May 17, 2024

Travis Nolan
Vice President, Development
National Homes
Email: tnolan@nationalhomes.com

RE: 484 PLAINS ROAD, CITY OF BURLINGTON – PHASE 2
PROPOSED RESIDENTIAL DEVELOPMENT – ZONING BY-LAW AMENDMENT APPLICATION
TRANSPORTATION IMPACT STUDY ADDENDUM

Dear Travis,

BA Group is retained by National Homes (Plains Rd) LP to provide transportation advisory services for the proposed residential development located at 484 Plains Road East in the City of Burlington.

An Official Plan Amendment ("OPA") application and Zoning By-law Amendment ("ZBA") application for the proposed development was originally submitted to the City of Burlington in 2017. As part of the application, a Transportation Impact Study (dated October, 2017) was prepared by BA Group (the "2017 TIS"). A subsequent application was submitted to the City of Burlington in 2019 to address comments received from the City of Burlington. An addendum to the 2017 TIS (dated February 15, 2019) was prepared by BA Group as part of the subsequent application.

The proposed development was appealed to the Ontario Municipal Board (OMB) on the basis of the Failure of the City of Burlington to make a decision (OMB Case No.: PL180446). The case was heard on January 21, 2020 and a decision was issued on February 26, 2020 (attached in **Appendix A**). The OMB ordered that the appeals were allowed, in part, and authorized an OPA (Amendment No. 118) and a ZBA which were appended to the decision (the "Site-specific By-law").

A Site Plan Control application ("SPA") was subsequently submitted to the City of Burlington for Phase 1 of the proposed development, which refers to the eastern block, in August 2022 (the "Phase 1 SPA"). The design of Phase 2 is currently being advanced and a ZBA application is being submitted to address a minor increase of 13 residential units to the maximums currently permitted under the Site-specific By-law. Accordingly, this letter has been prepared as an addendum to the 2017 TIS and subsequent studies to provide a transportation assessment of the proposed unit count increase. Please refer to the 2017 TIS and subsequent studies if further details are required.

Sincerely,

BA Consulting Group Ltd.



Ryan Sankar, P.Eng.
Senior Associate

1.0 TRANSPORTATION ASSESSMENT

1.1 Proposed Phase 2 Development

The Phase 2 development is proposed to comprise Apartment Building A, and Stacked Townhouse Buildings E and F, located on the west block of the site.

The development proposes a total of 211 residential units, including 166 units in Apartment Building A, and 45 three storey back-to-back stacked townhouses in Buildings E and F. Non-residential with a total floor area of 509 square metres is proposed on the ground floor of Apartment Building A, fronting Plains Road East. A comparison of the total Phase 1 and Phase 2 development statistics with the maximums specified in the Site-specific By-law is provided in **Table 1**. As shown, the proposed development statistics represents an additional 13 units compared with the maximum unit count specified in the Site-specific By-law.

A total of 262 car parking spaces are proposed for Phase 2, including 9 accessible spaces. The proposed car parking provision comprises 211 residential spaces and 51 spaces non-residential spaces. A provision of 16 bicycle spaces is proposed at-grade and a loading space measuring 3.5 metres wide by 9 metres long is proposed on the ground floor of Apartment Building A.

The site layout, including access arrangements and internal circulation remain consistent with the layout contemplated in the 2017 TIS and the subsequent refinements made through the Phase 1 SPA process. A reduced copy of the architectural plans for the ground and P1 levels (including development statistics) is attached in **Appendix B**.

Table 1 Proposed Development Statistics – Comparison with Site Specific By-law Maximum

Use		Phase 1	Phase 2	Total	Site Specific By-law Maximum
Residential	Apartments	153 units	166 units	319 units	277 units
	Townhouses	36 units	45 units	81 units	110 units
	Total	**189 units**	**211 units**	**400 units**	**387 units**
Non-Residential		457 m^2	509 m^2	966 m^2	1,000 m^2

1.2 Car Parking Requirements

The car parking requirements for the proposed development are outlined in the Site-specific By-law, and are applied to Phase 2 of the proposed development in **Table 2**. The proposed car parking provision satisfies this requirement and no changes are proposed to the Site-specific By-law with regards to the car parking rates.

Table 2 Phase 2 Car Parking Requirements – Site-specific By-law (Zone MXG-504)

Use		Car Parking Rate	Number of Units / GFA	Number of Car Parking Spaces	Accessible Parking Requirement[1]
Residents	Apartments	1 space / unit	166 units	166 spaces	5 spaces
	Townhouses	1 space / unit	45 units	45 spaces	1 space
	Sub-Total			**211 spaces**	**6 spaces**
Visitors	Apartments	0.25 spaces / unit	166 units	42 spaces	1 space
	Townhouses	0.20 spaces / unit	45 units	9 spaces	1 space
	Sub-Total			**51 spaces**	**2 spaces**
Non-Residential		3.5 spaces / 100 m^2 GFA at grade only, less 5% for min and plus 2% for max[2] (shared with visitor parking)	509 m^2 x 85%[3] = 433 m^2	15 spaces (shared with visitor parking)	1 space
Total				**262 spaces**	**9 spaces**

Notes:
1. Based on Burlington Zoning By-law 2020
2. In accordance with Section 4.6(b) and Section 4.6(c) of the Burlington Zoning By-law for MXG, MXC and MXT zones.
3. Assumes GFA is 85% of total floor area, in accordance with City of Burlington Zoning comments.

1.3 Bicycle Parking Requirements

The bicycle parking requirements for Phase 2 of the proposed development are outlined in the Burlington Zoning By-law 2020, and are applied to Phase 2 of the proposed development in **Table 3**. The proposed bicycle parking provision satisfies this requirement and no changes are proposed to the Site-specific By-law with regards to the bicycle parking rates.

Table 3 Bicycle Parking Requirements – Burlington Zoning By-law 2020

Use	Bicycle Parking Rate	Number of Units / GFA	Number of Bicycle Parking Spaces
Residential	No rate listed	211 units	0 spaces
Retail, Retail Centre, Service Commercial Office, Institutional (Non-Residential)	2 + 1 space / 1,000 m^2	509 m^2	3 spaces
Total			**3 spaces**

1.4 Loading Requirements

The Burlington Zoning By-law 2020 states that at least one off-street loading space shall be provided in conjunction with every principal building. The Burlington Zoning By-law 2020 does not specify the required size for the loading space.

A loading space measuring 3.5 metres wide by 9 metres long is proposed for Phase 2 and satisfies the above requirements, with details to be refined through the SPA process. No changes are proposed to the Site-specific By-law with regards to the loading requirements.

It's noted that waste for Phase 2 is proposed to be collected from the loading space and waste collection room provided within Phase 1 and designed through the Phase 1 SPA process. Therefore, the Phase 2 loading space does not need to accommodate a waste collection vehicle.

1.5 Traffic Analysis

A detailed traffic analysis was undertaken in the 2017 TIS, which concluded that site traffic associated with the full development of the site can be appropriately accommodated. The 2017 TIS was prepared on the basis of 393 residential units and 999 square metres of non-residential. The current ZBA application proposes a total of 400 residential units and 966 square metres of non-residential across both Phases 1 and 2. This represents an increase of 7 units and a minor decrease to the non-residential floor area compared with what was assessed in the 2017 TIS.

A comparison of the trip generation associated with the current ZBA compared with that which was considered in the 2017 TIS is provided in **Table 4**. As shown, the 2-way vehicle trips are projected to remain unchanged in the AM peak hour and to increase by 5 vehicle trips in the PM peak hour. Overall, the projected change in vehicle trips is minor and it's concluded that the outcomes of the detailed traffic analysis undertaken in the 2017 TIS remain valid.

Table 4 Vehicle Trip Generation Comparison

Use	Number of Units / GFA	AM Peak Hour			PM Peak Hour		
		In	Out	2-Way	In	Out	2-Way
Residential *(vehicle trips per unit)*	400 units	*0.07*	*0.33*	*0.39*	*0.32*	*0.16*	*0.47*
		25	130	155	125	65	190
Non-Residential *(vehicle trips per 1,000 ft²)*	966 m² (10,398 ft²)	*0.60*	*0.36*	*0.96*	*1.78*	*1.93*	*3.71*
		5	5	10	20	20	40
	Primary Trips	*5*	*5*	*10*	*15*	*15*	*30*
	Pass-by Trips (0% in AM, 25% in PM)	*0*	*0*	*0*	*5*	*5*	*10*
Total Primary Trips (not incl. pass-by)		**30**	**135**	**165**	**140**	**80**	**220**
2017 TIS Total Primary Trips (not incl. pass-by)		**30**	**135**	**165**	**140**	**75**	**215**

Notes:
1. Vehicle trip generation and pass by rates consistent with the 2017 TIS.
2. Vehicle trip volumes rounded to the nearest 5 vehicles.

1.6 Transportation Demand Management

1.6.1 Mobility Choice Travel Plan

The location of the site and its surrounding uses greatly influence the success of a Mobility Choice Travel Plan. The purpose of the Mobility Choice Travel Plan is to guide the provision of viable alternative personal transportation options beyond the single-occupant, private automobile. This plan intends to support the proposed development by outlining Transportation Demand Management (TDM) measures and the suite of strategies under consideration to promote the use of more active and sustainable transportation modes; respond to the mobility needs of residents, employees and visitors of the site; and to reduce the overall dependence on the private automobile.

