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PLANNING JUSTIFICATION REPORT

284 & 292 PLAINS ROAD EAST
CITY OF BURLINGTON

SEPTEMBER 2021
FILE #8583-2

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1. INTRODUCTION

1.1 PURPOSE OF THE REPORT

Weston Consulting is the planning consultant for 284 Plains Road Developments Inc. (Corley Developments) the legal owner of the properties municipally known as 284 and 292 Plains Road East in the City of Burlington (herein referred to as the "subject lands").

This Planning Justification Report has been prepared in support of Official Plan and Zoning By-law Amendment applications to permit a 6-storey apartment building containing 117 residential units, with 147 vehicle parking spaces and 12 bicycle parking spaces. The enclosed application and supporting materials are submitted in accordance with communications received from Planning and Regulatory Staff at the City of Burlington, and constitute a complete application as described in Section 34(10) of the Planning Act.

This Report provides the planning rationale in support of the proposed development and provides analysis and justification for the proposal in accordance with good planning principles. It is recognized that applications for Site Plan Approval and potentially Draft Plan of Condominium will be required to fully implement the proposed development. These applications will be submitted separately at the appropriate time during the development process.

The purpose of this Report is to outline the nature of the proposed development and to evaluate the proposal in the context of the applicable land use planning policies of the Planning Act, the Provincial Policy Statement ('PPS'), the Growth Plan for the Greater Golden Horseshoe ('Growth Plan'), the Halton Region Official Plan ('HROP'), the City of Burlington Official Plan, City of Burlington Zoning By-law No. 2020 and other policies and regulations that apply to the subject lands.

This Report provides a planning analysis and justification for the proposal in accordance with good planning and urban design principles and provides a basis for the advancement of the planning applications through the planning process.

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2. SITE DESCRIPTION & CONTEXT

2.1 DESCRIPTION OF THE SUBJECT PROPERTY

The subject lands are located on the south side of Plains Road East, east of the intersection of Plains Road East and Waterdown Road. The Legal Description of the subject lands are as follows:

284 Plains Road East
PT LT 4 , CON BROKEN FRONT , AS IN 213867 ; EXCEPT PT 1 PM426 CITY OF BURLINGTON

292 Plains Road East
PT LT 4 , CON BROKEN FRONT , AS IN 688195 ; BURLINGTON/E FLAM TWP

The subject lands are generally rectangular in shape with a lot area of 0.31 hectares (3,131.4 square metres) with approximately 59.39 metres of frontage on Plains Road East. The subject lands are currently occupied by two converted dwellings, both of which are currently vacant. Access to the properties is provided through private ingress/egress driveways onto Plains Road East. The existing residential dwellings located on the subject lands will be demolished to facilitate the proposed development.



Figure 1: Aerial Photograph of the Subject Property

2.2 NEIGHBOURHOOD CONTEXT

The subject lands are located in the Aldershot neighbourhood. The surrounding area is characterized primarily by single-family residential dwellings and commercial uses, including fast-food establishments, a record store and church along Plains Road East.

The property is bounded by a church to the north, a dentist and townhouse complex to the east, single-detached residential houses to the south and commercial uses to the west.



Figure 2: Neighbourhood Aerial Photograph

2.3 SURROUNDING LAND USES

Land uses within a 500-meter radius of the subject lands are as follows. Please note that for ease of discussion, all directions referred to are in reference to project north, which runs parallel to Plains Road East.

North: Directly to the north of the subject lands, on the north side of Plains Road East, is the Holy Rosary Catholic Church and Elementary School. Aldershot Park and Tennis Club is also located to the north, along Gallagher Road. Further to the north-west is Aldershot GO Station which is approximately 3 kilometres from the subject lands. The Aldershot GO Station provides GO transit train and local bus services that connect commuters to the greater surrounding area, including Brampton, Greater Toronto and Hamilton.

South: A low-rise residential neighbourhood is located south of the subject property, which is comprised primarily of single-detached residential dwellings on large lots.

East: Abutting the subject property directly to the east is a two-storey commercial building. Further to the east are two low-rise residential condo developments comprising of 6-storeys each. Further to the east is along Plains Road East are townhouses and a commercial plaza.

West: Abutting the subject property directly to the west is a chiropractic clinic. Single detached residential dwellings and townhouses front onto Plans Road East further to the west. Additionally, a commercial plaza is located to the west, on the north side of Plains Road East.

2.4 COMMUNITY FACILITIES

The subject lands are situated in an area that is serviced with several community services, facilities and amenities. An overview of the nearby community services and facilities is provided below in Table 1.

Table 1. Nearby Community Facilities

Community Facility	Address	Programs/Services/ Amenities
Parks and Recreation		
Aldershot Park	1071 Gallagher Road	• Baseball Diamonds • Soccer Field • Open Field
LaSalle Park	50 North Shore Blvd East	• Baseball Diamond • Bocce Ball Court • Picnic Area • Playground • Spray Pad • Trails
Burlington Golf and Country Club	422 North Shore Blvd East	• Outdoor Golf Area • Practice and Training Facilities • Full Service Pro Shop • Lounge/Bar • Indoor building used for events
Educational Institutions		
Holy Rosary (Burlington) Cathoclic Elementary School	261 Plains Rd East	• Primary School
East Plains Corporative Pre-School	375 Plains Rd East	• Pre-school
Community Centres		
Birdland Children Centre	1010 Downsview Drive	• Childcare Center
Next Door Social Space	650 Plains Rd E	• Non-profit Community Center
Our Community Cares (Warwick)	702 Surrey Lane	• Community Center for kids
Religious Institutions		
Holy Rosary Church (Burlington)	287 Plains Rd E	• Place of Worship
Burlington Church of God	355 Plains Rd E	• Place of Worship
East Plains United Church	375 Plains Rd E	• Place of Worship
Fellowship Canadian Reformed Church	69 Flatt Rd, Burlington	• Place of Worship

2.5 NEARBY DEVELOPMENT APPLICATIONS

Within a greater area context, the subject property is surrounded by the following development applications and proposals:

53-71 Plains Road East (Burlington 71 Plains Inc.)

Burlington 71 Plains Inc. is proposing to construct two mixed-use, mid-rise buildings on the north side of Plains Road East near Waterdown Road. The proposed buildings consist of 10 and 12 storeys with retail and service commercial uses on the ground floor, and 450 residential units above. Parking is proposed to be provided both at-grade to the rear of the buildings, as well as in an underground garage. Vehicular access would be provided via Cooke Boulevard on the west side of the property. Official Plan and Zoning By-law Amendment applications were submitted to the City and deemed completed on February 5, 2018. The application has been appealed to the OLT.

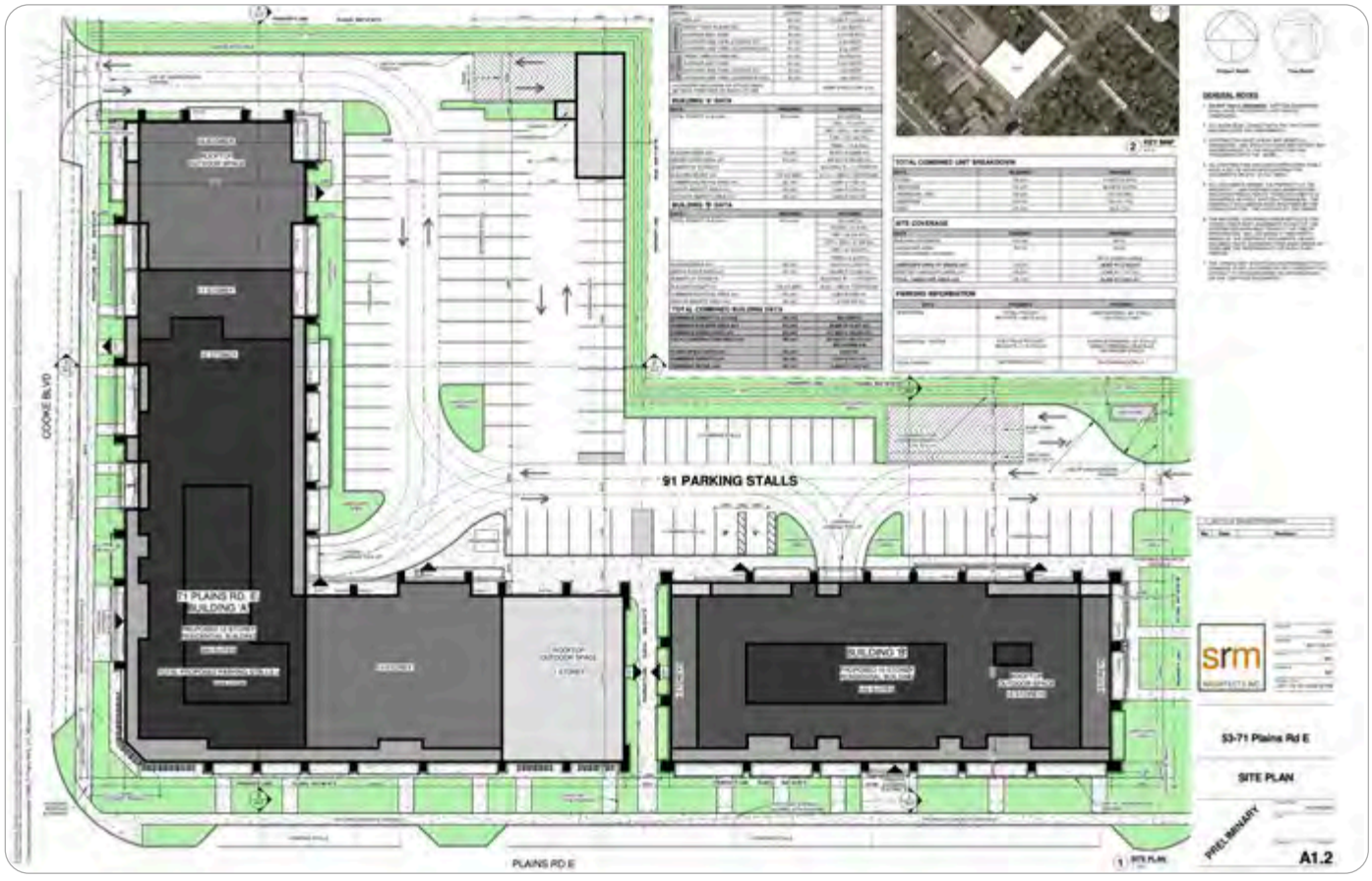


Figure 3: Site Planning/Rendering

610 Surrey Lane (bcIMC Realty Corporation)

bcIMC Realty Corporation is proposing to demolish the existing rental townhouses to facilitate the redevelopment of the subject lands to provide a mixture of townhouses and apartment buildings. In total, 1,450 residential units are proposed, including back-to-back and street townhouses, as well as mid and high-rise apartment buildings consisting of 11, 16, 19 and 20 storeys. The Master Plan for the proposed development contemplates a phased approach for the demolition and construction over several blocks, to allow for relocation of the existing residents as construction progresses. Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications were submitted to the City and deemed completed on October 30, 2017. The applications are currently under review.

