WND ASSOCIATES

PLANNING AND URBAN DESIGN

3 March 2023

City of Burlington
Community Planning Department
426 Brant Street, Second Level
P.O. Box 5013
Burlington, ON L7R 3Z6

Attention: **Thomas Douglas, Senior Planner**

Dear Sir,

RE: **First Resubmission**
Applications for Official Plan Amendment & Zoning By-law Amendment
1120 Cooke Boulevard (Stationwest Phase 2)
City of Burlington
City File No. 505-01/22, 520-01/22
WND File No. 17.519

WND Associates ("WND") is the planning agent for Adi Developments (Masonry) Inc. (the "owner") assisting with the planning approvals process for the mixed-use redevelopment of the site known municipally as 1120 Cooke Boulevard (the "subject site") in the City of Burlington. The proposal consists of the redevelopment of vacant brownfield lands to provide three residential towers with ground-level retail/commercial space (the "proposed development") in the planned Aldershot GO Major Transit Station Area. The proposal development represents Phase 2 of the Stationwest development.

This letter and accompanying materials are being provided to support a first resubmission of the applications for Official Plan Amendment and Zoning By-law Amendment to facilitate the proposed redevelopment. The initial submission of these applications was circulated to the City of Burlington on November 25, 2021 followed by a supplementary submission on March 1, 2022 at the request of staff. The applications were deemed complete on March 14, 2022. An overview of the project history, staff and public consultation, and rationale for recent updates to the proposed development are provided herein.

The Subject Site

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

A temporary one-storey sales and presentation centre is located within the southwest portion of the subject site associated with Phase 1 of the Stationwest project.

Surrounding Context & Development Activity

A significant amount of development activity is occurring in the vicinity of the proposed development that frames the current and emerging development context in the Aldershot GO MTSA. Consistent with the proposed development, the nearby proposals with the greatest heights and densities are directed to areas in the closest proximity to the Aldershot GO Station, transitioning in scale to mid-rise forms of development along the Plains Road corridor. A summary of recent and ongoing development applications near the proposed development is provided in **Table 1**.

Table 1. Nearby Development Applications

Address	Application	Uses	Height	Density (FAR)	Dwelling Units	Status
1062-1074 Cooke Blvd.	OPA, ZBA	Mixed	30, 32	9.51	809	Under review
1085 Clearview Ave.	OPA, ZBA	Res.	7, 7	-	164	Approved (OLT)
35 Plains Rd.	OPA, ZBA	Mixed	8	4.02	72	Approved
40-70 Plains Rd.	OPA, ZBA	Res.	12	4.33	360	Appealed
53-71 Plains Rd.	OPA, ZBA	Mixed	9, 18	3.58	555	Approved (OLT)
92 Plains Rd.	OPA, ZBA	Mixed	4	1.20	49	Approved (OLT)
1029-1033 Waterdown Rd.	OPA, ZBA	Mixed	29	8.20	295	Appealed

Consultation with the Public & Municipal and Agency Staff

On June 14, 2022, a statutory public meeting was held at the Community Planning, Regulation and Mobility Committee meeting regarding the submitted applications to amend the Official Plan and Zoning By-law for the subject site. A hybrid model was used for the meeting, accommodating in-person and remote participation. The purpose of the statutory public meeting was to provide background information to the Committee and public pertaining to the proposed development and to direct staff to continue the technical review of the application by staff from internal departments and external agencies.

A preliminary staff report, dated June 14, 2022, was presented to the Committee, recommending that staff continue to process the development applications for the proposed development. Staff also provided a PowerPoint presentation with background information on the application and planning policy context.

Written correspondence from members of the public was received and added to the public record in advance of the meeting and one member of the public spoke regarding the application.

WND provided an in-person PowerPoint presentation in support of the proposed development and responded to questions from Committee members.

The Committee forwarded the recommendation of staff to continue to process the applications to Council. At its meeting on June 21, 2022, Council adopted the staff recommendation to continue the technical review of the applications.