The site context provides for public transit services, and cyclist and pedestrian connectivity. While opportunities exist in the area infrastructure to accommodate sustainable transportation practices, the ability to fully leverage these opportunities is granted by the success of the implementation of the Mobility Choice Travel Plan.

Four specific objectives define the policy framework for the Mobility Choice Travel Plan:

- Encourage the use of alternate travel modes (transit, cycling, walking);
- Increase vehicle occupancy;
- Shift travel to off-peak periods; and
- Reduce vehicle kilometres travelled.

1.6.2 Organizational Framework

The four broader objectives can be organized within the following categories:

- Encourage Transit Use;
- Encourage and Facilitate Bicycle Use;
- Enhance Pedestrian Access and Walkability;
- Facilitation of Reduced Car Ownership and Usage;
- Vehicular Parking Supply and Management;
- Land Use and Building Infrastructure; and
- Coordination, Communication, and Promotion.

Measures from the Mobility Choice Travel Plan will be incorporated into the proposed development to minimize the need to own a personal vehicle or use an automobile when travelling to and from the site. It is important to encourage and facilitate the use of non-automobile travel modes on a daily basis.

Mobility Choice Travel Plan Strategies for the proposed development are summarized in **Table 5**.

Table 5 Mobility Choice Travel Plan Strategies

LAND USE INTEGRATION		**Intent:** **Reduce reliance on privately owned vehicle** A mixed-use development provides several uses that allow people to meet a variety of their needs on the site. These local land uses provide a level of convenience that reduces the need to travel far off-site for typical daily activity.	**Context:** • The Site is located in a mixed-use area, comprising residential, retail and commercial uses along and in proximity to Plains Road East. **Mobility Strategies:** • The proposed development comprises both residential and non-residential components
TRANSIT USE		**Intent:** **Encourage Transit Use** Support for and the promotion of the use of area transit services for both short and long-distance travel by residents, visitors, and employees will reduce the overall use of a vehicle and the need to own one.	**Area Context:** • The site is located directly adjacent to bus stops on Plains Road East servicing Burlington Transit. • Aldershot GO Station is located approximately 1.5 kilometres to the northwest of the site, and is accessible via buses on Plains Road East. **Mobility Strategies:** • At first occupancy, provide new residents and employees with a transit information package detailing available services in the area. Display in the residential lobbies.
BICYCLE FACILITIES		**Intent:** **Encourage Bicycle Use** Provide cycling infrastructure that supports and promotes cycling as a convenient and viable travel alternative to the personal automobile.	**Area Context:** • Existing bicycle infrastructure includes a bicycle lane along Plains Road East, providing further connections to the wider bicycle network. **Mobility Strategies:** • Provide a bicycle parking provision which exceeds by-law requirements. • At first occupancy, provide new residents and employees with a cycling information package detailing available routes in the area. Display in the residential lobbies.

PEDESTRIAN CONNECTIVITY		**Intent:** **Encourage Pedestrian Use** A high-quality, safe, connection between the site and transit stations / stops, cycling network, and public street system encourages residents, employees and visitors to travel around the site area without a vehicle.	**Area Context:** • Existing sidewalks and signalized crossing opportunities facilitate pedestrian connectivity in the area. **Mobility Strategies:** • Integrate the development pedestrian entrance into the existing sidewalks on Plains Road East
PARKING MANAGEMENT		**Intent:** **Reduce reliance on privately owned vehicle** Reduced parking provisions encourages residents, visitors and employees to re-consider the use or ownership of a vehicle.	**Area Context:** • The site has access to transit services and active transportation infrastructure, and is located in proximity to retail, and other commercial uses along Plains Road East. **Mobility Strategies:** • Provide car parking below the minimum requirements of the Burlington Zoning By-law

1.7 Summary and Conclusions

A Zoning By-law Amendment application is being submitted to address a minor increase of 13 residential units to the maximums currently permitted under the Site-specific By-law approved through the Ontario Municipal Board. No changes are proposed to the Site-specific By-law with regards to car parking, bicycle parking or loading requirements.

The proposed unit increase results in no change to the projected 2-way vehicle trips in the AM peak hour and an increase of 5 two-way vehicle trips in the PM peak hour compared with previous analysis undertaken for the site. This change is minor and it's concluded that the outcomes of the previous analysis undertaken for the site remains valid.

Appendix A:
OMB Decision (Case No.: PL180446)

Local Planning Appeal Tribunal
Tribunal d'appel de l'aménagement local

ISSUE DATE: February 26, 2020 **CASE NO(S).:** PL180446

The Ontario Municipal Board (the "OMB") is continued under the name Local Planning Appeal Tribunal (the "Tribunal"), and any reference to the Ontario Municipal Board or Board in any publication of the Tribunal is deemed to be a reference to the Tribunal.

PROCEEDING COMMENCED UNDER subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	National Homes (Plains Road) LP
Subject:	Application to amend Zoning By-law No. 2020 – Failure of the City of Burlington to make a decision
Existing Zoning:	"Mixed Corridor – MXG"
Proposed Zoning:	"Mixed Use Corridor – MXG – Exception XX"
Purpose:	To permit the development of 280 apartment dwelling units, 117 townhouse dwelling units and 998.5 square meters of commercial space within two eight storey apartment buildings
Property Address/Description:	484 and 490 Plains Road East
Municipality:	City of Burlington
Municipality File No.:	520-14/17
OMB Case No.:	PL180446
OMB File No.:	PL180446
OMB Case Name:	National Homes (Plains Road) LP v. Burlington (City)

Heard: January 21, 2020 in Burlington, Ontario

APPEARANCES:

Parties	**Counsel**
National Homes (Plains Road) LP	I. Kagan and K. Jennings

City of Burlington B. Hurley

MEMORANDUM OF ORAL DECISION DELIVERED BY C.J. BRYSON AND DOUGLAS A. JOYNER ON JANUARY 21, 2020 AND ORDER OF THE TRIBUNAL

INTRODUCTION

[1] National Homes (Plains Road) LP ("Appellant") applied to the City of Burlington ("City") for an amendment to the City's Official Plan ("COP") and to its Zoning By-law No. 2020 ("ZB") for a proposed mixed-use development at 484 and 490 Plains Road East ("Subject Lands"). The City failed to decide upon the OP amendment ("OPA") and the ZB amendment ("ZBA") applications within the applicable timelines under the *Planning Act*, R.S.O. 1990, c. P.13 ("*Planning Act*"). Appeals from these failures were brought to the Tribunal pursuant to s. 22(7) and s. 34(11) of the *Planning Act*, respectively.

[2] Prior to this first Case Management Conference ("CMC") for the OPA appeal and this scheduled hearing of the ZBA appeal, the parties informed the Tribunal that they had reached a full settlement of each matter and wished to have the OPA appeal CMC converted to a settlement hearing to be heard together with a settlement hearing for the ZBA appeal. The Tribunal agreed to these requests and acknowledges the thorough notice issued by the Appellant in this regard to the participants in the ZBA appeal and persons requiring notice for the OPA appeal CMC.

[3] The Appellant produced David Capper to provide the Tribunal with expert land use planning opinion evidence in support of the settlements. Mr. Capper was qualified by the Tribunal in this capacity without objection and upon review of his experience as a registered professional planner and his acknowledgement of expert duty.

[4] Tom Muir and Caroline Archer appeared as Participants in the ZBA appeal, to give oral evidence in opposition to the ZBA settlement, per the permission provided

under the ZBA appeal Procedural Order ("PO") issued prior to the Bill 108*, More Homes, More Choice Act, 2019*, S.O. 2019, c. 9 amendments to the *Local Planning Appeal Tribunal Act,* 2017, S.O. 2017, c. 23, Sched. 1, which restricts participants to the provision of written statements alone effective September 3, 2019. Ms. Archer and Mr. Muir also submitted participant statements prior to the ZBA appeal hearing as required by the PO, which were entered as Exhibits 3 and 4, respectively. The statements and oral evidence opportunity on the ZBA appeal were sufficient to address their OPA appeal concerns regarding height and density for the ZBA also engaged these issues. Accordingly, no participant status was requested or granted in the OPA appeal.

THE SUBJECT LANDS AND SURROUNDING CONTEXT

[5] The Subject Lands are located on the south side of Plains Road East, east of Falcon Boulevard. They have a frontage of 154.5 metres ("m") along Plains Road East and a depth ranging from 64.17 m to 135.8 m. The total site area is 1.84 hectares ("ha"). At the time of the applications, the Subject Lands were occupied by two one-storey commercial buildings and one two-storey commercial building. The two-storey commercial building has since been demolished. The southerly two-thirds of the Subject Lands are bounded by existing one and two-storey single-detached dwelling neighbourhoods to the south, west and east.

[6] Along the south side of Plains Road East, an insurance office and a commercial building abut the Subject Lands, with a mix of retail, personal service, office, automobile service, restaurant, institutional and cultural uses continuing east and west. Across Plains Road East to the north is a four-storey apartment building, Maplehurst Public School and a Shoppers Drug Mart.