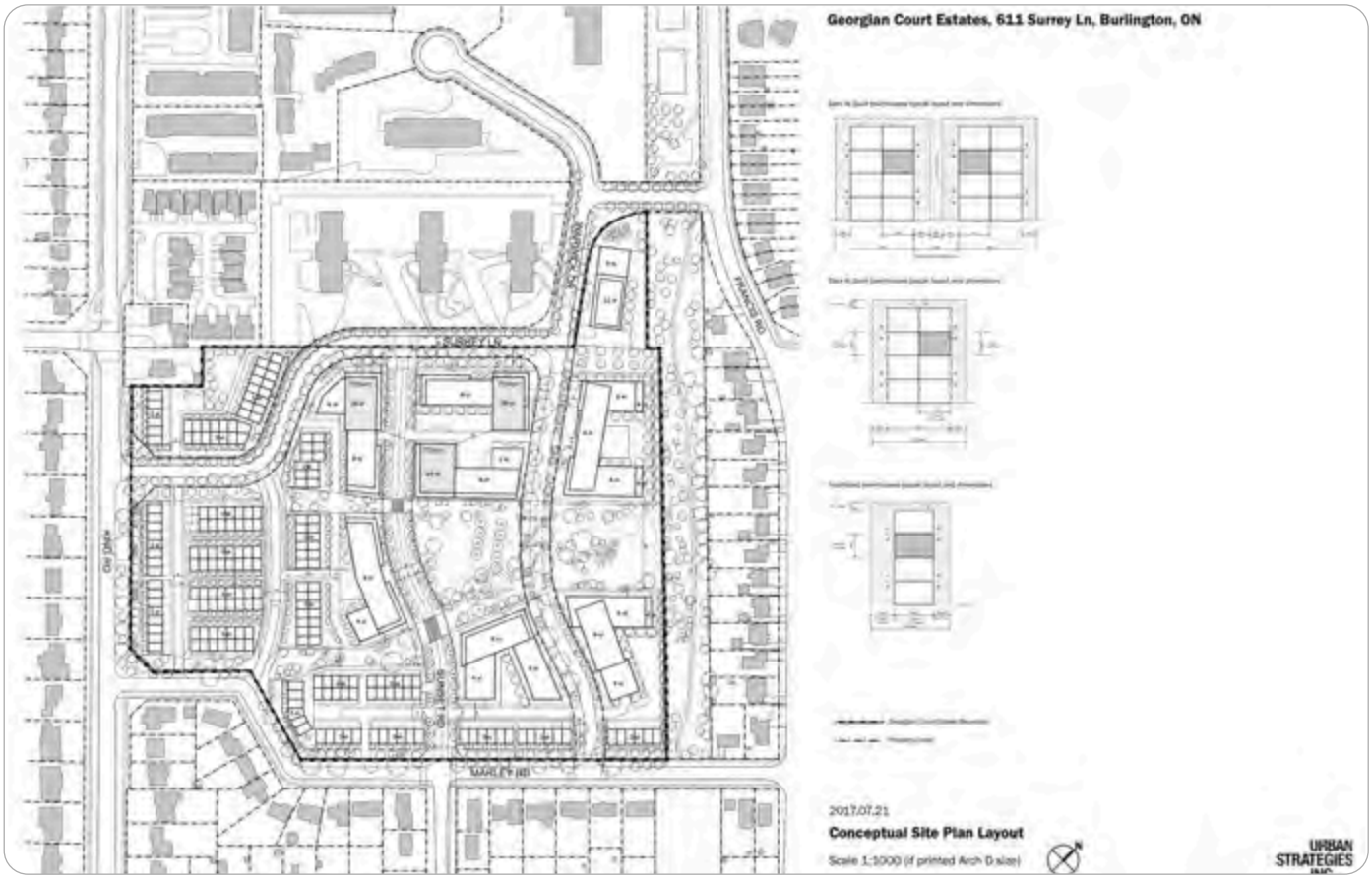


Figure 4: Site Planning/Rendering

2107 & 2119 Old Lakeshore Road (Old Lakeshore Burlington Inc.)

Old Lakeshore Burlington Inc. is proposing to develop the lands with a 27-storey mixed-use building containing 598 square metres of retail space on the ground floor, and 150 residential units above. Parking would be accommodated within five levels of underground parking. Access to the underground parking garage is proposed via Old Lakeshore Road. A one-way service driveway from Lakeshore Road to Old Lakeshore Road is also proposed. Official Plan and Zoning By-law Amendment applications were submitted to the City and deemed complete on March 12, 2020. The applications are currently under review.



Figure 5: Site Planning/Rendering

441 Maple Avenue (Better Life Retirement Residence Inc.)

Better Life Retirement Residence Inc. is proposing to redevelop the property with an 11-storey building consisting 153 residential units. The building is proposed to step down to 9 storeys along Maple Avenue, with a pedestrian entrance facing Maple Avenue. A total of 164 parking spaces are proposed within three levels of underground parking, with an additional 15 parking spaces proposed to be used as visitor parking spaces on the adjacent hydro lands through a lease with Hydro One. The underground parking garage is proposed to be accessed from the south side of the site, where a drop-off location is also provided. Official Plan and Zoning By-law Amendment applications were submitted to the City and deemed complete on January 11, 2019. The applications are currently under review.



Figure 6: Site Planning/Rendering

2.6 TRANSIT AND TRANSPORTATION

The subject lands are located on the south side of Plains Road East, which is a major east-to-west artery within the City of Burlington. Plains Road East is designated as a Multi Purpose Arterial as per Schedule O-1 of the City of Burlington Official Plan (2020). The route extends east of the subject lands, providing vehicular access to the Queen Elizabeth Way. West of the subject lands, Plains Road East provides access to the nearby Aldershot GO Station on Waterdown Road. Bicycle lanes are provided along the entire route from Appleby GO Station to Downtown Hamilton.

The subject lands are well serviced by Burlington Transit via multiple bus routes. Route 1 operates along York Boulevard, Plains Road East and Fairview Street, providing service west to Downtown Hamilton and east to Appleby GO Station. Route 101 – Plains Road Express operates on a limited-stop service between Burlington GO Station and Downtown Hamilton. Route 4 provides service to Aldershot GO Station, Downtown Burlington, and Appleby GO Station. GO Transit provides an early morning and late night bus service between Downtown Hamilton and Union Station, which departs at the intersection of Plains Road East and Shadeland Avenue. Aldershot GO Station is located approximately 3 kilometres from the subject lands and provides access to via Rail services, west to Windsor and east to Toronto, Kingston and Montreal, as well as GO Transit services to Downtown Toronto, Niagara Falls, Hamilton and Brantford, among others.



Figure 7: City of Burlington Public Transportation Map

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3. PROPOSED DEVELOPMENT

3.1 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The following description of the proposed development should be viewed in conjunction with the Site Plan prepared by SRM Architects (Figure 8). The proposed development contemplates a 6-storey residential building fronting onto Plain Road East. A total of 117 residential units are proposed, consisting of a range of unit sizes and types (Table 2). The ground floor will incorporate a mix of residential, amenity space and lobby area. Two-storey townhouses are proposed at grade, along a portion of the frontage and the western property line. The townhouse units will have access at grade, contributing to improved access and an animated public realm along Plains Road East.

The proposed development provides for a total of 1,846.3 square metres of amenity space, including a 236.8 square metre amenity room on the ground floor and 416.5 square metres of outdoor amenity provided through an outdoor rooftop amenity area.

The proposed development consists of two levels of underground parking, with additional short-term parking at grade. The underground parking will accommodate 134 parking spaces with an additional 13 parking spaces at grade. A total of 147 parking spaces will be provided, including visitor and accessible parking stalls. Of the 5 accessible parking stalls, 3 are located at grade, towards the rear on the site, providing accessible access to the rear entrance of the building. The remainder of the accessible parking stalls are provided in the underground parking garage. A total of 12 bicycle parking spaces are also proposed, located to the rear of the building.

The proposed development provides for a full-move vehicular driveway from Plains Road East, positioned along the east side of the site. The driveway will direct vehicles to the rear of the building where the ramp is provided for the underground parking structure. A drop-off/pick-up area and loading area is proposed for the rear of the building. Waste collection will take place from the loading area at the rear of the building. Please see Section 3.2 of this Report for further details regarding waste management for the proposed development.

Additional commentary on the building design is provided in Section 4 of this Report through the analysis of the enclosed Urban Design Brief.

Table 2. Unit Mix Breakdown

Unit Type	Units Provided	Percentage
One-bedroom	89	76%
Two-bedroom	15	13%
Two-bedroom Townhouse	10	8.5%
Three-bedroom	3	2.6%



Figure 8: Site Plan of Proposed Development

3.2 WASTE MANAGEMENT STRATEGY

The proposed development will be serviced through a private waste collection service. A loading area is proposed at the rear of the development, having access to an adjacent garbage room on the ground floor of the residential building (Figure 9). The garbage room will provide for the sorting and collection of refuse from the residential units through the provision of waste collection bins.

Waste will be conveyed from floors two through six by way of a tri-sorter waste disposal chute to bins located in the waste collection room on the ground floor. Ground-floor residential units would have direct access to the waste collection room. The waste collection room will include separate bins for garbage, recyclables and organics, as outlined in table 3 below. On collection day, the bins would be moved by an employee from the waste collection room to staging pad located outside within the loading area.

Figure 10 and Figure 11 provide schematic cross sections of the waste collection room, adjacent to the loading area. Details of the number and size of the bins proposed is outlined in Table 3.

Table 3. Waste Storage Summary

Waste Storage Type	Proposed
Garbage	3 @ 3 cubic yards
Recycling	5 @ 3 cubic yards
Organics	2 @ 2 cubic yards

