard Requirements**

i.	Front Yard (Queensway Drive)	1.70 m
ii.	Rear Yard (South)	5 m
iii.	Side Yard (East and West)	1.2 m
iv.	Yard Abutting R1, R2, R3 Zone	6m (south)
v.	Density	63 Units per hectare maximum

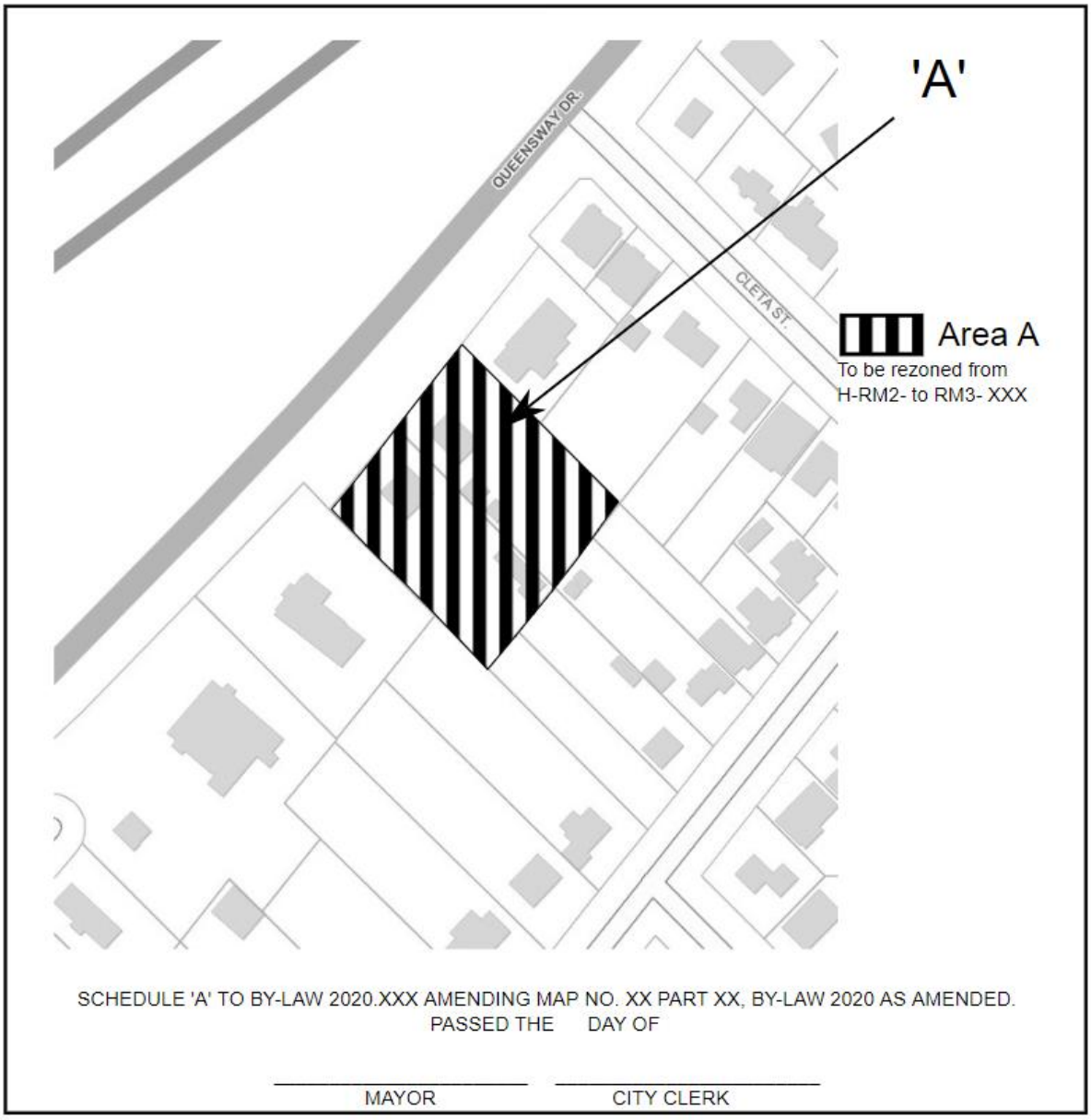
c) **Landscape Area and Buffer**

i.	Abutting a street	1.7 m abutting a street having a width deemed width greater than 30 m
ii.	Landscape Buffer- Abutting R1, R2, R3 zones	6m, including porches, decks, stairs, and other landscape features

e) **Building Height** 3 Storeys

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

Schedule A



SCHEDULE 'A' TO BY-LAW 2020.XXX AMENDING MAP NO. XX PART XX, BY-LAW 2020 AS AMENDED.
PASSED THE DAY OF

_____ _____

MAYOR CITY CLERK