[7] Area institutional and public services include places of worship, parks, an arena and a public library. There are active transportation opportunities close by including bike

lanes along Plains Road East and Townsend Road, which is a bicycle priority street. Plains Road East is also designated a multi-purpose arterial road in both the Region of Halton and City of Burlington Official Plans, which hosts a variety of transit options that connect the site to nearby GO Transit.

THE PROPOSAL

[8] The current proposal includes a reduced unit count for both apartment buildings and the townhouses, producing a reduced residential density and Floor Space Index ("FSI"). It also includes an increase in commercial Gross Floor Area ("GFA"), increased building setbacks to provide better protection for nearby residential areas, an increase in parking spaces, an altered surface parking area, an increased landscape buffer and greater amenity space.

[9] The proposal seeks to establish a mixed-use development consisting of two, nine-storey apartment buildings with a total of 277 residential condominium units and 110 townhouse units, designed in six back-to-back, four-storey stacked townhouse form. The proposal includes 998 square metres ("sq m") of commercial floor area, which is to be located on the ground floors of the apartment buildings, and is to front onto Plains Road East.

[10] Each building will have its greatest height facing Plains Road East and will terrace down to the southern portion of the site from the eighth floor to provide for transition to the townhouse units and nearby low-rise residential areas. The ninth floor of each apartment building is to be an outdoor amenity space as is the fourth floor of each townhouse. The unit mix for each apartment building consists of 62% single bedroom units and 38% two-bedroom units. The apartment buildings will be served by one level of underground parking and some surface parking, mainly for the use of visitors and commercial service users. Access to the site is to be provided by way of

three driveway entrances at the east, centre and west points along the property frontage, with the centre driveway being a signalized intersection.

PLANNING EVIDENCE

[11] The proposed OPA, found at Tab 2A of Exhibit 2, is appended to this Decision as Attachment 1. It seeks to add a site-specific policy to section 5.3.2 of the COP, representing the General Policies Section for the Mixed-Use Corridor General land use designation. It adds policy language to permit the two mixed-use apartment buildings with at grade office and commercial uses, with a maximum height of nine storeys; stacked townhouses; and, a maximum density of 211 units per ha. The current COP only allows for six-storeys of height, regular townhouses and a density of 51-185 units per ha.

[12] The proposed ZBA, found at Tab 2B of Exhibit 2, is appended to this Decision as Attachment 2. It seeks to add site-specific exceptions to the current Mixed Use General or MXG zoning for the Subject Lands, to provide for increased density and height, to require increased setbacks, to reduce parking and amenity space requirements, and to prescribe other requirements for privacy and landscape buffers.

[13] Mr. Capper provided opinion evidence that the proposal and instruments are consistent with the Provincial Policy Statement, 2014 (“PPS”). He highlighted that it will facilitate growth within a settlement area, providing intensification within the City’s urban growth area and built-boundary through a mix of compact units and built form and serviced by existing transit and opportunities for active transportation, which will be enhanced by the provision of a park in the centre of the development.

[14] Although Mr. Muir raised concern regarding PPS consistency, a closer examination of those concerns indicate they engage the COP as the implementation tool for the referenced PPS policies, and a misunderstanding of the PPS policies

regarding commercial and retail services and economic development. The Subject Lands are not within an Employment Area which may require replacement of current commercial and office uses. Mr. Muir's further PPS concerns regarding increased surface parking and water permeability are belied by the proposal's site plan demonstrating decreased surface parking with a larger setback to abutting lands and increased green space at grade. Further, the Functional Serving Report submitted in support of the ZBA application notes no water quality or balance measures are required and that the current storm water management service will be improved.

[15] In regard to the Growth Plan for the Greater Golden Horseshoe, 2019 ("Growth Plan"), Mr. Capper provided his opinion that the proposal and instruments conform to its policies. They support a healthy and active community within a built-up area of the City, within an identified location for access to existing and planned transit, including higher order transit. The proposal assists the Region of Halton and the City achieve their minimum intensification targets with transit supportive densities and in preventing the need for urban area expansions. The Subject Lands are well-serviced by existing water and waste water services and the proposal is well-planned to utilize other existing infrastructure and facilitate active transportation.

[16] The Halton Region Official Plan ("ROP") places the Subject Lands within the Region's urban growth area and built boundary, as found on its Map 1 – Regional Structure. Mr. Capper opined the proposal and instruments conform to the ROP, with specific reference to the increased density and complete compact community policies, which encourage intensification within the built boundary where urban services exist, including transit and active transportation routes along an arterial road intensification corridor. Plains Road East is identified on Map 3 – Functional Plan for Major Transportation Facilities as a multi-purpose arterial road. The proposal also respects ROP policies regarding integration with nearby existing neighbourhoods through cycling paths and pedestrian walkways, while the ZBA parking standards promote active transportation.

[17] Mr. Capper continued with his opinion that the proposal and instruments conform to the COP. The Subject Lands are within a Mixed Use Activity Area within Schedule A – Settlement Pattern, which is distinct from defined Residential Areas. They are designated Mixed-Use Corridor – General on Schedule B and Schedule J demonstrates that Plains Road East is a multi-purpose arterial roadway. Schedule 1 further demonstrates the site is along a primary bus service route and bike lane roadways. The COP directs new growth to under-utilized lands and mixed-use corridors, encouraging development involving a mix of residential units in terms of size, type, ownership and cost, as well as commercial development, serviced by existing and planned transit and integration with existing roads, walkways, sidewalks and bikeways.

[18] Although not applicable to the Subject Lands, Mr. Capper analyzed the proposal and instruments in view of the criteria in COP Policy 2.5.2 for intensification in established Neighbourhoods. The Subject Lands are adjacent to an established Neighbourhood. Mr. Capper opined that the proposal is supported by available water, wastewater and stormwater services, as well as schools and parkland, adequate parking, and adequate traffic and transit capacity. The proposal is compatible with existing adjacent Neighbourhood areas through transitions from its scale and height, by the siting of the units, its setbacks and site coverage. It provides adequate parking and amenity space, without shadowing neighbouring properties and uses and provides accessibility to community services and direct access to arterial roads. The Tribunal accepts Mr. Capper’s opinion in this regard, which satisfies the concerns of Mr. Muir relating to these criteria, though they do not strictly apply to the site.

[19] Mr. Capper then continued to establish conformity to reflective and other applicable policies in Section 5 of the COP for the Mixed-Use Corridor – General designation. The proposal and instruments are transit supportive, as adjacent to a primary bus route on Plains Road East that connects to the Aldershot and Burlington GO Stations, and bike lanes and priority bicycle streets in the surrounding area.

[20] Mr. Muir also expressed particular concern regarding amenity space and open landscaped space. The Architectural Site Plan demonstrates the amenity space for each townhouse in the form of balconies, terraces, indoor and outdoor amenity areas, and the apartment units in the form of balconies, buffer zones with tree plantings and rooftop amenity areas, are adequate. The ZB requires 10, 950 sq m of amenity space for the proposal while it provides 9, 955 sq m.

[21] Interestingly, the City calculation of required amenity space applied a requirement of 35 sq m for each stacked townhouse. The ZB requires only 25 sq m per back-to-back townhouse and is silent on stacked townhouses, while requiring 35 sq m for two or more dwelling bedroom unit structures. If the back-to-back townhouse requirement was applied, the proposal would comply with the ZB. The Tribunal accepted Mr. Capper's opinion that it was good planning to apply the 25 sq m requirement for there is no difference between stacked and other townhouse styles for amenity space sufficiency and the proposal otherwise provides amenity space beyond that required by the ZB. Mr. Capper noted the proposal provides far more amenity space than is required for one bedroom units throughout the site and further, that the City's calculation did not include landscaped buffer areas alongside the apartment building outer edges, which are accessible, retain mature trees and are considered amenity space under the ZB.

[22] Ms. Archer and Mr. Muir also raised concerns regarding parking. The proposal provides 479 spaces, consisting of 277 apartment spaces, 70 apartment visitor spaces, 110 townhouse spaces, 22 townhouse visitor spaces and 4 maintenance vehicle spaces. The commercial surface parking spaces required are contained within the 39 apartment building surface parking spaces, which may be used for both residential and commercial service purposes under the ZB. The proposed rates are slightly under the ZB requirements but are supported by the City's adopted standards. The adopted standards would require 523 spaces, but the City is considering a lower rate for

intensification areas including the Subject Lands. While the parking standards adopting by-law is under appeal, the Tribunal has regard for those standards, Council's support of same and the overall trend of decreasing parking standards in facilitation of active transportation and transit use required under the PPS. In Mr. Capper's opinion, the proposed parking standards and the provision of parking proposed represent good planning in higher density development areas. He noted that COP Policy 3.2.2(j) specifically recognizes consideration of lower parking ratios upon review of applications by appropriate City staff, who support the proposal.

[23] Ms. Archer also raised specific traffic safety and flow concerns but confirmed in cross-examination that she had not reviewed the Traffic Impact Study ("TIS") submitted in support of the proposal, which addresses traffic safety and flow in view of the school across the street and access to Plains Road East, area streets, transit and nearby services. The TIS was accepted by the City. She also misunderstood that there would be only a single access to the site, which she felt would create a safety risk.