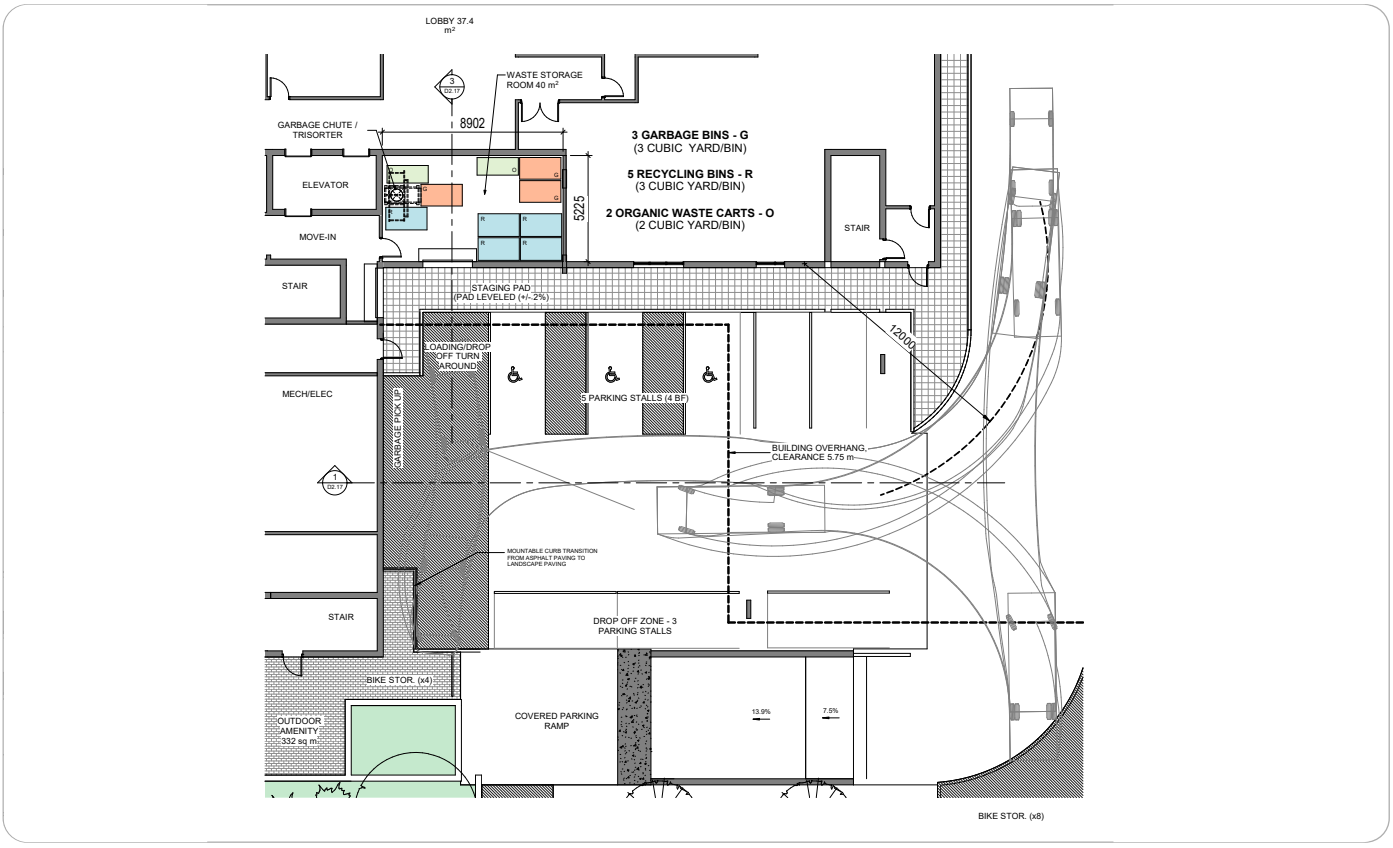


Figure 9: Waste Management Plan

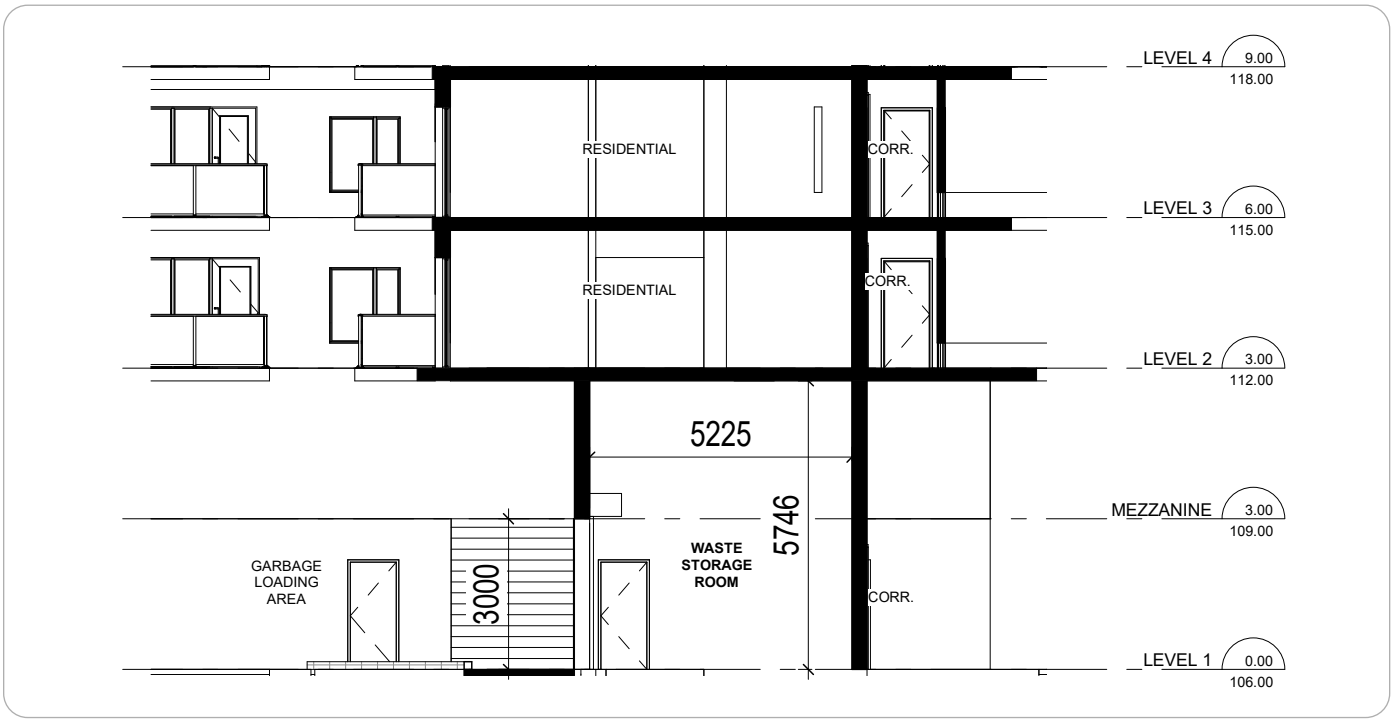


Figure 10: Schematic Cross Section 2



Figure 11: Schematic Cross Section 3

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4. SUPPORTING MATERIALS

4.1 FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT

Odan Detech was retained to prepare a Functional Servicing and Stormwater Management Report. The purpose of the Report was to demonstrate that the development is feasible from a servicing and stormwater management perspective. The Report concluded that domestic water demand will be met using a 150mm service lateral, and fire service will be met using a 200mm fire service connection, both are proposed to be connected to the existing 400mm watermain along Plains Road East. A 200mm sanitary sewer lateral is proposed to serve the development, which is proposed to be connected to the existing 250mm sanitary sewer that flows easterly beneath Plains Road East. An underground storage tank, places in the parking garage beneath the building, will be incorporated to reduce 100-year storm flow to the level of a 5 year pre-development flow.

4.2 ARBORIST REPORT

Terrastory was retained to prepare an Arborist Report, accessing the health, size, location, and genus of the trees on the subject lands. The Report indicates the presence of 33 trees within the study area, a majority of which are located on or in close proximity to the site's boundary. It is anticipated that most, if not all, of the trees within the study area will need to be removed to facilitate the development, however this will be confirmed at the detailed design stage of the application process. The Report notes that the removed trees will need to be replaced or compensated financially to the City.

4.3 TRANSPORTATION IMPACT STUDY

Paradigm Transportation Solutions was retained to prepare a Transportation Impact Study and Parking Justification Report. The purpose of the Report was to determine the impacts of the development traffic on the surrounding road network and recommend improvements to accommodate the site generated traffic. The Report also examines the proposed parking supply in order to determine if it is sufficient to meet the anticipated demand for parking, without impacting the existing parking supply in the community.

The Report determined that some turning movements in the future will exceed the available storage at the Plains Road East and Gallagher Road intersection, and that Plains Road East at Filmandale Road (southbound) is anticipated to operate at a level of service F during PM rush hours. It is noted that these future capacity deficiencies are anticipated to exist regardless of the impact from the proposed development. While minor additional queuing is anticipated with the addition of site-generated traffic, no critical movements are anticipated to be impacted.

The development proposes 142 parking spaces, with 8 to be located at grade, and 134 to be contained within a two-level underground parking structure. It is noted that 6 of the underground spaces are of reduced length, and will only be able to accommodate smaller cars. Five lay-by parking spaces are also proposed along the Plains Road East frontage. The proposed parking is deficient 43 spaces based on the requirements of the of the City of Burlington Zoning By-law 2020, however it is noted that the City is in the process of updating its parking standards, and the 142 proposed parking spaces are considered sufficient when considering the City-Wide Parking Standards Review.

To further reduce the demand for parking spaces, several opportunities for Transportation Demand Management (TDM) measures were included in the design of the building. The development includes a pedestrian oriented design; close proximity to higher-order public transportation options; 12 on-site bicycle parking; wayfinding, travel planning and educational materials for residents; and, a reduced parking rate and shared parking.

Although it is not considered in the report, there is a possibility to include spaces for a carshare service into the development at the detailed design stage as an additional transportation demand management measure.

4.4 NOISE IMPACT STUDY

dBA Acoustical Consultants Inc. was retained to prepare a Noise Impact Study for the original development concept. The purpose of the Report was to determine the noise impact from Plains Road on the proposed 6 storey building, and recommend any necessary noise mitigation measures that may be needed to meet Ministry of the Environment Standards. The Report indicates that the noise generated from roadway traffic will require mitigation and warning clauses relating to the interior of the residential units. These mitigation measures include central air conditioning in all units, allowing windows to be closed, as well as a warning clause included on any leases or agreements of purchase and sale warning of the noise levels. The Report further indicated that minimal building code requirements for residential windows will be sufficient to mitigate the noise levels. It is recommended that the rooftop amenity area include a minimum 1m glass safety railing or parapet wall extension to reduce noise levels experienced within the amenity area.

4.5 SHADOW STUDY

SRM Architects were retained to prepare a shadow study that illustrates potential shadow impacts from the proposed development. The Study was conducted using the City of Burlington's Standardized Shadow Impact Criteria. The Study found that the proposed development will not have a major impact on any nearby parks, open space, civic, or cultural spaces on any of the dates studied. Additionally, the outdoor amenity area on the ground level is located to the south of the building and will not be impacted by shadowing from the building. The rooftop amenity area is not impacted by any shadowing.

4.6 NOISE IMPACT STUDY

Exp was retained to prepare a Phase One Environmental Site Assessment (ESA). The purpose of the Phase One ESA was to assess the environmental condition of the site based on its historical and current use. The Phase One ESA did not find any areas of Potential Environmental Concern, and as such a Phase Two ESA was not required. No further work was required prior to the filing of a Record of Site Condition.

4.7 PEDESTRIAN LEVEL WIND STUDY

Theakson Environmental was retained to prepare a Pedestrian Level Wind Study for the original proposed development. The purpose of the Report was to provide an analysis of the pedestrian level wind conditions that are anticipated on and around the proposed development of a 6 storey building, and provide recommendations for control measures and landscaping treatments to reduce instances of uncomfortable wind conditions. A note has been added to the report by the consultant that the wind conditions are likely to be improved versus the previous concept.

The Report notes that mid and high-rise buildings located in suburban settings can result in high-speed winds being redirected toward the ground, resulting in uncomfortable wind speeds for pedestrians. The Report analyzes the design of the building to determine the extent to which this phenomenon is expected to occur. The Report concludes that based on design elements such as stepped facades, irregular facades, balconies, canopies, overhangs and landscaping elements, the anticipated conditions are acceptable given the suburban context and setting. The Report does, however, recommend that some improvement could be made to the at-grade and rooftop amenity areas to make them more suitable for their intended use.

4.8 URBAN DESIGN BRIEF WITH BURLINGTON URBAN DESIGN REVIEW PANEL COMMENTS

Weston Consulting and SRM Architects were retained to prepare an Urban Design Brief for the proposed development. The Urban Design Brief outlined the contextual analysis, proposed development objectives, conceptual plans, architectural expressions, public realm connections, sun and shadow study, sustainability techniques, and building amenities. The Urban Design Brief also outlines how the proposed development meets the City of Burlington's Mid-Rise Building Design Guidelines.

The development objectives include intensification on an under-utilized site, contributing to a compact urban and transit-oriented built-form, which encourages walkability and transit use, reducing dependence on automobiles. The development objectives also include addressing kep compatibility concerns with nearby land uses and contributing to the creating of a vibrant and complete community in Burlington.

A Burlington Urban Design Panel (BUD) meeting was held on July 21, 2020. Comments received from the BUD meeting have been addressed in the Urban design Brief enclosed with the submission. Meeting Minutes from the BUD meeting have also been enclosed for reference.

4.9 GEOTECHNICAL STUDY

Exp was retained to undertake a Geotechnical Investigation of the subject lands to determine the subsurface conditions of the site and the engineering properties of the soil conditions for the design and construction of the proposed development. The Report revealed that bedrock is present on the site approximately 20.7 metres below grade. The Report concludes that several options for founding the proposed building are considered feasible, including conventional footings, a raft foundation, or deep foundations.

4.10 HYDROGEOLOGICAL ASSESSMENT

Exp was retained to undertake a Hydrogeological Assessment of the subject lands to determine the feasibility of the development from a groundwater perspective. The assessment found that groundwater was present on the site. The estimated peak dewatering pumping rate for the proposed construction activities is approximately 700 m3/day. Given the estimated dewatering flow rates, a Category 3 Permit to Take Water (PTTW) will be required for both the construction and post-development phases of development. The Report found that groundwater treatment may be required during the construction phase, prior to discharging into the sanitary sewer system; however, no treatment system would be required prior to release of the groundwater into the sanitary sewer system. Further, the Report notes that the proposed dewatering is not likely to cause any adverse impact on the surrounding area.