WND and the project team have engaged in consistent meetings with City of Burlington staff, beginning in August 2022 to discuss key items related to the proposed development, and to find appropriate solutions to address feedback from staff. These discussions have informed revisions to the proposed development, as detailed in this letter, comment matrix and supporting plans and reports from the consultant. Among the topics discussed were provision of at-grade retail, streetscaping and urban design standards, waste collection, parking and access, and landscaping.

Halton Region staff have engaged with the project team to determine appropriate design solutions to facilitate waste collection. The outcome of these discussions is reflected in the revised scheme.

Consultation has also occurred with the Ministry of Transportation to discuss matters related to ingress and egress, and the impact of the proposed development on the function of the boundary road network, namely Highway 403 and its interchange at Waterdown Road.

In addition to meetings with staff, formal written comments have been provided by several internal departments and external agencies and have been incorporated into a comment matrix with detailed responses from the project team.

The Original Proposal

On November 25, 2021, applications for Official Plan Amendment and Zoning By-law Amendment were submitted to the City of Burlington in support of a proposed development consisting of three residential towers (Building A, B and C) with Gross Floor Area of 74,087.16 square metres and a density of 7.8 FSI (the "original proposal"). A total of 1,139 residential units were proposed, along with a 231.22 square metre ground-level retail/commercial space in Building B.

In the original proposal, Building A was located within the northwest quadrant of the subject site and consisted of a 36-storey tower including a four (4) storey podium. Building B and C were located within the southeast and southwest portions of the subject site, respectively, and shared a three (3) storey podium. Building B was 26 storeys in height and Building C was 36 storeys. A landscaped open space was provided at the northeast quadrant of the subject site, fronting Cooke Boulevard, which provides pedestrian connectivity to the adjacent public park which was dedicated through the approval of Stationwest Phase 1.

Parking for the original proposal consisted of five (5) levels of underground parking. A total of 1,031 residential and visitor vehicular parking spaces were proposed, including 35 barrier-free spaces, the majority of which were located within the underground level. Five (5) visitor parking spaces, including one (1) barrier-free spaces were proposed at-grade, north of Building B. Bicycle parking consisted of 567 long-term residential spaces, and 56 short-term spaces.

The Revised Proposal

The revised proposal generally retains the three-building scheme and site layout including the landscape open space at the northeast corner of the subject site as demonstrated by the ground floor plan in **Figure 1**. Changes are incorporated to podium massing and the proposed heights of all three buildings. Buildings

B and C, which shared a podium component in the original proposal, have been physically separated, creating a retail plaza along the Masonry Court frontage. Accordingly, access to the underground parking and loading spaces have been redesigned.

The GFA of the revised proposal is 73,151.37 square metres and its density is 7.7 FSI. A total of 1,165 dwelling units are proposed and at-grade commercial/retail space has been expanded to 494.98 square metres within Buildings B and C. A statistical comparison of the original proposal (November 2021) and the revised proposal (2023) is provided in **Table 3**.