[24] Mr. Muir raised many concerns regarding the underlying municipal planning process but the Tribunal found no material errors that could impact the Tribunal's function in providing a *de novo* hearing on the proposal and instruments. Mr. Muir was notified of and engaged in the process below and was provided with Participant status in the ZBA appeal, including permission to provide oral testimony. He was not prevented from putting forward his concerns and arguments regarding the proposal.

[25] Mr. Muir also asserted the Appellant was required to demonstrate a need for the additional height and density to justify the proposed OPA and ZBA. There is no requirement to demonstrate a need. The applications are assessed in view of applicable policies, considerations of good planning and the evidence provided at the hearing of the appeals. The Growth Plan provides minimum intensification targets but the PPS, Growth Plan, ROP and COP policies support more intensification where appropriate, along corridors, near existing and planned transit and active transportation facilities.

[26] The Tribunal accepted Mr. Capper's opinion evidence that the proposal and instruments are consistent with the PPS, conform to the Growth Plan, ROP and COP, and represent good planning. Mr. Capper's opinions and the record fully address the concerns raised by Mr. Muir and Ms. Archer in their Participant statements and oral testimony. No evidence of adverse impacts to surrounding neighbourhoods, nearby land uses, traffic flow and safety or area parking, or negative impacts in the form of shadowing, lack of water permeability or lack of amenity space and setbacks was presented.

ORDER

[27] The appeals are allowed, in part, and the OPA and ZBA appended as Attachments 1 and 2 to this Decision and Order are authorized.

"C.J. Bryson"

C.J. BRYSON
MEMBER

"Douglas A. Joyner"

DOUGLAS A. JOYNER
MEMBER

If there is an attachment referred to in this document,
please visit www.elto.gov.on.ca to view the attachment in PDF format.

OFFICIAL PLAN AMENDMENT

AMENDMENT NO. 118 TO THE OFFICIAL PLAN

OF THE BURLINGTON PLANNING AREA

CONSTITUTIONAL STATEMENT

The details of the Amendment, as contained in Part B of this text, constitute Amendment No. 118 to the Official Plan of the Burlington Planning Area, as amended.

PART A – PREAMBLE

1. PURPOSE OF THE AMENDMENT

The purpose of this Amendment is to add a site specific policy to the lands at 484 and 490 Plains Road East. The site specific policy will facilitate a development consisting of two mixed-use buildings and stacked townhouse units.

2. SITE AND LOCATION

The subject lands are located on the south side of Plains Road East between Sanford Drive and Falcon Boulevard. The property has an area of 1.84 hectares. The southerly three quarters of the site (east, west and south) are bound by single detached residential development. Along Plains Road, the site abuts a commercial plaza to the east and an insurance office to the west. To the north, the site abuts high-density residential uses, Maplehurst Public School and a range of commercial uses.

3. BASIS FOR THE AMENDMENT

a) The subject application proposes intensification that is consistent with the Provincial Policy Statement (PPS). The PPS promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of public transit.

b) The proposed development is located on lands with adequate infrastructure and in close proximity to transit routes, commercial uses and community amenities so satisfies Official Plan policies to provide housing opportunities in locations that can reduce travel times and decrease dependence on the car.

c) The applicant submitted technical studies with the application that provide adequate and appropriate information to support the development.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

Map Change:

Not applicable

Text Change:

The text of the Official Plan of the Burlington Planning Area, as amended, is hereby amended as follows:

By adding the following policy t) in Part III Section 5.3 Mixed Use Corridors, Subsection 5.3.2, General Policies, as follows:

484 and 490 Plains Road East	t) Notwithstanding the policies of Part III, Subsections 5.3.2 a) ii) and d) ii) of this Plan, for the lands described as 484 and 490 Plains Road East, the following policies *shall* apply: (i) two mixed-use buildings with residential and at-grade office and commercial uses, with a maximum building height of 9 storeys *shall* be permitted; (ii) stacked townhouse units *shall* be permitted; and, (iii) a maximum density of 211 units per hectare *shall* be permitted.

2. INTERPRETATION

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

3. IMPLEMENTATION

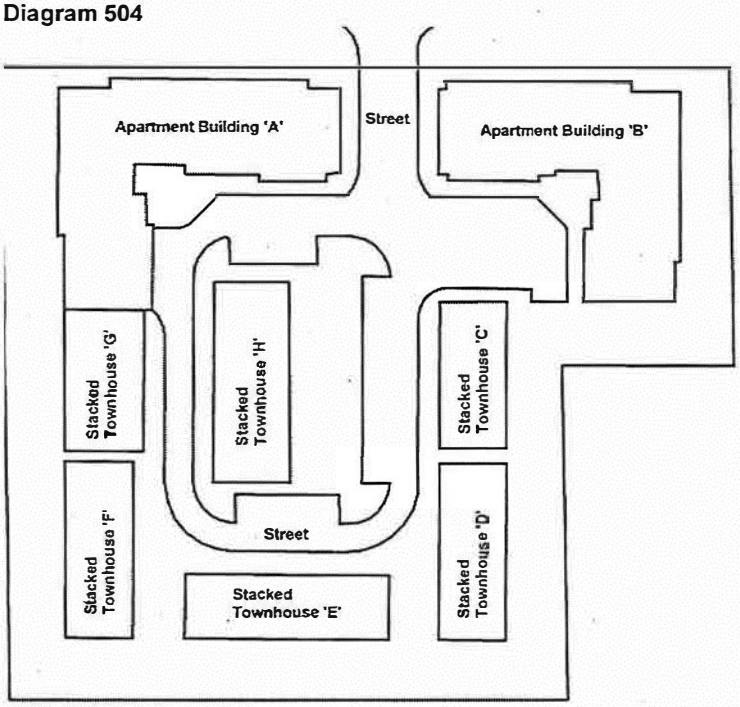
This Official Plan Amendment will be implemented in accordance with the appropriate "Implementation" policies of Part VI of the Official Plan of the Burlington Planning Area.

Exception 504	Zone MXG-504	Map 5-W	Amendment 2020.XXX	Enacted

1. Permitted Uses

a) Only the following uses shall be permitted:
i) Apartment Building with Retail and Service Commercial and Office uses permitted on Ground Floor
ii) Stacked Townhouse

Diagram 504



2. Regulations for Apartment Buildings

a)	Maximum Number of Units:	277
b)	Yard Abutting a Street:	
	i) Balconies:	2.9 m
	ii) Floor 9 (Rooftop Amenity and Mechanical Penthouse):	10 m
c)	Yard Abutting a Residential Zone:	
	i) East Side:	
	Floors 1-8:	10.8 m, 10.2 m to balconies
	Floor 9 (Rooftop Amenity and Mechanical Penthouse):	17.2 m
	ii) West Side:	
	Floors 1-8:	11.6 m, 11 m to balconies
	Floor 9 (Rooftop Amenity and Mechanical Penthouse):	17.5 m
	iii) South Side:	
	Floors 1-6:	13.2 m including balconies
	Floors 7-8:	21 m, 18 m to terrace, 13.4 m to balconies
	Floor 9 (Rooftop Amenity and Mechanical Penthouse):	35 m
d)	Maximum Height:	8 storeys up to 27.5 m
	Rooftop Amenity and Mechanical Penthouse:	5 m

e)	Maximum Rooftop Amenity excluding Mechanical Penthouse:	500 m²
f)	Occupant Parking:	1 space/unit
g)	Visitor Parking:	0.25 spaces/unit
h)	Non-Residential Parking:	3.5 spaces/100m² of Gross Floor Area at grade only (can be shared with visitor parking including designated accessible spaces)
i)	Maximum Floor Area for all Non-Residential Uses:	1000 m²

3. Regulations for Stacked Townhouses

a)	Yard Abutting a Residential Zone:	11.9 m including rooftop amenity and balconies
b)	Maximum Number of Units:	110
c)	Maximum Height: Rooftop Amenity:	3 storeys up to 10 m 2.5 m

d) Privacy Areas:
- i) Privacy areas for ground level units are permitted to have privacy screens on two sides only; with the opening on the side opposite the building.
- ii) Rooftop privacy areas permitted to have glass screens or railings with a minimum height of 1 m along exterior walls of building.

e) Parking:
- i) Occupant: 1 space/unit
- ii) Visitor: 0.2 spaces/unit
- iii) Loading: None Required

Notwithstanding Part 16, Definitions, Stacked Townhouse, a stacked townhouse building is permitted to contain 23 residential units and access to second or upper level units may be from interior or exterior stairways.

4. Regulations Applicable to Entire Site

a)	Floor Area Ratio	1.84:1 Maximum
b)	Landscape Area Abutting a Street:	1 m Transformers, walkways and street furniture may encroach.
c)	Landscape Buffers:	Transformers, underground stormwater tanks and vents may encroach.
d)	Setback from street for below grade parking structures:	1 m
e)	Amenity Area:	25 m² per unit
f)	Setback from Driveway or Parking Lot/Parking Spaces to Window of Habitable Room:	2 m
g)	Setback from Ramp and Loading Space to Window of Habitable Room:	0 m

Carshare Spaces may be included in required parking calculation.