4.11 HOUSING IMPACT STUDY

UrbanMetrics was retained by 284 Plains Road Development Inc. to prepare a Housing Impact Statement in support of the proposed development. The Report analyzes how the proposed development will contribute to the Region of Halton's housing targets, general affordable housing needs, and policies outlined in Section 3.1.1(2) of the City of Burlington Official Plan.

The report found that, while it has not been determined at this stage whether the tenure of the proposed development will be rental housing or condominium units, the proposed development provides a range and mix of housing options that will appeal to a variety of different family sizes an individuals, and that are in demand within the Region of Halton. It was noted that as the proposed development is comprised entirely of apartment and townhouse units, the proposed development will positively impact the Region of Halton's target of 50% of new housing units be in the form of townhouses or apartment. This will also contribute to the Region an City's intensification targets.

It was further noted that, while the proposed development does not currently propose the inclusion of any "affordable" housing units, and the price and tenure of the residential units has not yet been determined, the provision of additional residential units within the City of Burlington will help to address the lack of residential vacancies in the City, which can have a positive impact on market rate housing prices from an affordability perspective.

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5. PLANNING POLICY FRAMEWORK

The following sections outline the land use planning policies applicable to the subject lands and evaluates the proposed development in the context of the planning policy framework. The following policies have been considered:

- Provincial Policy Statement, 2020;
- The Growth Plan for the Greater Golden Horseshoe, 2020;
- Region of Halton Official Plan, Office Consolidation 2018;
- City of Burlington Official Plan, Office Consolidation 2019;
- City of Burlington New Official Plan, 2020, Interim Version (Appealed); and,
- •City of Burlington Comprehensive Zoning By-law.

5.1 PROVINCIAL POLICY STATEMENT (2020)

The current version of the Provincial Policy Statement (PPS) came into effect on May 1, 2020, and provides policy direction on matters of provincial interest related to land use planning and development. The PPS aims to promote appropriate development while ensuring that resources of provincial interest, public health and safety, and the quality of the natural environment are protected. All planning decisions in Ontario must be consistent with the PPS.

The PPS encourages efficient land use planning and growth management to create and maintain strong communities and a healthy environment while encouraging economic growth over the long term. The PPS also encourages the efficient use of existing infrastructure and public service facilities and requires that municipalities plan for an appropriate mix and range of land uses and built-forms throughout the province. The PPS supports intensification, infill and redevelopment where appropriate in order to promote the efficient use of land where infrastructure and public services are already existing.

Section 1.0 of the PPS provides direction related to “Building Strong Healthy Communities” and is applicable to the subject property. It generally encourages a variety of land uses and built-forms within communities and encourages initiatives that make efficient use of infrastructure. Redevelopment and intensification are encouraged.

Section 1.1.1 contains requirements for managing and directing land use to achieve efficient and resilient development and land use patterns. This section directs:

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
c. avoiding development and land use patterns which may cause environmental or public health and safety concerns;
d. avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
e. promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
f. improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
g. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
h. promoting development and land use patterns that conserve biodiversity; and,
i. preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.

Settlement Areas

Section 1.1.3 discusses policies applicable to "Settlement Areas" and includes the following policies:

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

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

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

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

Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management Resources and Section 3: Protecting Public Health and Safety" (Section 1.1.3.3).

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.

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

The proposed development is a form of intensification to be accommodated through the redevelopment of underutilized lands. The PPS recognizes that the achievement of growth in Settlement Areas requires intensification and redevelopment in areas that are served by both existing infrastructure as well as public facilities. The proposed development is consistent with the above policies as it provides for appropriate intensification and maintains appropriate development standards in order to achieve a compact built-form that provides greater use of underutilized lands, while respecting the existing built-forms within the surrounding neighbourhood. The site also represents an optimal intensification opportunity given its location along a major multi-purpose arterial road, which is well served by public transit, and in close proximity to a major transit station.

Housing

Policies related to housing are addressed in Section 1.4 of the PPS. The PPS encourages a range and mixture of housing types and densities in order to meet the current and projected needs of residents. The following policies are relevant:

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

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

a. *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
b. *permitting and facilitating:*
    1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
    2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
c. *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
d. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
e. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
f. *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The PPS directs the development of new housing to locations where an appropriate level of infrastructure and public service facilities exist. The proposed development is consistent with the Section 1.4 of the PPS as it provides new housing in an existing settlement area that is well services by public transportation and municipal infrastructure, such as water and sanitary services. The proposed development also provides for a range and mix of housing types at a higher density. The proposal helps to reduce the demand for greenfield development and outward expansion by redeveloping an underutilized parcel within an existing community, which satisfies key development principles of the PPS.

Infrastructure and Public Facilities

The infrastructure policies of the PPS are outlined in section 1.6. Existing infrastructure and public service facilities are to be maximized, wherever possible, before developing new infrastructure and public service facilities. The proposed development will utilize both existing municipal sewage services and water services in a matter that protects human health and the natural environment. Exp has prepared a Functional Servicing and Stormwater Management Report in support of the proposed development. The Report confirms that the proposed development will utilize existing municipal sewage services and municipal water services in a matter that protects human health and the natural environment, and confirms that the proposed development can be appropriately serviced using existing infrastructure. Please refer to the Functional Servicing and Stormwater Management Report enclosed with the application for further information.

Transportation System

The relationship between transportation infrastructure and growth management is a primary consideration found throughout the PPS. The proposed development is in an area that is well services by public transportation and is in close proximity to higher-order public transportation services. The PPS also encourages land use patterns that promote alternative modes of transportation. The following transportation policies are relevant to the development:

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

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

1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

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.

The proposed development is consistent with the policies in Section 1.6.7, as it is well serviced by public transit and major road networks. As identified in the Transportation Impact Study prepared by Paradigm, the proposed development is well designed to accommodate all modes of travel and the Plains Road East driveway will provide for the full utilization of the site.

Summary

Based on our review of the applicable policies of the PPS, it is our opinion that the proposed development is consistent with the PPS as it promotes efficient development on a site that is located within an existing Settlement Area, in close proximity to higher-order public transportation and is located on an underutilized lot.

Further to the above, the proposed development is consistent with the policies of the PPS in relation to development efficiency, the provision of additional housing and greater housing choice, the promotion of active transportation and public transportation usage, and intensification of underutilized lands given the site's location within the urban Built-up area. The PPS supports development in such locations that have appropriate regard for the surrounding land uses, support efficient use of lands, existing infrastructure and transportation options, and provides additional housing availability to the existing community.

5.2 A PLACE TO GROW: A GROWTH PLACE FOR THE GREATER GOLDEN HORSESHOE (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) is intended to provide policy direction to support the development of strong, prosperous communities and assist in guiding future growth within the Greater Golden Horseshoe (GGH). The Growth Plan serves as the overarching policy document that Regional and Local Municipalities look to for land use planning direction as it relates to growth management and establishment of complete communities.

The Growth Plan addresses potential barriers to increased housing supply, job creation and attracting investments. In particular, policies in regards to intensification have been updated to reflect the Province's objective of supporting provincial transit investments, planned growth rates and the local realities of different communities throughout the Province. In doing so, intensification is encouraged to take place generally throughout the delineated built-up areas of existing communities that have access to transit and servicing infrastructure. In May of 2019, the Province released a revised version of the Plan which came into effect on May 16, 2019. Further amendments to the plan came into effect on August 28, 2020, forming the 2020 version of the Growth Plan, which is applicable to the proposed development.

The Growth Plan provides policy direction to municipalities with the objective of developing complete communities that promote healthy living while meeting the needs of people throughout their lifetime. The policies of the Growth Plan direct growth to existing urban areas, encouraging the development of compact built-form and transit supportive communities to more efficiently use land and infrastructure. The Growth Plan has established minimum growth targets for municipalities within the Greater Golden Horseshoe; Schedule 3 of the Growth Plan establishes a target of 1,100,000 people and 500,000 jobs by the year 2051 for the Region of Halton.

Guiding Principles

Section 1 of the Growth Plan establishes a vision to plan and accommodate population growth to the year 2051. Section 1.2.1 of the Growth Plan provides a set of guiding principles that are intended to guide decisions regarding land development, resource management and public investment. The following guiding principles are applicable to the proposed redevelopment of the subject property:

- *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 in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households*

The guiding principles outlined in Section 1.2.1 of the Growth Plan speak to the proposal as it provides for a redevelopment that will implement a more efficient and optimal use of the subject property. The proposed residential development will provide hew housing opportunities through unit sizes and compositions that support entry level housing and those looking to downsize, brining a more appropriate mix to the built form composition of the area, thus contributing to the achievement of complete communities in the City of Burlington.

Managing Growth

Section 2.2 of the Growth Plan addresses growth management including the determination of how and where to grow. The purpose of this Section is to provide direction about how to manage growth in a manner which ensures a better use of land and infrastructure, and encouraging a compact built form.

Section 2.2.1.4 states that within the built-up area, applying the policies of the Growth Plan will support the achievement of complete communities that:

a. *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
b. *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
c. *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
d. *expand convenient access to:*
    i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
    ii. *public service facilities, co-located and integrated in community hubs;*
    iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
    iv. *healthy, local, and affordable food options, including through urban agriculture;*
e. *provide for a more compact built form and a vibrant public realm, including public open spaces;*
f. *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
g. *integrate green infrastructure and appropriate low impact development.*

The proposed development provides additional residential units within walking distance to retail and services, which helps to contribute to a diverse mix of land uses. The proposed residential units will accommodate individuals, couples, and various types of families through a range of unit sizes, types and layouts. It allows for convenient access to public services and facilities, and a high-quality, compact built form. The proposed development provides an opportunity for new construction and home ownership, providing alternative built-forms to what is typical of the immediate surrounding community, which aides in the diversification of the housing mix in the community. The addition of housing units will also increase the patronage of local businesses along Plains Road East.

Delineated Built-up Areas

Section 2.2.2 of the Growth Plan directs growth within delineated built-up areas, while subsection 2.2.2.3 directs municipalities to develop strategies for achieving minimum intensification targets throughout delineated built-up areas.

2.2.2.4 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 subject property is located within an intensification area, along a mixed-use, transit supportive corridor, which promotes a range and mix of land uses. Intensification is generally encouraged to achieve the desired urban structure and hierarchy of density areas. The proposed development is generally consistent with the applicable Official Plan policies respecting urban corridors, and is located along a major public transportation route, as well as within close proximity to higher-order transit, which will allow for the efficient use of these services.

Housing

Section 2.2.6 of the Growth Plan outlines policies related to housing. The proposed development has consideration for the following policies:

2.2.6.1 Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

a. *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
    i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
    ii. *establishing targets for affordable ownership housing and rental housing;*
b. *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
c. *align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;*
d. *address housing needs in accordance with provincial policy statements such as the Policy Statement: "Service Manager Housing and Homelessness Plans"; and*
e. *implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.*

2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

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

2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

2.2.6.4 Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.

The proposed development will contribute to the achievement of density requirements outlined in the Growth Plan by contributing an additional 117 housing units to the City of Burlington. The proposed variety of unit sizes will support a range of income levels for current and future residents of the City of Burlington. Additionally, the proposed development will further support the Growth Plan policies by contributing to the achievement of complete communities and allowing more housing choices for residents. At this time, 284 Plains Road Developments Inc. has not determined the tenure of the proposed residential units. It is anticipated that the tenure of the units will be determined at the time of Site Plan Approval.

Policies for Infrastructure to Support Growth

Section 3.2 outlines policies for infrastructure to support growth Section 3.2 outlines policies for infrastructure to support growth and policy 3.2.1 states that "*Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan*". The proposed development conforms to this policy as essential sewage, water and stormwater infrastructure is available to service the subject property, as indicated in the Functional Servicing and Stormwater Management Report prepared by Exp.