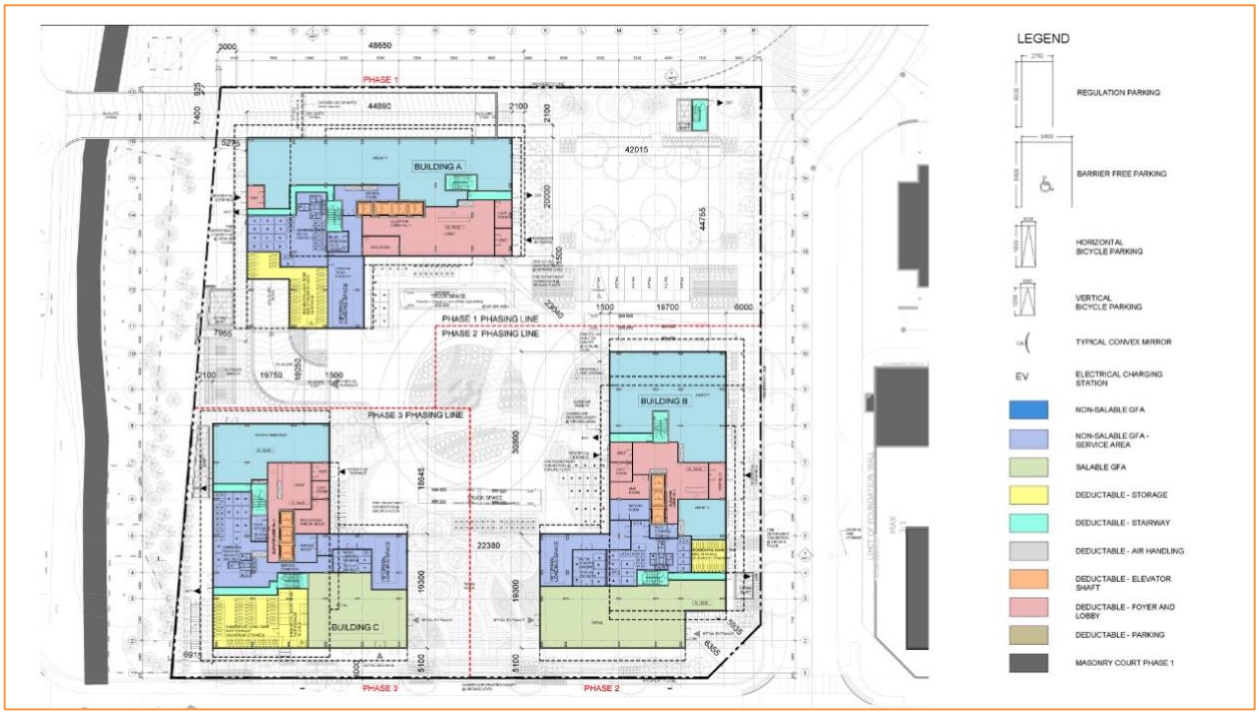


Figure 1. Ground Floor Plan (Core Architects)

At-grade, a new publicly-accessible retail plaza has been provided between these buildings, which is connected to Masonry Court and provides new pedestrian routes to the interior of the subject site. The separation of the podium component along the Masonry Court frontage creates new opportunities to add at-grade commercial/retail uses. New commercial/retail spaces have been added to Building C, facing the street and retail plaza, while the proposed commercial/retail space in Building B has been extended from the corner of Masonry Court and Cooke Boulevard to the retail plaza.

Hardscaping and landscaping elements are provided in the retail plaza including tree and vegetative plantings and street furniture, as demonstrated in the Landscape Master Plan (**Figure 2**) to provide create opportunities for social interaction that will enhance the function of retail uses and are accessible for residents and the visitors.

Table 2. Site Statistics Comparison of Original and Revised Proposals

	Original Proposal (2021)	Revised Proposal (2023)	Change
Site Area (m^2)	9,534.66	9,534.66	-
Ground Floor Area (m^2)	4,035.73	3,751.49	-284.24
Lot Coverage (%)	42.3	39.3	-3.0
Floor Space Index (FSI)	7.8	7.7	-0.1
Gross Floor Area (GFA) (m^2)	74,087.16	73,151.37	-935.79
Retail GFA (m^2)	231.22 (Building B)	494.98 (Building B &C)	+263.76
Residential GFA (m^2)	73,855.94	72,656.39	-1,199.55
Building Heights (m)	119.10 (Building A)	109.66 (Building A)	-9.44
	88.80 (Building B)	97.71 (Building B)	+8.91
	119.10 (Building C)	103.41 (Building C)	-15.69
Building Heights (storeys)	36 (Building A)	33 (Building A)	-3
	26 (Building B)	29 (Building B)	+3
	36 (Building C)	31 (Building C)	-5
Dwelling Units	1,139	1,165	+26
Parking Spaces	1,031 total	1,145 total	+114
Bicycle Parking Spaces	574 total	698 total	+124
Amenity (m^2)	21,026 total (20.4/unit)	18,439 total (15.8/unit)	-2,587



Figure 2. Landscape Master Plan, prepared by Adesso Design Inc.