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

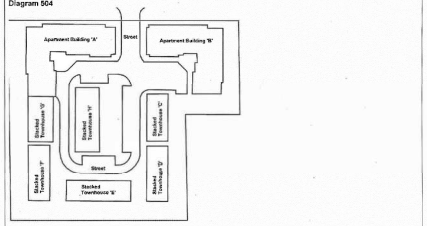
Appendix B:
Architectural Plans – May 15, 2024 (Not to Scale)

Exception 504	Zone MXG-504	Map 5-W	Amendment 2020.XXX	Enacted

1. Permitted Uses

a) Only the following uses shall be permitted:
i) Apartment Building with Retail and Service Commercial and Office uses permitted on Ground Floor
ii) Stacked Townhouse

Diagram 504



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a)	Maximum Number of Units:	277
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	ii) Floor 9 (Rooftop Amenity and Mechanical Penthouse):	10 m
c)	Yard Abutting a Residential Zone:	
	i) East Side:	
	Floors 1-8:	10.8 m, 10.2 m to balconies
	Floor 9 (Rooftop Amenity and Mechanical Penthouse):	17.2 m
	ii) West Side:	
	Floors 1-8:	11.6 m, 11 m to balconies
	Floor 9 (Rooftop Amenity and Mechanical Penthouse):	17.5 m
	iii) South Side:	
	Floors 1-6:	13.2 m including balconies
	Floors 7-8:	21 m, 18 m to terrace, 13.4 m to balconies
	Floor 9 (Rooftop Amenity and Mechanical Penthouse):	35 m
d)	Maximum Height:	8 storeys up to 27.5 m
	Rooftop Amenity and Mechanical Penthouse:	5 m
e)	Maximum Rooftop Amenity excluding Mechanical Penthouse:	500 m²
f)	Occupant Parking:	1 space/unit
g)	Visitor Parking:	0.25 spaces/unit
h)	Non-Residential Parking:	3.5 spaces/100m² of Gross Floor Area at grade only (can be shared with visitor parking including designated accessible spaces)
i)	Maximum Floor Area for all Non-Residential Uses:	1000 m²

3. Regulations for Stacked Townhouses

a)	Yard Abutting a Residential Zone:	11.9 m including rooftop amenity and balconies
b)	Maximum Number of Units:	110
c)	Maximum Height:	3 storeys up to 10 m
	Rooftop Amenity:	2.5 m
d)	Privacy Areas:	
	i)	Privacy areas for ground level units are permitted to have privacy screens on two sides only, with the opening on the side opposite the building
	ii)	Rooftop privacy areas permitted to have glass screens or railings with a minimum height of 1 m along exterior walls of building.
e)	Parking:	
	i)	Occupant: 1 space/unit
	ii)	Visitor: 0.2 spaces/unit
	iii)	Loading: None Required

Notwithstanding Part 16, Definitions, Stacked Townhouse, a stacked townhouse building is permitted to contain 23 residential units and access to second or upper level units may be from interior or exterior stairways.

4. Regulations Applicable to Entire Site

a)	Floor Area Ratio	1.84:1 Maximum
b)	Landscape Area Abutting a Street:	1 m Transformers, walkways and street furniture may encroach.
c)	Landscape Buffers:	Transformers, underground stormwater tanks and vents may encroach.
d)	Setback from street for below grade parking structure:	1 m
e)	Amenity Area:	25 m² per unit
f)	Setback from Driveway or Parking Lot/Parking Spaces to Window of Habitable Room:	2 m
g)	Setback from Ramp and Loading Space to Window of Habitable Room:	0 m

Current Specific Zoning By law 4 dA1.01
NTS

484 PLAINS ROAD - PHASE 2
Burlington, Ontario
Proposed Mixed-Use Development

Project Statistics
May 10, 2024 — Project No. 23-120

1.0 **Site Area**

		Hectares	sq.m.	sq.ft.	ac.
PHASE 2		0.432	4,316.9	46,467	1.07
PHASE 1 - 484 Plains Rd E (LOT AREA)		0.90	2,231.1	8,029	97,197
PHASE 1 - 484 Plains Rd E (LOT AREA)		0.90	2,384.1	8,569	100,444
Total Site Area		**1.836**	**4,537.2**	**16,361.56**	**197,642**

1.2 PHASE AREA (ABOVE GRADE AREA)

	Hectares	sq.m.	sq.ft.	ac.
PHASE 1 AREA (Above Grade Area)	2.2027	8,914	95,940	
PHASE 2 AREA (Above Grade Area)	2.3346	9,449	101,699	
Total Site Area	**4.5372**	**18,361.56**	**197,642**	

2.0 **GFA (Gross Building Area)**
The total area of the floor measured to the outside of all outside walls, including a basement or cellar but excluding areas used for parking of motor vehicles or areas above an atrium.

2.1 **Proposed GFA - PHASE 1 - Building B**

				No. of Floor	sq.m.	sq.ft.	sq.ft.
Level	P1			1 x	1,186.77	1,186.77	12,777
Level	1		(Non-Residential)	1 x	456.63	456.63	4,915
Level	1			1 x	1,414.06	1,414.06	15,221
Level	2			1 x	1,414.06	1,414.06	15,221
Levels	3	to	6	4 x	1,482.00	5,928.00	63,808
Levels	7	to	8	2 x	1,221.24	2,442.48	26,291
Mech Penthouse				1 x	194.68	194.68	2,096
Proposed GFA - PHASE 1 - Building B						**12,447.91**	**133,975**

2.2 **Proposed GFA - PHASE 2 - Building A**

				No. of Floor	sq.m.	sq.ft.	sq.ft.
Level	P1			1 x	1,231.00	1,231.00	13,255
Level	1		(Non-Residential)	1 x	509.00	509.00	5,479
Level	1		(Residential)	1 x	1,134.39	1,134.39	12,100
Levels	2	to	6	5 x	1,483.91	7,419.55	79,860
Levels	7	to	8	2 x	1,335.75	2,671.50	28,756
Mech Penthouse				1 x	233.17	233.17	2,510
Proposed GFA - PHASE 2 - Building A						**13,700.61**	**147,500**

2.3 **Proposed GFA - Phase 2 (3 Storey Stacked Back-to-Back Townhouses)**

			sq.m.	sq.ft.
Building C			2,187.00	23,541
Building D			1,568.38	16,882
Proposed GFA - Phase 2 (3 Storey Stacked Back-to-Back Townhouses)			**3,755.38**	**40,423**

2.4 **Proposed GFA - In Phase 2 (3 Storey Stacked Back-to-Back Townhouses)**

			sq.m.	sq.ft.
Building F			2,821.50	30,370
Building F			2,194.50	23,620
Total Proposed GFA - in Phase 2 (3 Storey Stacked Back-to-Back Townhouses)			**5,016.00**	**53,990**

2.5 **Total Proposed Gross Floor Building Area**

			sq.m.	sq.ft.
Phase 1			16,202.38	174,401
Phase 2			18,204.51	195,952
Total Proposed Gross Floor Building Area			**34,406.89**	**370,353**

3.0 **GCA (Gross Construction Area)**

3.1 **Proposed GCA - PHASE 2 - Building A**

				No. of Floor	sq.m.	sq.ft.	sq.ft.
Level	P1			1 x	8,217.00	8,217.00	88,441
Level	1		(Non-Residential)	1 x	504.96	504.96	5,435
Level	1		(Residential)	1 x	1,115.00	1,115.00	12,000
Levels	2	to	6	5 x	1,483.91	7,419.55	79,860
Levels	7	to	8	2 x	1,335.75	2,671.50	28,756
Mech Penthouse				1 x	233.17	233.17	2,510
Proposed GCA - PHASE 2 - Building A (Above Grade)						**11,944.12**	**128,551**
Proposed GCA - PHASE 2 - Building A (Above & Below Grade)						**20,161.12**	**217,010**

3.2 **Proposed GCA - Phase 2 (3 Storey Stacked Back-to-Back Townhouses)**

			sq.m.	sq.ft.
Building F			2,821.50	30,370
Building F			2,194.50	23,620
Proposed GCA - Phase 2 (3 Storey Stacked Back-to-Back Townhouses)			**5,016.00**	**53,990**

Total Proposed GCA in Phase 2 - Above Grade	**16,960.12**	**182,551.21**
Total Proposed GCA in Phase 2 - Above and Below Grade	**25,177.12**	**271,004.31**

3.3 **Proposed Fill for both Phases**

	Total Proposed Gross Building Floor Area	Total Site Area	FSI
FSI	34,406.89	18361.56	1.87

2.6 Density for both Phases

	Total Units	Area (ha)	Units/ha
Units/ Hectare	466	1.84	253

4.0 **NSA (Net Saleable Area)**

4.1 **Proposed NSA - PHASE 1 - Building B -Residential**

				No. of Floor	sq.m.	sq.ft.	sq.ft.
Level	1		(Residential)	1 x	213.31	213.31	2,296
Level	2			1 x	1,248.90	1,248.90	13,442
Levels	3	to	6	4 x	1,301.33	5,280.18	56,836
Levels	7	to	8	2 x	1,069.87	2,139.74	23,032
Proposed NSA - PHASE 1 - Building B						**8,668.13**	**95,671**

4.1 **Proposed NSA - PHASE 1 - Building B - Commercial**

				No. of Floor	sq.m.	sq.ft.	sq.ft.
Level	1		(Non-Residential)	1 x	427.98	427.98	4,607
Proposed NSA - PHASE 1 - Building B						**427.98**	**4,607**