Section 3.2.2 provides policies requiring the development of multi-modal transportation systems that satisfy the needs of all road users, and provides a wide range of safe travel options for the movement of people and goods. Section 3.2.3 sets out public transportation as the top priority for planning transportation systems and major transportation investments. The City of Burlington identifies the subject property as being located on a multi-purpose arterial roadway. The subject property, as outlined in Section 2.6 of this Report, is well served by Burlington Transit, including the Plains Road express route, and is located within close proximity of the Aldershot GO Station.

The existing transportation network will be utilized and supported by the proposed development and will present the opportunity for residents to access local neighbourhoods and the greater surrounding area. Additionally, the proposed development will contribute to the reduction of greenhouse gas emissions and will address the climate change adaption goals of the Growth Plan, as outlined in Section 4.2.10 through the opportunity of reduced dependence on the automobile and support for existing and planned transit and active transportation.

Summary

The Growth Plan promotes redevelopment through intensification, generally throughout the Built-Up Area, and specifically recognizes the need for more efficient utilization of lands, compact built forms and supports the principle of higher densities in appropriate areas, where infrastructure and transit services are available.

The proposed development will contribute 117 new residential units to the surrounding area. The development supports the policies of the Growth Plan by intensifying underutilized lands, and providing residential units within a compact built-form, with options for active transportation, and public transportation services. The mix of units will also address a need in the municipality for a greater mix of unit types and sizes to accommodate a diverse range of household sizes and incomes.

In summary, the proposed development conforms to the policies outlined in the Growth Plan as it promotes a form of development that is more compact and efficient than the existing use, and will optimize the use of the land, and the existing infrastructure and public transportation services available within the community. The proposed development will also provide housing types that implement the principles and targets for intensification anticipated in the Growth Plan and further establish the area as a complete community.

5.3 REGION OF HALTON OFFICIAL PLAN, 2010 (JUNE 2018 OFFICE CONSOLIDATION)

The Region of Halton Official Plan (RHOP) contains policies to guide land use planning in the Region of Halton. Official Plan Amendment 38 was adopted by Council on December 16, 2009 and was modified by the Province in 2011. The plan was subsequently appealed to the Ontario Municipal Board (OMB), and has partially been approved by the OMB. Since then, the Office Consolidation of the RHOP incorporates all modifications, subsequent approvals, and approved amendments to the Plan up to and including June 19, 2018.

The Region is currently in the process of reviewing its Official Plan, a process initiated in 2014, with an original goal being to adopt an updated Regional Official Plan in 2020. As part of the review process to date, Regional Council endorsed an overall Directions Report in 2016 that identified key areas for the review. Building on this, in July 2020 the Region prepared a series of Discussion Papers and summary documents that provide information on five theme areas under review, including Regional Urban Structure, Rural and Agricultural System, Natural Heritage, Climate Change and North Aldershot Planning Area. The Region engaged in public consultations between July and December 2020, and is currently in the process of reviewing comments received during that consultation process. Although the Region is undertaking their Municipal Comprehensive Review, the policies reviewed in this Report reflect the policies of the in-force Official Plan.

Halton's Planning Vision

Part II of the RHOP outlines the planning vision for Halton, through the application of "land stewardship" and "healthy communities". The RHOP provides the following characteristics of "healthy communities":

31. In its vision of planning for Halton's future, Halton believes in building "healthy communities". A healthy community is one:

1. that fosters among the residents a state of physical, mental, social and economic well-being;
2. where residents take part in, and have a sense of control over, decisions that affect them;
3. that is physically so designed to minimize the stress of daily living and meet the life-long needs of its residents;
4. where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;
5. where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes; and
6. where the principles of sustainability are embraced and practised by residents, businesses and governments.

The proposed development supports Halton's Planning Visions by contributing to the creation of a healthy community through the provision of a high-quality built form that introduces a mix and range of unit types and sizes. The proposed development presents the opportunity to provide a high quality and safe residential accommodation for residents. Additionally, the subject lands are located within close proximity of amenities, higher order transit and recreational opportunities which contribute to the overall well-being of residents.

Halton Regional Structure

Map 1 of the HROP provides a visual representation of Halton's position in terms of land use and natural resources, within its planning area and framework. To implement Halton's planning vision, Section 50.2 organizes the Region's land use into categories, including Settlement Areas which consist of "the Urban Area, Hamlets and Rural Clusters, as shown on Maps 1E and 1G".

The subject property is located within the Settlement Area of the City of Burlington and is designated as Urban Area on RHOP Map 1 – Regional Structure (Figure 12). Section 51(1) describes the Urban Area as a designation "where urban services are provided to accommodate concentrations of existing and future development". Each land use designation has specific goals, objectives and policies, including permitted uses, which govern development within the designation. The objectives and policies pertaining to the Urban Area land use designation are outlined in Sections 72 to 77 of the HROP.

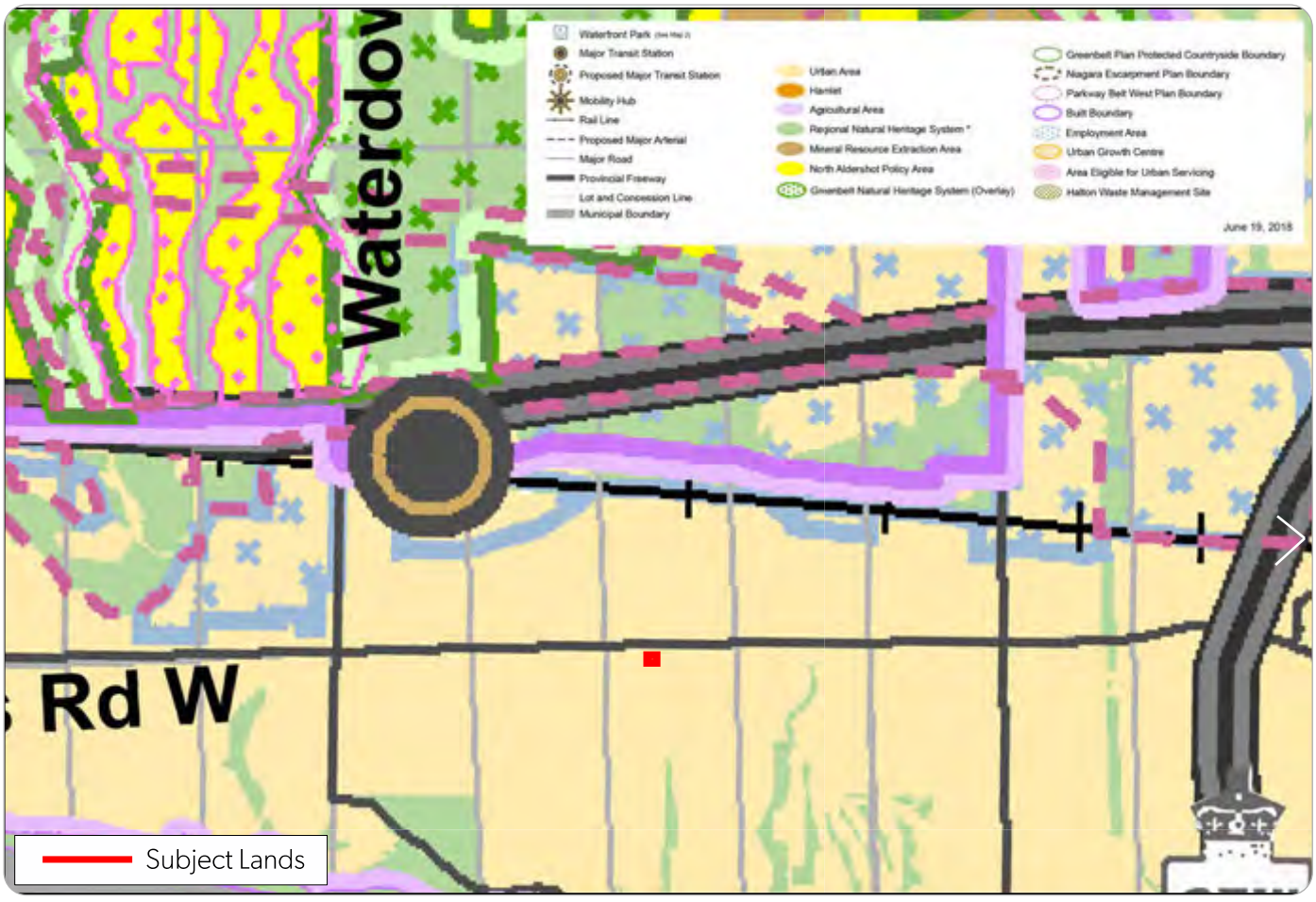


Figure 12: Map 1 – Regional Structure

Urban Area

Section 72 of the HROP outlines the objectives of the Urban Area designation. The following objectives are applicable to the subject property and the proposed development:

72. The objectives of the Urban Area are:

1. *To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
2. *To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
3. *To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
4. *To ensure that growth takes place commensurately both within and outside the Built Boundary.*
5. *To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.*
6. *To identify an urban structure that supports the development of Intensification Areas.*
7. *To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*
8. *To facilitate and promote intensification and increased densities.*

Lands designated as Urban Area are anticipated to accommodate the majority of growth within the Region. Compact forms of growth are also supported within this designation, with a focus on reducing automobile dependence and supporting transit and active modes of travel. The proposal contemplates a compact form of development that is supportive of existing transit services. A diverse mix of land uses are located in close proximity to the subject property, offering the proposed residential units a neighbourhood in which residents can choose to live, work and play.

Housing

The Region seeks to provide a supply of housing that offers a mix and variety of housing options to satisfy differing physical, social and economic needs. Section 86 of the RHOP outlines the following applicable policies for housing within the Region:

86. It is the policy of the Region to:

1. *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;*

11. Permit intensification land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.

The proposed development contributes to the RHOP housing targets by offering 117 residential units within a 6-storey building. By offering a mix of unit types and a variety of unit sizes, the proposed development has consideration for the various physical and economic needs of future residents. The proposed redevelopment of the subject lands will provide a form of residential intensification that is consistent with the goals and objectives of directing intensification within the region to areas supported by existing infrastructure and transportation services.

Air and the Ambience

The Region seeks to address the potential impacts of air pollution, noise, vibration and light on land uses. Section 143 of the RHOP outlines the following applicable policies in terms of land use compatibility:

143. It is the policy of the Region to:

1. *In conjunction with the Local Municipalities, reduce noise impact of Arterial Roads on adjacent existing residential uses in accordance with Council-adopted noise abatement guidelines.*
2. *Require proposed development adjacent or in proximity to railway lines or railway yards to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region, the Local Municipality and the Ministry of the Environment, and in consultation with the appropriate railway agency, and to implement the study recommendations, as approved, including the restriction of new residential and other sensitive land uses:*
   a. *noise studies, if the development is within 300m of a railway right-of-way or 1,000m of a railway yard;*
   b. *vibration studies if the development is within 75m of a railway right of way or a railway yard; and,*
   c. *air quality studies, if the development contains sensitive land uses and is within 1,000m of a railway yard.*

3. *Encourage the Local Municipalities to permit in those areas adjacent to industrial, transportation and utility uses, primarily land uses that require minimal noise, vibration, odour and air pollution abatement measures and require the proponent of development in those areas to undertake, in accordance with Regional and Ministry of the Environment guidelines, the necessary impact analysis and implement, as a condition of approval, appropriate abatement measures.*
4. *Require the proponent of sensitive land uses in proximity to industrial, transportation and utility sources of noise, vibration, odour and air pollutants to complete appropriate studies and undertake necessary mitigating actions, in accordance with the Region's Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines. Specifically, an air quality study based on guidelines under Section 143(2.1) is required for such development proposals within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.*

The proposed development supports the Region's objective and policy direction to reduce and prevent adverse impacts. The Noise Study prepared by dBA evaluates the level of noise that is anticipated from roadway traffic, and recommends mitigation measures that can help to reduce the amount of noise impacting the units. These mitigation measures include providing central air conditioning to all units, enabling window to be closed year-round, and including a warning clause on agreements of purchase and sale or lease agreements advising of the potential for noise impacts. Based on the results of the Noise Study, the proposed development is not anticipated to be negatively impacted by the surrounding transportation facilities. The proposed land use is found to be appropriate, as mitigation measures can be implemented to address all potential land use compatibility matters.