Building Form and Massing

Building heights are proposed of 33 storeys for Building A, 29 storeys for Building B, and 31 storeys for Building C. The revised building heights are closely aligned to the draft policy context for the Aldershot Central GO Precinct, which was endorsed by Burlington City Council and envisions maximum building heights of 30 storeys. The additional height envisioned for Buildings A and C have been evaluated through a shadow study and quantified wind study which demonstrate that the revised proposal does not adversely impact the current and planned land uses in the surrounding area relative to shadowing, wind conditions, privacy, and overlook. Moreover, the staggered height approach provides greater variation that will enhance the skyline presence of the towers (**Figure 3**).

Building A, at the northwest quadrant of the subject site, has been revised to incorporate a 12-storey podium element, topped by a tower component with a uniform floor area of 750 square metres from level 13 to 33. The building is topped by a mechanical penthouse that is set back from the edges of the tower. Tower separation distances of 27 metres from Building B, and 28 metres from Building C are provided.

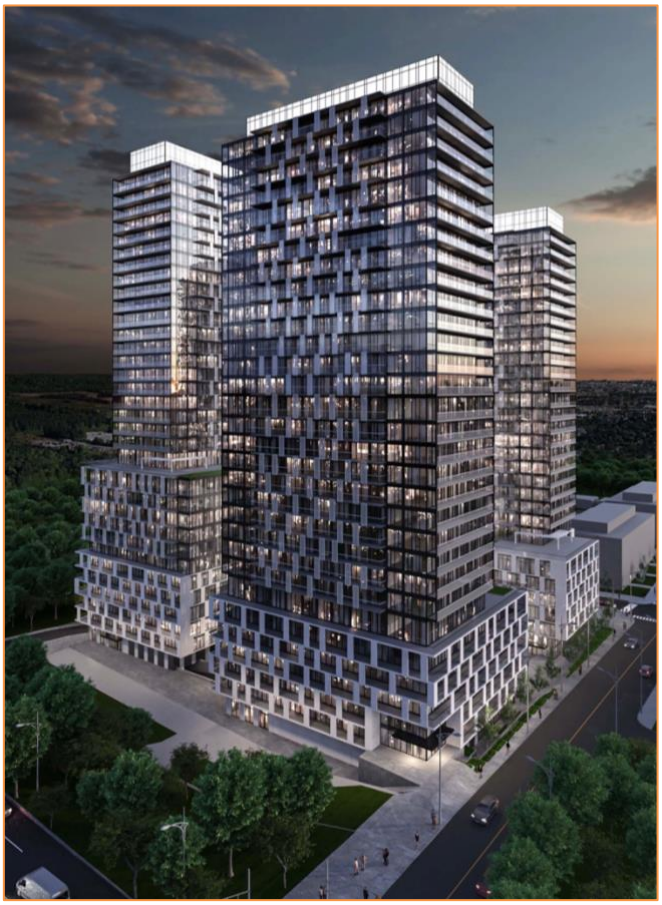


Figure 3. Building Perspective - Overhead, Looking Northeast from Waterdown Road and Masonry Court (Core Architects)

Building B, at the southeast corner of the subject site, consists of a six-storey podium, topped by a tower component from level 7-29 plus mechanical penthouse. The tower floor plate is 750 square metres and is separated from the Building C tower by 47 metres.

Building C, at the southwest area of the subject site also consists of a six-storey podium with a 750 square metres tower floor plate from level 7-32 and a mechanical penthouse.

The design and massing of podium components have been informed by the built form context of the surrounding area. Fronting Masonry Court, the podiums of Buildings B and C create a streetwall of up to six (6) storeys that reference the height of the exiting mid-rise buildings east of Cooke Boulevard (**Figure 4**). Moving west, upslope towards Waterdown Road, the above-grade portion of the Building C podium reads as a six storeys next to the retail plaza, and five (5) storeys at it southwest corner where Level 2 meets the higher grade of the public right-of-way.

Along Cooke Boulevard, the podium of Building B transition down in scale to three (3) storeys at its north end, referencing the building heights of existing townhouses east of Cooke Blvd (**Figure 5**).