4.2 **Proposed NSA - Phase 1 (3 Storey Stacked Back-to-Back Townhouses)**

			sq.m.	sq.ft.
Building C			2,187.00	23,541
Building D			1,568.38	16,882
Proposed NSA - Phase 1 (3 Storey Stacked Back-to-Back Townhouses)			**3,755.38**	**40,423**

Total Proposed NSA in Phase 1	**12,852.48**	**140,700.79**

4.3 **Apartment Building B Efficiency - Residential**

	Total Proposed RES. NSA sq.ft.		Total Proposed RES. GFA sq.ft Above Grade		Efficiency
Building B Efficiency	95,671.05	divided by	116,532.57	=	**82.10%**

4.4 **Building B Average Unit Size**

	Total Proposed Residential NSA sq.ft.		Total Units Numbers		sq.ft.
Building B AVG. UNIT SIZE	95,671.05		153	=	**625.30**

4.5 **Proposed NSA - PHASE 2 - Building A -Residential**

				No. of Floor	sq.m.	sq.ft.	sq.ft.
Level	1		(Residential)	1 x	336.32	336.32	3,620
Levels	2	to	6	5 x	1,320.28	6,601.40	71,057
Levels	7	to	8	2 x	1,177.12	2,354.24	25,341
Proposed NSA - PHASE 2 - Building A						**9,291.96**	**100,018**

4.6 **Proposed NSA - PHASE 2 - Building A - Commercial**

				No. of Floor	sq.m.	sq.ft.	sq.ft.
Level	1		(Non-Residential)	1 x	478.39	478.39	5,150
Proposed NSA - PHASE 2 - Building A						**478.39**	**5,150**

4.7 **Proposed NSA - Phase 2 (3 Storey Stacked Back-to-Back Townhouses)**

			sq.m.	sq.ft.
Building F			2,821.50	30,370
Building F			2,194.50	23,620
Proposed NSA - Phase 2 (3 Storey Stacked Back-to-Back Townhouses)			**5,016.00**	**53,990**

Total Proposed NSA in Phase 2	**14,784.35**	**159,157.65**

4.8 **PRELIMINARY Apartment Building A Efficiency - Residential**

	Total Proposed RES. NSA sq.ft.		Total Proposed RES. GFA sq.ft Above Grade		Efficiency
PRELIMINARY Building A Efficiency	100,017.82	divided by	123,236.74	=	**81.2%**

4.9 **Building A Average Unit Size**

	Total Proposed Residential NSA sq.ft.		Total Units Numbers		sq.ft.
Building A AVG. UNIT SIZE	100,017.82		166	=	**602.52**

6.0 **Amenity**
Amenity Area: This area situated within the boundaries of a project and intended for recreational purposes, which may include open spaces, patios, balconies, communal play areas, lounges, sundecks, and roofdecks, but shall not include the area occupied at grade by the buildings, service areas, parking, and driveways.

6.1 **Amenity Requirement based on Specific Zoning By Law - In Phase 1**

	No. of Units	Amenity Ratio (Sq m/unit)	Required Amenity
Apartment Building	153	29.00	3,825
Townhouses	36	25.00	900
Total Amenity Area Required	sq.m.	Ratio	**4,725**

6.2 **Amenity Provided - Phase 1**

	Amenity Area (Sq.m.)
Ground Floor (Outdoor Private, Open Space and Landscaped Areas)	2,000
Bldg B:	
Level 1 (Indoor Amenity)	150.00
Level 2 (Private Amenities, Balconies and Terraces)	1,140.00
Level 3 (Private Amenities, Balconies and Terraces)	100.00
Level 4-6 (Private Amenities, Balconies and Terraces)	450.00
Level 7 (Private Amenities, Balconies and Terraces)	200.00
Level 8 (Private Amenities, Balconies and Terraces)	220.00
Roof Top Outdoor Amenity	210.00
Bldg C:	
Roof Top	100.00
Bldg D:	
Roof Top	300.00
Total Amenity Area Provided	**5,064.00**

6.3 **Amenity Requirement based on Specific Zoning By Law - In Phase 2**

	No. of Units	Amenity Ratio (Sq m/unit)	Required Amenity
Apartment Building	166	29.00	4,794
Townhouses	45	25.00	1,125
Total Amenity Area Required	sq.m.	Ratio	**5,919**

6.4 **Amenity Provided - Phase 2**

	Amenity Area (Sq.m.)
Ground Floor (Open Space and Landscaped Areas)	3,220
Bldg A:	
Level 1 (Indoor Amenity)	226.31
Private Balconies	1,000.00
Roof Top Outdoor Amenity	280.00
Bldg B	
Level 1 (Private Patio)	144.00
Roof Top	540.00
Bldg C	
Level 1 (Private Patio)	126.00
Roof Top	480.00
Total Amenity Area Provided	**6,896.31**

7.0 **Unit Count**

7.1 **Units - In Phase 1 - Bldg B**

			1 BR	1BR+D	2 BR	2BR+D	3BR	No. of Units
Bldg B								
Level 1	1	Floor	2	2	0	0	0	4
Levels 2	1	Floor	4	10	5	2	0	21
Levels 3-6	4	Floors	8	12	3	1	1	97
Levels 7-8	2	Floors	4	6	2	1	0	33
Total Units - In Phase 1 - Bldg B			**42**	**70**	**20**	**8**	**2**	**153**
Percentage			**28%**	**46%**	**14%**	**7%**	**0%**	**100%**

7.2 **Units - 3 Storey Stacked Back-to-Back Townhouses**

	No. of Units
Building C	18
Building D	21
Total Units - 3 Storey Stacked Back-to-Back Townhouses	**39**

7.3 **Total Unit Count**

	No. of Units
Total Units - In Phase 1 - Bldg B	153
Total Units - 3 Storey Stacked Back-to-Back Townhouses	39
Total Unit Count - In Phase 1	**189**

8.0 **Units - In Phase 2 - Bldg A**

			Studio	1 BR	1BR+D	2 BR	2BR+D	3BR	No. of Units
Building A									
Level 1	1	Floor	1	1	3	1	0		6
Levels 2-5	5	Floors	0	9	9	6	0		129
Levels 7-8	2	Floors	0	5	8	5	0	2	46
Total Units - In Phase 2 - Bldg A			**1**	**35**	**60**	**41**	**0**	**2**	**181**
Percentage			**1%**	**34%**	**39%**	**23%**	**0%**	**2%**	**100%**

8.2 **Units - 3 Storey Stacked Back-to-Back Townhouses in Phase 2**

	No. of Units
Building E	24
Building F	21
Total Units - 3 Storey Stacked Back-to-Back Townhouses in Phase 2	**45**

8.4 **Total Unit Count**

	No. of Units
Total Units - In Phase 2 - Bldg A	166
Total Units - 3 Storey Stacked Back-to-Back Townhouses in Phase 2	45
Total Unit Count - In phase 2	**211**

8.9 **Parking - (minimum space size- 2.75m/9.0m)**

8.1 **Parking Requirement based on Specific Zoning By Law - In Phase 1**

	No. of Units	Parking Ratio	Parking Spaces
A. Residential			
Apartment Building	153	1.00 /unit	153
Apartment Visitors	153	0.25 /unit	39
Townhouses	36	1.00 /unit	36
Townhouse Visitors	36	0.25 /unit	9
Residential Parking Spaces Required			**236**
Total Parking Spaces Required	sq.m.	Ratio	**236**
B. Non-Residential			
Non-Residential	458.63	85% x (3.5/ 100m² of retail)	14
Non-Residential Parking Spaces Required			**14**

Required Accessible Parking Space

Apartment Resident	153	3% of Total Parking Required	5
Apartment Visitors	39	between 5- 30	1
Townhouse Resident	36	between 5- 30	1
Townhouse Visitors	9	between 5- 30	1
Non-Residential	14	between 5- 30	1
Total Required Accessible Parking Space			**9**

* Section 4.6 (i) of the MXG Zone Parking Provisions permits non-residential parking spaces located on the same property as a residential use to be counted towards residential visitor parking spaces
**Based on Section 4.6 b) (MXG Zone Parking Provisions) of Burlington's Zoning By-law, which allows the minimum number of required non-residential parking spaces to be reduced by a factor of 5%.