Transportation

The following Transportation policies of the HROP are relevant to the subject property and proposed development:

172. The objectives of the Region are:

1. *To ensure development is designed to support active transportation and public transit.*
2. *To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.*

The proposed development supports the Region's objectives to promote active transportation as the subject lands are located on a multi-purpose roadway that includes bicycle lanes and sidewalks. Additionally, the subject lands are well serviced by public transportation including a local and express bus route. The proposed development is also located within close-proximity to Aldershot GO station, providing convenient access to higher-order public transportation services.

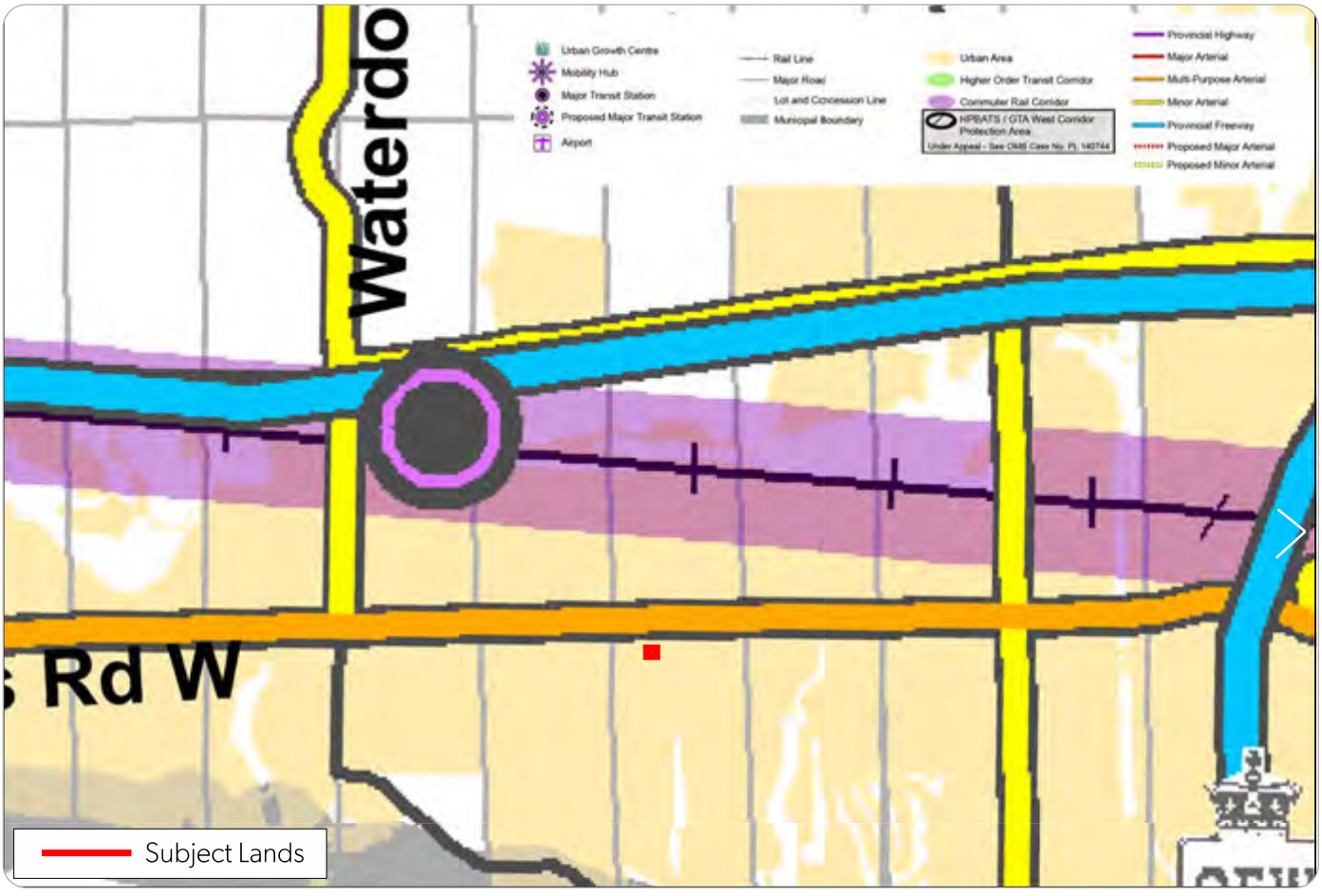


Figure 13: Map 3 – Functional Plan of Major Transportation Facilities

Table 3 of the RHOP outlines the function of major transportation facilities within the Region. The subject property is located within close proximity of a Commuter Rail Corridor and the Aldershot GO station. Table 3 of the RHOP outlines design criteria for Rail Lines, stating that transit-supportive, high density, mixed use development is encouraged for the area surrounding Major Transit Stations. As part of the higher order transit network, Major Transit Stations complement Intensification Areas by encouraging transit-supportive, high density, mixed use development to ensure the viability of a high level of transit services.

Although the subject lands are located outside of the proposed Aldershot GO MTSA area, the proposed development provides the opportunity to contribute to the planned function and general design criteria set out in the RHOP for Higher Order Transit Corridors, Commuter Rail Corridors and Major Transit Stations. The built form proposed for the subject lands will appropriately redevelop an underutilized parcel of land with a variety and mix of residential units that are transit-supportive and conform to the intended development hierarchy of the RHOP. The Aldershot GO MTSA area is further discussed in Section 6.4 of this Report.

5.3.1 REGION OF HALTON OFFICIAL PLAN REVIEW

Halton Region is currently in the process of reviewing their Official Plan, a process which was started in 2014, with an original goal of adopting a new Official Plan in 2020. The Region is currently undertaking Phase 2, which focuses on research, technical analysis and development of Discussion Paper analyzing potential option to address key theme areas: Climate Change; Integrated Growth Management Strategy; Natural Heritage; North Aldershot Planning; and, Rural and Agricultural Systems. The Integrated Growth Management Strategy Discission Paper explores elements of the Regional Urban Structure as a foundation for the development of Growth Concepts in the next stage of the Integrated Growth Management Strategy:

Integrated Growth Management – Discussion Paper

The Growth Plan Identifies Strategic Growth Areas as places where population and employment intensification will be directed which include: Urban Growth Centres, Major Transit Station Areas (MTSAs) and corridors. The Growth Plan for the Greater Golden Horseshoe requires Halton Region to plan for 1,100,000 persons and 500,000 jobs by 2051. To manage and guide growth and future development in the Region, the Integrated Growth Management Strategy examines options on how growth requirements should be addressed in Employment Areas, Settlement Areas and Strategic Growth Areas.

Although the subject lands are not located within the proposed MTSA for the Aldershot GO Station, it is our opinion that the proposed development will assist with the achievement of intensification targets, and goals related to intensifying lands nearby major transit stations, contributing to the generation of ridership, and sustaining public transportation and other multi-modal transportation services accessed through the Major Transit Station.

Summary

The proposed development provides for a residential development that is supported by policies of the RHOP. The subject lands provide the opportunity for an underutilized site to be redeveloped with a more appropriate built-form and density, contributing to intensification and compatibility of land uses envisioned for the area. The proposed development will maximize the efficiency of the subject lands by contributing a residential development that proposes an appropriate density, in a mixed-use area, while utilizing existing municipal services. It is our opinion that the proposed development conforms with the goals and objectives and policies of the RHOP.

5.4 CITY OF BURLINGTON OFFICIAL PLAN (OFFICE CONSOLIDATION 2019)

The City of Burlington Official Plan was approved by the Ontario Municipal Board on October 24, 2008. Text and maps were updated in December of 2019. The City of Burlington has prepared a new Official Plan, which was adopted by Burlington City Council on April 26, 2018. On October 7, 2020 City Council endorsed modifications to the 2018 Official Plan and further endorsed Regional modifications on November 26, 2020. The Region of Halton approved the City of Burlington's Official Plan on November 30,2020. The New Official Plan has been appealed to the LPAT, and is not yet in effect. The new Official Plan is discussed in Section 5.5 of this Report.

Guiding Principles

Part 1, Section 3.0 of the Official Plan outlines the following guiding principles that are applicable to the subject lands and the proposed development:

a. *Provide a community plan and growth strategy aimed at creating an attractive, liveable community that offers a wide range of housing, employment, transportation, and leisure opportunities for all its citizens.*
b. *Foster a unique, vibrant and strong community identity.*
c. *Promote safety and health in the community as well as fair access to housing, municipal services, community facilities, education facilities and economic opportunity.*
d. *Promote the efficient use of land through intensification within appropriate areas of the City, in accordance with Provincial growth management objectives, while recognizing the need for balancing this objective with other planning considerations.*

The proposed development aligns with the framework of the Official Plan as it intends to provide additional housing options within an appropriate level of intensification, while balancing the objectives of other placing considerations. The proposed development sites intensification of residential uses in an area that contains a mix of uses, with municipal services available, within close proximity of high-order transportation services.

Sustainable Design and Compatibility

Part 1, Section 2.7 of the Official Plan ensures that through the site planning process, building layouts and urban forms are consistent with the City's Sustainable Development principles to provide new development that is efficient, safe, affordable and energy efficient. Section 2.7.3 states:

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

In support of the policies outlined in section 2.7.3, a Noise Feasibility Study was prepared by dBA to evaluate the risk of potential impacts on the residents of the future development from nearby noise sources. The Report found the largest producer of intrusive noise to be from Plains Road East, and recommended mitigation measures to abate any potential negative noise impacts from the roadway. The results of the study are discussed further in Section 4.4 of this Report, and outline mitigation measures that could be implemented. The noise mitigation measures recommended in the enclosed Noise Feasibility Study will address all land use compatibility concerns related to noise, and therefore the proposed land use is appropriate for the location from the perspective of potential noise impacts.

Transportation

Part 2, Section 3 of the Official Plan speaks to the City's transportation system as an essential part of urban development, influencing land uses throughout the City. Section 3.1 states:

a. *Transportation and land use planning shall be integrated due to the link between transportation and other land uses, and the inter-dependency of land use and transportation planning decisions in relation to environmental and economic sustainability, and urban design objectives.*

The proposed development is located on the south side of Plains Road East, which is identified as a Multi-Purpose Arterial on Schedule J (Figure 14). The proposed development meets the objectives of the Official Plan by contributing to the public realm and the animation of the pedestrian streetscape. The proposed development creates a connection between the subject lands and the public sidewalk contributing to foot traffic and an active sidewalk. Additionally, access to the two storey townhouse units off of Plains Road East will provide increased connectivity to the public realm.