Figure 4. Building Perspective - Looking East along Masonry Court (Core Architects)



Figure 5. Building Perspective - Looking Southwest from Cooke Blvd. (Core Architects)

Unit Composition

The revised proposal provides a mix of studio, one-bedroom, and two-bedroom dwelling units. Relative to the original proposal, the proportion of two-bedroom units has increased while the number of one-bedroom unit has decreased. A summary of the proposed mix of dwelling units is provided in **Table 3**.

Table 3. Dwelling Unit Mix of Original and Revised Proposal

Unit Type	Original Proposal (2021)	Revised Proposal (2023)	Change
Studio	-	5 (0.4%)	+5
One-Bedroom	848 (74.5%)	771 (66.2%)	-77
Two-Bedroom	290 (25.5%)	389 (33.4%)	+99
Three-Bedroom	1 (>0.1%)	-	-1
Total	**1,139**	**1,165**	**+26**

Parking, Loading, Servicing and Vehicular Access

Back-of-house operations including loading spaces and access to the underground parking levels have been reconfigured based on the podium redesign. The primary access ramp for the underground parking area has been relocated to the west side of the side between Building A and C, adjacent to the driveway roundabout. The exterior portion of the ramp is discretely screened by landscape plantings, descending beneath the massing of Building A. A secondary access ramp to the underground parking is provided at Waterdown Road, north of Building A, which was also included in the original proposal.

A total of 1,145 parking spaces are provided in the revised proposal. Residential and visitor parking consists of 1,139 parking spaces located within six (6) levels of underground parking. This total included 16 barrier-free spaces and 28 tandem parking spaces. Residential parking is provided at a rate of 0.89 spaces per unit and visitor parking spaces are provided at a rate of 0.08 spaces per units for a total rate of 0.97 spaces per unit. Commercial parking consists of six (6) at-grade spaces, located north of Building B, and includes one (1) barrier-free space.

Bicycle parking consists of 698 spaces, including 616 long-term residential spaces located within secure ground level and underground rooms, 64 short-term residential spaces located outdoors, and 18 commercial spaces, also located outdoors. Residential bike parking is provided at a rate of 0.58 spaces per unit.

A summary of parking statistics is provided in **Table 4**.

Loading spaces consist of three informal loading spaces located within the massing of each building. These loading spaces are screened from the public right-of-way and will serve the day-to-day loading and delivery needs of residents, and commercial/retail tenants in Buildings B and C, respectively. Two exterior loading spaces are proposed, adjacent to the roundabout with dimensions of 3.5 metres x 18.0 metres. These standardized loading spaces will enable public waste collection for residential uses and private waste collection for commercial uses.

Table 4. Statistically Summary of Parking in Original and Revised Proposals

	Original Proposal (2021)	Revised Proposal (2023)	Change
Parking Spaces	1,031 total	1,145 total	+114
	1026 residential (0.90/unit)	1,139 residential (0.98/unit)	+113
	5 commercial	6 commercial	+1
Bicycle Parking Spaces	574 total	696 total	+122
	513 long-term res.	615 long-term res.	+102
	56 short-term res.	63 short-term res.	+7
	5 commercial	18 commercial	+13

Amenity Space

Indoor amenity space is provided at various locations within the three buildings which will be programmed to meet the needs of future residents. All three buildings have ground-level amenity which is closely connected to the respective residential lobbies, providing safe and convenient access while encouraging interactions for future residents. A statistical summary of amenity space is provided in **Table 5**.

Table 5. Amenity Statistics

	Original Proposal (2021)	Revised Proposal (2023)	Change
Amenity (m^2)	21,026 total (20.4/unit)	18,439 total (15.8/unit)	-2,587
Indoor (m^2)	2,735	1,309	-1,426
Outdoor (m^2)	1,412	1,318	-94
'Park' (m^2)	3,732	1,485	-2,247
Balconies/Terraces (m^2)	13,147	13,877	+730
Retail Plaza (m^2)	-	450	+450

Building A has additional amenity space at Level 12 consisting of an indoor amenity room, and connected outdoor amenity terrace. The amenity terrace is program with a turf dog run, outdoor fitness equipment, movie theatre, seating, and dining area with barbeque. Building B and C both have indoor amenity rooms and outdoor terraces at Level 7 which are programmed with turfed areas, movie theatres, seating, and dining areas with barbeques. A mix of deciduous tree and perennial plantings are provided at each of the outdoor amenity terraces.