8.1 **Parking Provided - Phase 1**

	P1	Surface	Parking Spaces
A. Residential			
Residential - Apartment	153	-	153
Apartment Visitor	33	39	39
Residential - Townhouses	27	-	27
Townhouses Visitor	-	6	6
Total Parking Spaces Provided	**206**	**37**	**237**
B. Non-Residential			
Non-Residential: Parking (shared with Resident Visitor)		14	14
Non-Residential Parking Spaces Provided			**14**

Provided Accessible Parking Space

	P1	Surface	Parking Spaces
Apartment Resident	5	-	5
Apartment Visitors	1	-	1
Townhouse Resident	1	-	1
Townhouse Visitors	-	1	1
Non-Residential	-	1	1
Total Provided Accessible Parking Space	**7**	**2**	**9**

8.1 **Parking Requirement - Phase 2**

	No. of Units	Parking Ratio	Parking Spaces
A. Residential			
Apartment Building	166	1.00 /unit	166
Apartment Visitors	166	0.25 /unit	42
Townhouses	45	1.00 /unit	45
Townhouse Visitors	45	0.20 /unit	9
Residential Parking Spaces Required			**262**
Non- Res. Parking Requirement - Phase 2	sq.m.	Ratio	
B. Non-Residential			
Non-Residential	599.90	85% x (3.5/ 100m² of retail)	18
Non- Res. Parking Requirement - Phase 2			**18**

Required Accessible Parking Space

Apartment Resident	166	3% of Total Parking Required	5
Apartment Visitors	42	between 5- 30	1
Townhouse Resident	45	between 5- 30	1
Townhouse Visitors	9	between 5- 30	1
Non-Residential	17	between 5- 30	1
Total Required Accessible Parking Space			**9**

* Section 4.6 (i) of the MXG Zone Parking Provisions permits non-residential parking spaces located on the same property as a residential use to be counted towards residential visitor parking spaces
**Based on Section 4.6 b) (MXG Zone Parking Provisions) of Burlington's Zoning By-law, which allows the minimum number of required non-residential parking spaces to be reduced by a factor of 5%.

8.1 **Parking Provided - Phase 2**

	P1	Surface	Parking Spaces
A. Residential			
Residential - Apartment	166	-	166
Apartment Visitor	7	35	42
Residential - Townhouses	45	0	45
Townhouses Visitor	-	9	9
Residential Parking Provided - Phase 2	**218**	**44**	**262**
B. Non-Residential			
Non-Residential Parking (shared with Resident Visitor)		18	18
Non-Residential Parking Spaces Provided - Phase 2			

Provided Accessible Parking Space - Phase 2

	P1	Surface	Parking Spaces
Apartment Resident	5	-	5
Apartment Visitors	-	2	2
Townhouse Resident	1	-	1
Townhouse Visitors	-	1	1
Non-Residential	-	1	1
Provided Accessible Parking Space - Phase 2	**6**	**3**	**9**

Project Statistics 3 dA1.01
NTS



Context Plan 1 dA1.01
NTS

PART OF LOT 24 REGISTERED PLAN 833
AND
PART OF LOT 3 BROKEN FRONT CONCESSION

IN THE CITY OF BURLINGTON, REGIONAL MUNICIPALITY OF HALTON.

Legal Description 2 dA1.01
NTS

Authorities Having Jurisdiction

Progress Set
May 10, 2024

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20 De Boers Drive Suite 400
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No.	Revision:	Revisions Date:
01	Issued for Rezoning	May (),2024
No.	Issued For:	Date:

NATIONAL HOMES
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Client:

Northshore - Phase 2
490 Plains Road, Burlington, ON
Proposed Residential Development

Drawing Title:

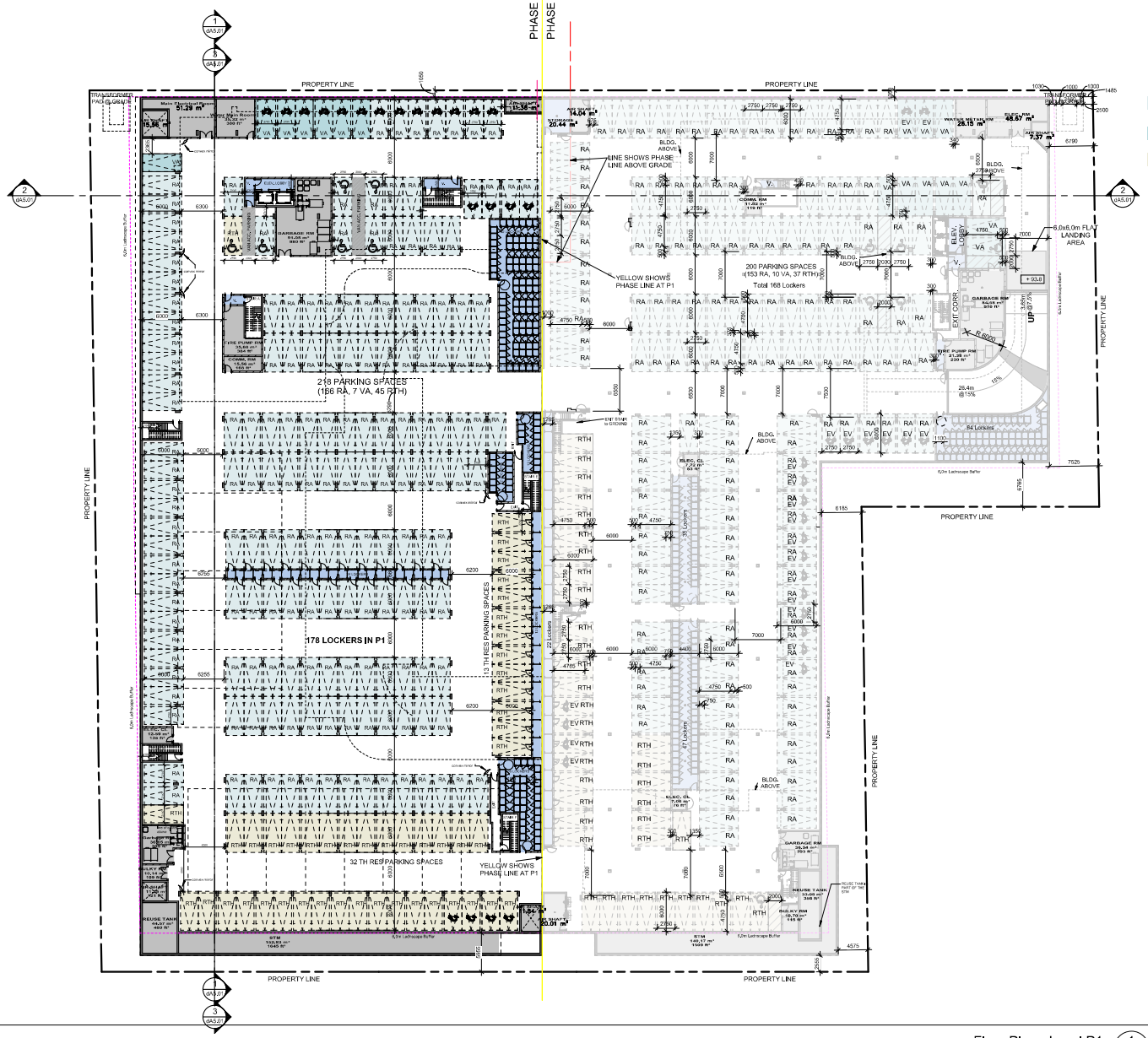
Context Plan & Project Statistics

Scale:

Drawn by: MB
Checked by: FG
Project No.: 23120
Date: May 10, 2024
Drawing No.:

dA1.01

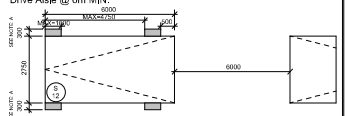
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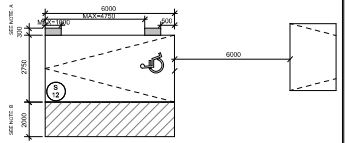
Floor Plan - Level P1
1 : 300
1 dA2.01

TYPICAL PARKING SPACE:

Drive Aisle @ 6m MIN.



Accessibility Parking Space



NOTES:
A - PROVIDE AN ADDITIONAL 300mm FOR PARKING SPACE WIDTH WHEN OBSTRUCTIONS OCCUR ALONG THE PARKING STALL.
B - PROVIDE A 2000mm WALKWAY ON AT LEAST ONE SIDE OF A HANDICAP PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING HANDICAP SPACE.