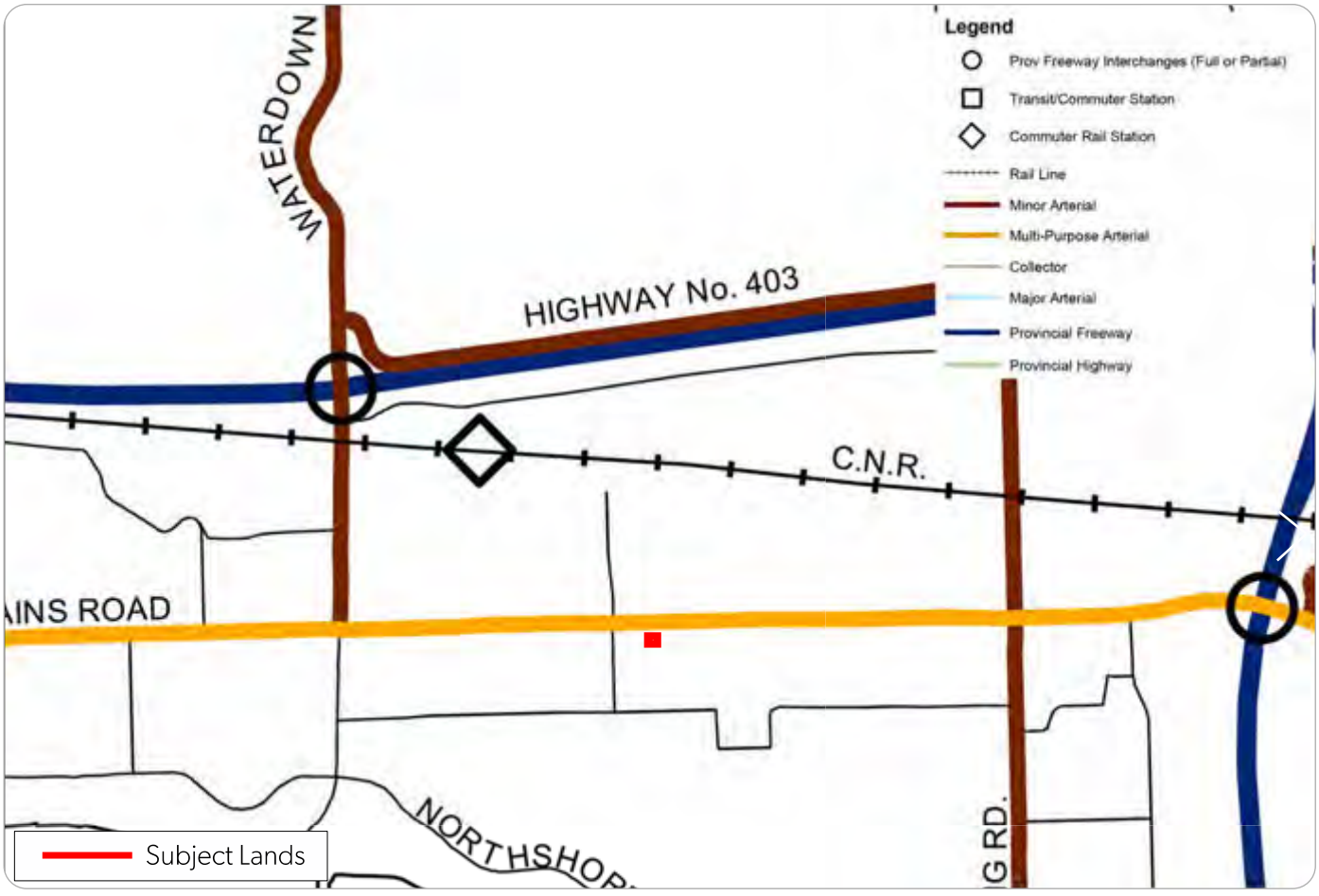


Figure 14: Schedule J – Classification of Transportation Facilities

Section 3.4 speaks to transit services and encourages a cost-effective, convenient service that provides access to employment, educational and community services and facilities. Section 3.4.2 notes that:

a. *Development applications shall be reviewed to ensure that, where feasible, proposed land developments encourage the efficient and effective use of transit services.*

The proposed development is consistent with Section 3.4 as it provides for appropriate intensification and maintains appropriate development standards in order to achieve a compact built form that provides future residents with the opportunity to access the subject property and surrounding area through the use of existing transit services.

Design

Part 2, Section 6 of the Official Plan speaks to the City's design principles and states:

6.1a) The tangible elements of the urban form, consisting of a combination of the built environment and open space that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of this Plan.

The proposed development has been designed in an efficient, attractive and compact manner, and supports the following objectives of the City in regards to design:

6.2 Objectives

a. *To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character.*
b. *To ensure that the design of the built environment in new communities integrates with the natural setting and provides a diverse social setting that is well served by public transit, and by attractive and well- developed pedestrian environments.*
c. *To achieve a high quality of design within the public realm.*
d. *To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.*

In addition, the following policies were considered in the design of the proposed building:

6.3 Existing and New Communities Policies

a. *Preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit.*

6.4 The Public Realm Policies

a. *Improvements to existing streetscapes shall be encouraged when reconstruction occurs and shall be implemented in accordance with Council-approved Urban Design Guidelines, where such guidelines exist.*

The proposed development takes into consideration the surrounding context, proposing a density and built form that is compatible with adjacent buildings and the planned context for the area. The height and setbacks of the proposed development consider the site location on a major road and the surrounding context of primarily low-rise residential neighbourhoods. This is demonstrated by the 3-metre setback along the frontage of Plains Road East, and the minor step backs of the façade, creating a strong street edge condition. Additionally, a 45-degree angular plane adherence at the south side of the site demonstrated an appropriate transition between the proposed building and the properties to the south.

The design of the proposed development responds to the pedestrian scale by orienting the building towards Plains Road East and locating the main entrance in a manner that is directly accessible from the public sidewalk. Landscaping will be incorporated to create a harmonious streetscape, encouraging a pedestrian oriented public realm. Additionally, the design promotes public safety and security by incorporating balcony units on the north side of the building, creating clear views to Plains Road East.

Land Use

The City of Burlington Official Plan designates the subject lands as Residential – Medium Density on Schedule B (Figure 15). The Residential – Medium Density land use designation intends to provide either ground or non-ground oriented housing units with a density ranging between 20 and 50 units per hectare. Uses permitted within the Residential – Medium Density land use designation include detached and semi-detached houses, townhouses, street townhouses and stacked townhouses, back to back townhouses, attached housing and walk-up apartments.

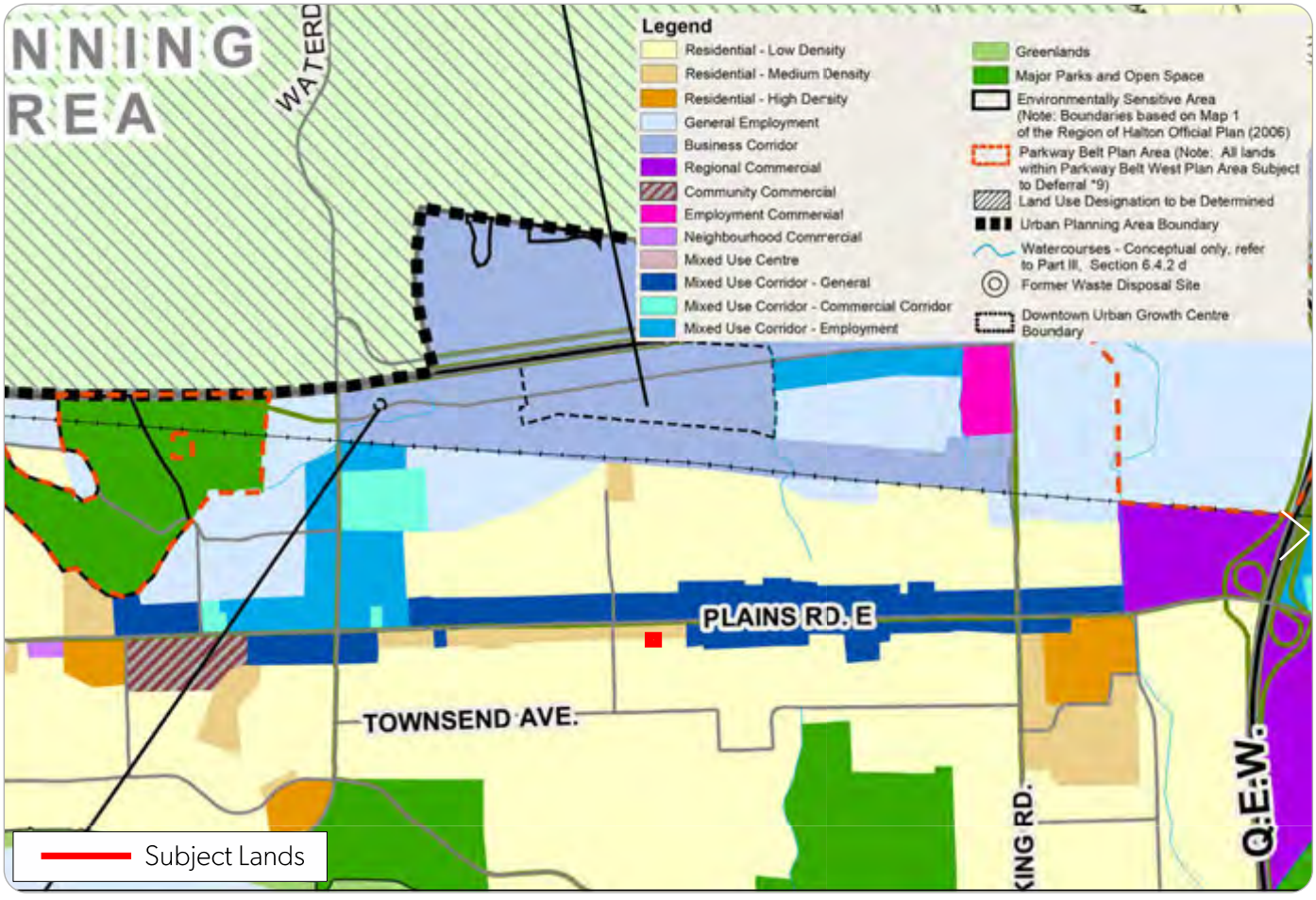


Figure 15: Schedule B – Comprehensive Land Use – Urban Planning Area

It is noted that an Official Plan Amendment is required to permit the proposed development as the *Residential – Medium Density* land use designation does not permit apartment residential uses. As outlined in Section 7.1 of this Report, it is the intention to redesignate the subject lands as *Mixed Use Corridor – General*. The policies pertaining to the *Mixed Use Corridor – General* land use designation are outlined in Section 5.3 of the Official Plan. The following objectives, outlined in Section 5.3.1 are applicable to the proposed development:

a. *To provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use development with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses.*
b. *To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development, including land in the vicinity of a major transit station area, such as a GO Transit station, in a compact urban form, while retaining compatibility with nearby lands.*

The subject lands are located on long a multi purpose arterial road and are intended to be redeveloped for a more efficient land use, comprising a high-density residential apartment building. The proposed development orients the building towards Plains Road East, providing a pedestrian-oriented built form. Additionally, due to the proximity of the subject lands to public transportation and the Aldershot GO station, the proposed residential units will contribute a higher intensity development that will support the available public transit services.

The following policies of Section 5.3.2 are applicable to the proposed development:

a. The following uses may be permitted within the Mixed Use Corridor - General, Mixed Use Corridor-Employment and Mixed Use Corridor - Commercial Corridor designations:
    ii. high density residential uses and a full range of office uses. Townhouses may only be permitted as a component of an overall development of mixed residential or residential/commercial building forms, where the townhouse portion of the mixed development does not abut the multi-purpose arterial or major arterial road and where the development of the townhouse component does not compromise the long-term objectives for the Mixed Use Corridor designation with respect to such matters as mix of uses, building form and intensity;
b. Zoning By-law regulations affecting Mixed Use Corridors shall be based on the following factors:
    i. the maximum floor area ratio of development at any site shall be 1.5:1. City Council may consider a higher floor area ratio in conjunction with a site-specific rezoning or variance application, subject to the consideration of various factors such as adequacy of services and infrastructure and the provision of compatibility with adjacent uses through measures such as terracing, a high quality of building design, landscaping and streetscaping, and the provision of underground parking;
    ii. the minimum building height shall be two storeys and the maximum building height shall be six storeys. Where required to ensure compatibility, four to six storey buildings may be required to be terraced back from adjacent residential areas and/or the street;

The Mixed-Use Corridor – General land use designation permits a maximum height of six-storeys and a Floor Area Ratio of 1.5:1, with higher Floor Area Ratios with site-specific rezoning. The proposed development adheres to the policies of the Plan by providing a 6-storey apartment building with a Floor Area Ratio of 2.96.