At-grade, a series of outdoor amenity areas are provided. The outdoor 'park' at the northeast quadrant of the subject site has been retained, with modifications made to accommodate commercial parking. The new retail plaza, fronting Masonry Court between Buildings B and C will create new opportunities for social interaction and programming to enhance the function of both the residential and commercial components of the development. Street furniture, hardscaping and tree plantings will contribute to the creation of a high-quality urban space.

West of Building A, a dog run with fencing and seating is also proposed, providing additional amenity for residents and their pets. To its south is additional group seating with wind screening.

Housing Impact Statement

It is noted that the City of Burlington prepared its Housing Strategy, dated May 20, 2022, which was approved in June 2022 by City Council. While non-statutory, the Housing Strategy provides direction on available policies, tools, and actions that can be used to provide increased supply and range of housing options in Burlington. The proposed development precedes Council approval of the Housing Strategy, but has appropriate regard for many of the key strategies that will help the City of Burlington achieve its housing goals.

Section 2.1 of the Housing Strategy includes the stated vision of the strategy, which notes that "*Burlington is a city where all current and future residents have access to the housing options that meet their need at all stages of life, and that are attainable at all income levels*." It is additionally stated that the vision is "*aspirational and represents and ideal future state for the City*" acting as a "*compass and guide for decision making*."

A series of themes are identified as pillars of the Housing Strategy which support the achievement of its vision. The proposed development is particularly relevant to the themes summarized below.

Theme 1: Support a Healthy Rental Housing Stock: Protect existing rental buildings and support the creation of new rental units.

The proposed development redevelops vacant brownfield lands and does not impact existing rental buildings in the area. The creation of new dwelling units will contribute to the overall supply of housing in the local and regional market areas.

Theme 2: Support a Broad Variety of Housing Types and Forms: Increase housing options that meet the needs of all current and future residents at all stages of life.

The proposed mix of units consists predominately of one (66.2%) and two-bedroom (34.4%) dwelling units, which can accommodate various types of households, including those with children. It is understood that as detailed design progresses, barrier-free units will be provided in line with provincial statutes. While all residential units are located on the second level and above, a residential lobby is provided at Masonry Court, connecting to the second level of Building C, due to the grading. Accordingly, the fourteen (14) dwelling units on level 2 of Building C are functionally ground-level units, creating added benefits to future residents with children, and various mobility needs.

Theme 3: Build Awareness and Capacity: Connect residents and housing providers to programs and resources

The proposed development introduces a significant supply of new housing to an area that is supported by existing and improving higher-order and local transit services. The provision of higher-density residential development is specifically referenced as a measurement of success.

In summary, the proposed development has appropriate regard for the Housing Strategy by significantly contributing to the housing stock in a transit-supported community and providing a form of housing that is not readily available in the local market area, including one and two-bedroom units.

Conclusion

The planning rationale provided by WND in its Planning Justification Report (November 2021) remains relevant to the revised proposal. The proposed development will intensify a vacant brownfield site and support existing higher-order and local transit. The introduction of new commercial/retail space will contribute to the development of an emerging complete community in the Aldershot GO MTSA while the proposed retail plaza will create placemaking opportunities and an attractive interface with the public realm.

The proposed development has appropriate regard for the new Burlington Official Plan policies for *Major Transit Station Areas* (Section 8.1.2) by introducing a compact, pedestrian-friendly, and transit-supportive form of development (8.1.2(1) b), contributing to the achievement of provincially-directed density targets in the Aldershot GO MTSA (8.1.2(1) c), and adding commercial/retail space to the localized mix of land uses to support the creation of a complete community (8.1.2(1) d).