General Typical Floor Notes
NTS
1 dA2.01

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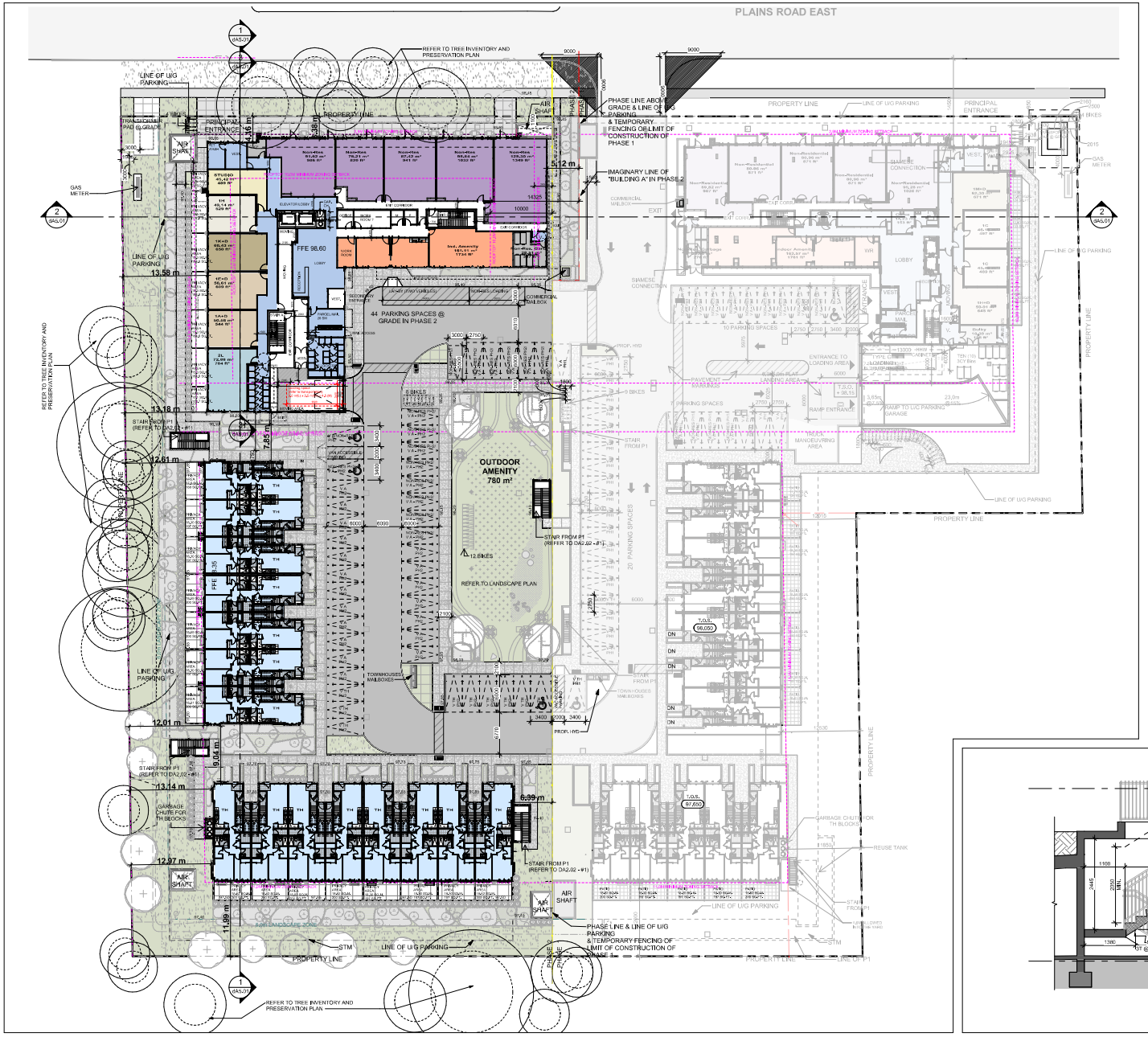
Client:

Northshore - Phase 2
490 Plains Road, Burlington, ON
Proposed Residential Development

Drawing Title:
Overall Floor Plan Level P1

Scale: 1 : 300
Drawn by: MB
Checked by: FG
Project No.: 23120
Date: May 15, 2024
Drawing No.:

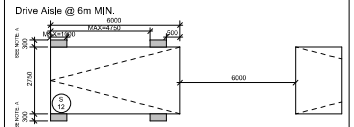
dA2.01



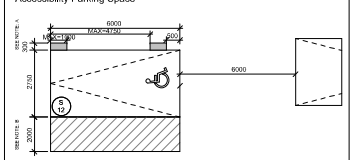
Floor Plan - Level 1 — 3 / dA2.02
1 : 300

TYPICAL PARKING SPACE:

Drive Aisle @ 6m MIN.

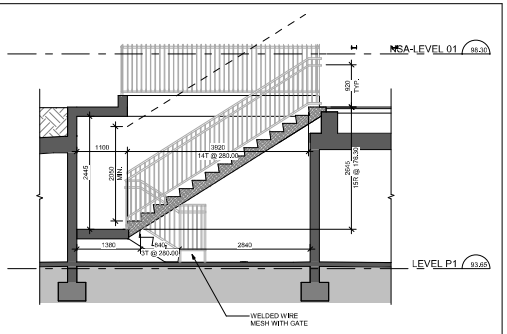


Accessibility Parking Space



NOTES:
A - PROVIDE AN ADDITIONAL 300mm FOR PARKING SPACE WIDTH WHEN OBSTRUCTIONS OCCUR ALONG THE PARKING STALL.
B - PROVIDE A 2000mm WALKWAY ON AT LEAST ONE SIDE OF A HANDICAP PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING HANDICAP SPACE.

General Typical Floor Notes — 2 / dA2.02
NTS



Typical Exit Stair Section (level P1 - 01) — 1 / dA2.02
1 : 50

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Client:

Northshore - Phase 2
490 Plains Road, Burlington, ON
Proposed Residential Development

Drawing Title:
Overall Floor Plan Level 1

Scale: As indicated
Drawn by: MB
Checked by: FG
Project No.: 23120
Date: May 15, 2024
Drawing No.:

dA2.02



Floor Plan Level 2-6

1 : 300

1 dA2.03

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Client:

Northshore - Phase 2

490 Plains Road, Burlington, ON

Proposed Residential Development

Drawing Title:

Overall Floor Plan Level 2

Scale: 1 : 300

Drawn by: MB

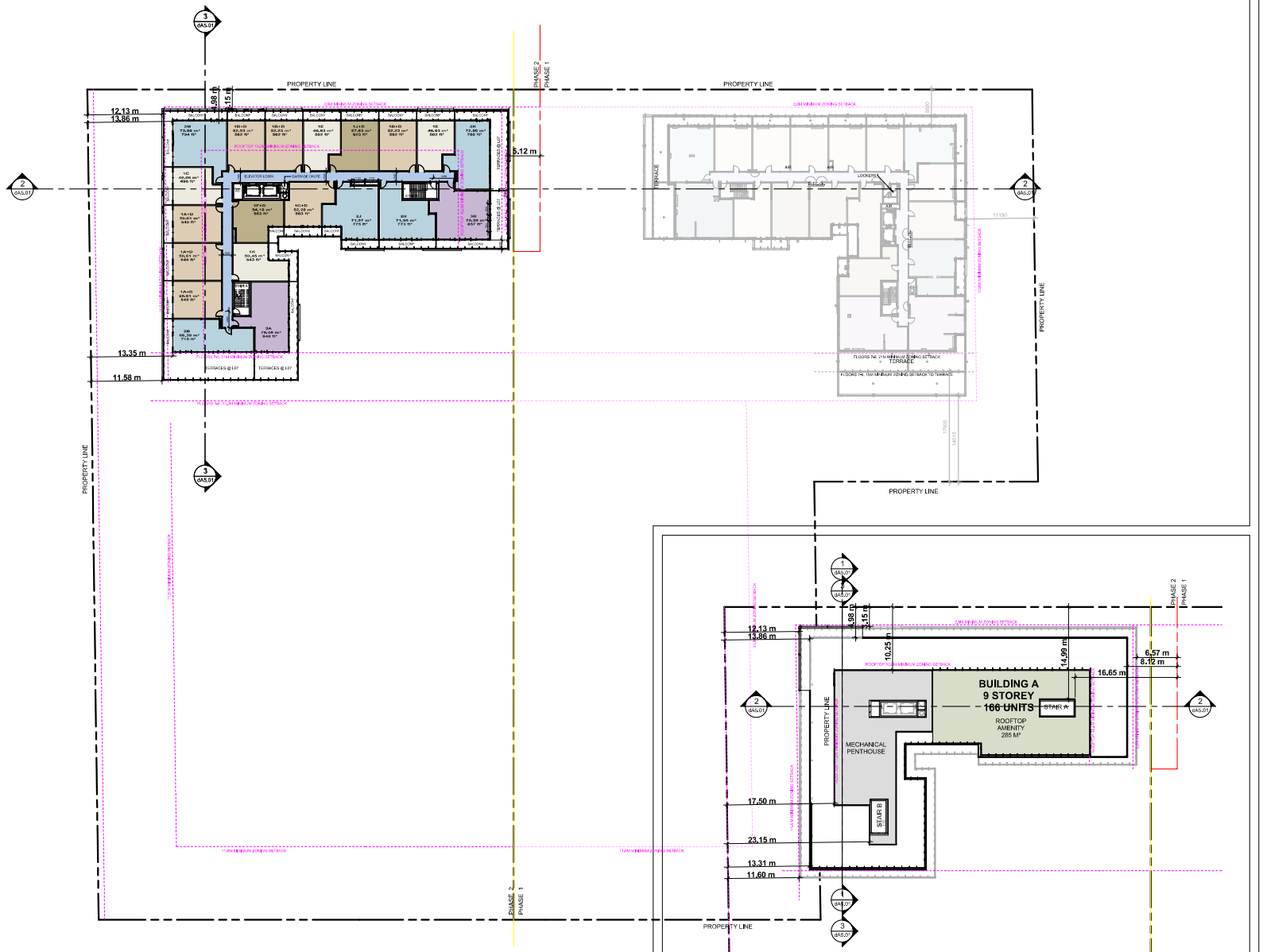
Checked by: FG

Project No.: 23120

Date: May 15, 2024

Drawing No.:

dA2.03



Floor Plan - Level 7-8 — 1 dA2.06
1 : 300

Floor Plan Leve Res. Roof. — 2 dA2.06
1 : 300

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No.	Issued For:	Date:

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Client:

Northshore - Phase 2
490 Plains Road, Burlington, ON
Proposed Residential Development

Drawing Title:

Overall Floor Plan
Level 7-Roof

Scale: 1 : 300
Drawn by: MB
Checked by: FG
Project No.: 23120
Date: May 15, 2024
Drawing No.:

dA2.06