The revised building massing is responsive to the intent of the Tall Building Guidelines, by providing a human-scaled streetscape along Masonry Court and Cooke Boulevard where podium heights reference existing built form to the east within the Stationwest Phase 1 area. The tower components of all three buildings maintain a slender form with adequate separation distances and variable heights to create a visually interesting skyline and appropriately respond to the guideline standards and draft policy context of the Aldershot GO Central Precinct.

The revised proposal provides new residential uses in a compact form that increases the supply and diversity of the local and regional housing stock while increasing the supply of two-bedroom dwelling units relative to the original proposal.

For the above-noted reasons, and as detailed in the comment matrix, plans and reports provided in support of this resubmission, the proposed development represents good planning, warrants the support of City planning staff, and merits approval by City Council.

Supporting Materials

In support of the resubmitted applications for Official Plan Amendment and Zoning By-law Amendment for the proposed development, please find the enclosed documents:

1. Cover Letter, prepared by WND Associates, dated March 3, 2023, including:
    a. Housing Impact Statement;
2. Comment Matrix, compiled by WND Associates, dated March 3, 2023;
3. Draft Official Plan Amendment, prepared by WND Associates;
4. Draft Zoning By-law Amendment, prepared by WND Associates;
5. Architectural Plans, prepared by Core Architects, dated February 10, 2023, including:

   a. A001, A100-A104 Title, Statistics, Context Plan, Phasing Diagram, Site Plan, Survey
   b. A200-A213 Parking Plans, Floor Plans, Mechanical Penthouse and Roof Plans
   c. A400-A403 Elevations
   d. A410-AA412 Building Sections
   e. A600-A602 Building Perspective
6. Shadow Study, prepared by Core Architects, dated February 10, 2023;
7. Urban Design Brief (Addendum), prepared by Acronym Urban Design & Planning, dated February 16, 2023;
8. Functional Services & Stormwater Management Report, prepared by MTE Consultants Inc., dated February 17, 2023;
9. Civil Engineering Plans, prepared by MTE Consultants Inc., dated February 17, 2023, including:
   a. C2.1 Site Grading Plan
   b. C2.2 Site Servicing Plan
   c. C2.3 Notes Plan
   d. C2.4 Details Plan
   e. C2.5-2.6 Cross Sections Plan #1 and #2;
10. Arborist Report, prepared by Adesso Design Inc., dated February 8, 2023;
11. Landscape Plans, prepared by Adesso Design Inc., dated February 28, 2023, including:
   a. L-1 Tree Preservation Plan (dated February 10, 2023)
   b. L-01 Landscape Master Plan
   c. L-02 Rooftop Amenity Plan – 7th Floor
   d. L-03 Rooftop Amenity Plan – 13th Floor;
12. Environmental Noise Study, prepared by SLR Consulting (Canada) Ltd., dated February 23, 2023;
13. Pedestrian Wind Study, prepared by SLR Consulting (Canada) Ltd., dated February 28, 2023;
14. Waste Management Planning Review, prepared by Dillon Consulting Ltd., dated February 15, 2023;
15. Shoring & Excavation Plans, prepared by RWH Engineering Inc., dated February 17, 2023, including:
   a. SH1-SH2 Notes, Key Plan
   b. SH3-SH6 Plans - North Wall, East Wall, South Wall, West Wall
   c. SH7-SH11 Sections, Details;
16. Transportation Considerations Letter, prepared by BA Group, dated March 3, 2023;
17. Response to Fiscal Impact Peer Review Comments, prepared by Altus Group, dated March 2, 2023; and,
18. D-6 Compatibility Study – Air Quality Response to Peer Review, prepared by EXP Services Inc., dated February 16, 2023.

We trust that the above-noted information is sufficient to allow for your review and circulation. We look forward to continuing to work with the City of Burlington to advance its community-building goals in the Aldershot GO MTSA.

Should you have any questions or require further information, please do not hesitate to contact the undersigned or Mike Bennett of our office.

Yours very truly,

WND associates
planning + urban design



Andrew Ferancik, MCIP, RPP
Principal