Section 5.3.2(g) notes that development shall ensure compatibility between the Mixed-Use Corridor uses and adjacent land uses, particularly residential uses. Table 3 outlines the policies of Section 5.3.2(g) and how the proposed development has consideration for the policies:

Table 4. Policy Analysis of Section 5.3.2(g)

Policy 5.3.2(g)	Proposed Development
i. buildings should be located so as to be in proximity to the street, to provide a sense of human comfort and pedestrian scale and interest, and should be in close proximity to transit services;	The design responds to the pedestrian scale by orienting the building towards Plains Road East and locating the main entrance in a manner that is directly accessible from the public sidewalk. Additionally, the proposed development is well serviced by transit services.
ii. the site plan includes features that integrate the development with surrounding uses;	The proposed development has consideration for the surrounding context, proposing a density and built form that is compatible with adjacent land uses. The height and setbacks f the proposed development consider the site's location and the surrounding context of primarily low-rise residential neighbourhoods.
iii. the site plan promotes safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses and to and from transit stops;	The proposed development has been designed with accessibility in mind, ensuring safe, convenient barrier-free access to the site and within the proposed development.
iv. the number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize the impact on local streets;	One vehicular access point has been proposed for the development to minimize disruption of traffic flows and minimize impact on Plains Road East.
v. wherever possible, off-street parking should be located in the side and rear yards and away from adjacent residential uses. Off-street parking areas, loading areas and service areas shall be screened and landscaped and located to minimize adverse impacts on adjacent residential uses;	The at grade parking proposed for the development is located to the rear of the site. Additionally, the proposed parking, loading area and access to the underground parking garage is screened and landscaped to minimize adverse impacts on the residential uses to the south.
vi. the site plan promotes public safety;	The design of the proposed development promoted public safety and security by incorporating balcony units on the north side of the building, creating clear views of Plains Road East.
vii. outdoor storage areas shall be fenced and/or screened;	Outdoor storage is not proposed for the development.
viii. lighting is directed to minimize impacts on adjacent residential uses.	Lighting for the proposed development will be considered at the time of Site Plan Approval. It is the intention that all lighting will be directed to minimize impacts on the adjacent residential uses.

Proposals for the re-designation of lands to Mixed Use Corridor from another designation shall be required to amend the Official Plan and shall be evaluated based on the criteria outlined in Section 5.3.2(j). Table 5 of this Report describes how the proposed development meets the criteria.

Table 5. Policy Analysis of Section 5.3.2(j)

Policy 5.3.2(g)	Proposed Development
i. the impact of the proposal on adjacent land uses, particularly residential;	The proposed development was designed to reduce potential impacts on the existing low-rise residential neighbourhood to the south. This includes a 45-degree angular plane from the rear property line, siting of building elements, and screening/fencing to reduce light and noise trespass. Additional studies have been included with the application to ensure compatibility of the proposed development, including a Shadow/ Shadow Study to determine the impact of shadowing on the nearby land uses.
ii. adequate municipal services are available;	In accordance with the Stormwater Management and Functional Servicing Report prepared by Odan Detech, all required municipal services are available to service the proposed development.
iii. sufficient on-site parking is provided;	Paradigm Transportation Solutions prepared a Transportation Impact Study and Parking Justification Report to analyze the anticipated parking demand for the proposed development. It was determined that the proposed parking will be sufficient to service the future residents of the development. The proposed parking rates are based on those that were recommended by the City of Burlington's City-Wide Parking Standards Review.
iv. the site is served by efficient peak period public transit;	The proposed development is located in an area that is well serviced by public transportation. Bus Route 1 can be accessed at the intersection of Gallagher Road and Plains Road, and is the most frequent route operated by Burlington Transit. The development is also approximately 500m from the nearest stop for the Plains Road Express Bus Route 101, which is the only express service operated by Burlington Transit. Route 4 can also be accessed at this stop. The proposed development is located approximately 1.1km from Aldershot GO Station, which is a higher order Transit Station that provides regional rail, regional bus, and national rail services.
v. vehicular access to and from the site does not adversely affect local streets; and	Access to the property will be via a driveway to Plains Road East. As outlined in the enclosed Transportation Impact Study and Parking Justification Report, traffic generated from the proposed development will not adversely affect local streets.
vi. the site is located on a multi-purpose arterial or major arterial road that can accommodate the anticipated traffic.	The site is located on Plains Road East, which is identified in the Official Plan as a multi-purpose arterial road. As outlined in the enclosed Transportation Impact Study and Parking Justification Report, the traffic levels generated by the proposed development will not adversely affect Plains Road East.

Summary

From review of the applicable policies, it is our opinion that the proposed development is in keeping with the intent of the City of Burlington Official Plan policies. The Official Plan Amendment application is further discussed in section 7.1 of this Report. The proposed development will provide a built form and density that is appropriate for the location in reference to available public facilities, commercial services, and public transportation services.

5.5 CITY OF BURLINGTON APPEALED OFFICIAL PLAN (AMENDED 2020)

The City of Burlington has prepared a new Official Plan (new Official Plan), which was adopted by Burlington City Council April 26th, with further modifications being adopted on October 7th, 2020. City council endorsed Regional modifications to the adopted Official Plan on November 26, 2020 and the Region of Halton approved the new Official Plan on November 30th, 2020. The plan was subject to a 20-day appeal period following Regional approval, during which 48 appeals were received by the Region. At this time, the new Official Plan is currently undergoing an appeal process and is not yet in-force. However, the following policies of the new Official Plan have been considered regarding the proposed development.

The Urban Structure

Schedule B of the New Official Plan establishes a community vision for the Urban Area, which is further refined through the Land Use policies. The subject lands are designated as Mixed-Use Nodes and Intensification Corridors (Figure 16). Section 2.3.1 of the new Official Plan provides policies for Mixed Use Intensification Areas, which provide locations where a range and intensity of employment, shopping, public service facilities, residential uses and complementary uses such as open space and parks, institutional, and cultural uses will be developed with transit supportive densities in compact built form.

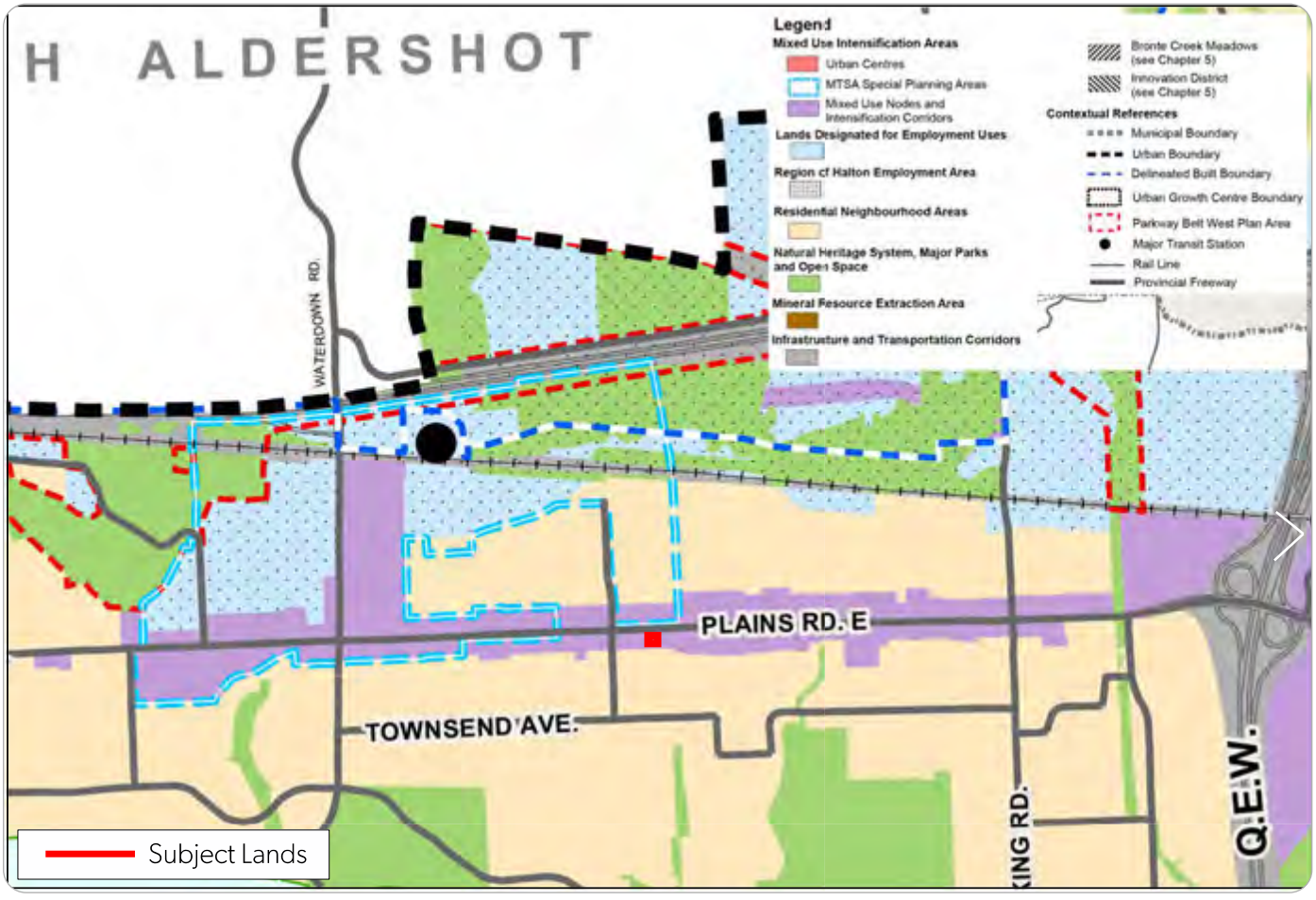


Figure 16: Schedule B – Urban StructureArea

The following policies related to Mixed Use Nodes and Intensification Corridors are applicable to the subject property and the proposed development:

a. *Lands identified as Mixed Use Nodes represent areas with a concentration of commercial, residential and employment uses with development intensities generally greater than surrounding areas. Nodes are generally located at points where two or more transit routes intersect.*
b. *Lands identified as Intensification Corridors consist of areas of street-oriented uses which incorporate a mix of commercial, residential and employment uses, including designated employment lands, developed at overall greater intensities, serving as important transportation routes along higher order transit corridors and selected arterial streets.*
c. *Mixed Use Nodes and Intensification Corridors will be a focus of re-urbanization. These areas vary widely and will be guided by the underlying land use designations of this Plan. Some areas will be planned to evolve with higher residential intensities and a full mix of uses, while others may permit a more limited range of employment-oriented permitted uses, both designed to achieve their planned function. These areas will support the frequent transit corridors and provide focal points of activity and a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design, enhancing the opportunities for the location of public service facilities and institutional uses.*

The proposed development has consideration for the policies regarding Mixed Use Nodes and Intensification Corridors, outlined in Section 2.3.1 of the new Official Plan. The proposed residential development will contribute to the envisioned concentration of residential units, in a built form that proposes an intensity generally greater than what currently exists. Additionally, the proposed development had consideration for Plains Road East as an important transportation route, within close proximity of higher order transit corridors. The proposed development introduces a street-oriented development that will contribute to a vibrant pedestrian-oriented environment that compliments the re-urbanization intended for the neighbourhood.

Growth Framework

Section 2.4 of the new Official Plan outlines policies that communicate the relative priority, degree, type and location of growth among the four Growth Framework areas. The objective of the Growth Framework section is to communicate clearly where the City will and will not be planning to direct growth and intensification. Schedule B-1 identifies the subject lands as being within a *Secondary Growth Area* (Figure 17). Section 2.4.2(2) of the new Official Plan provides policy direction for *Secondary Growth Areas.*

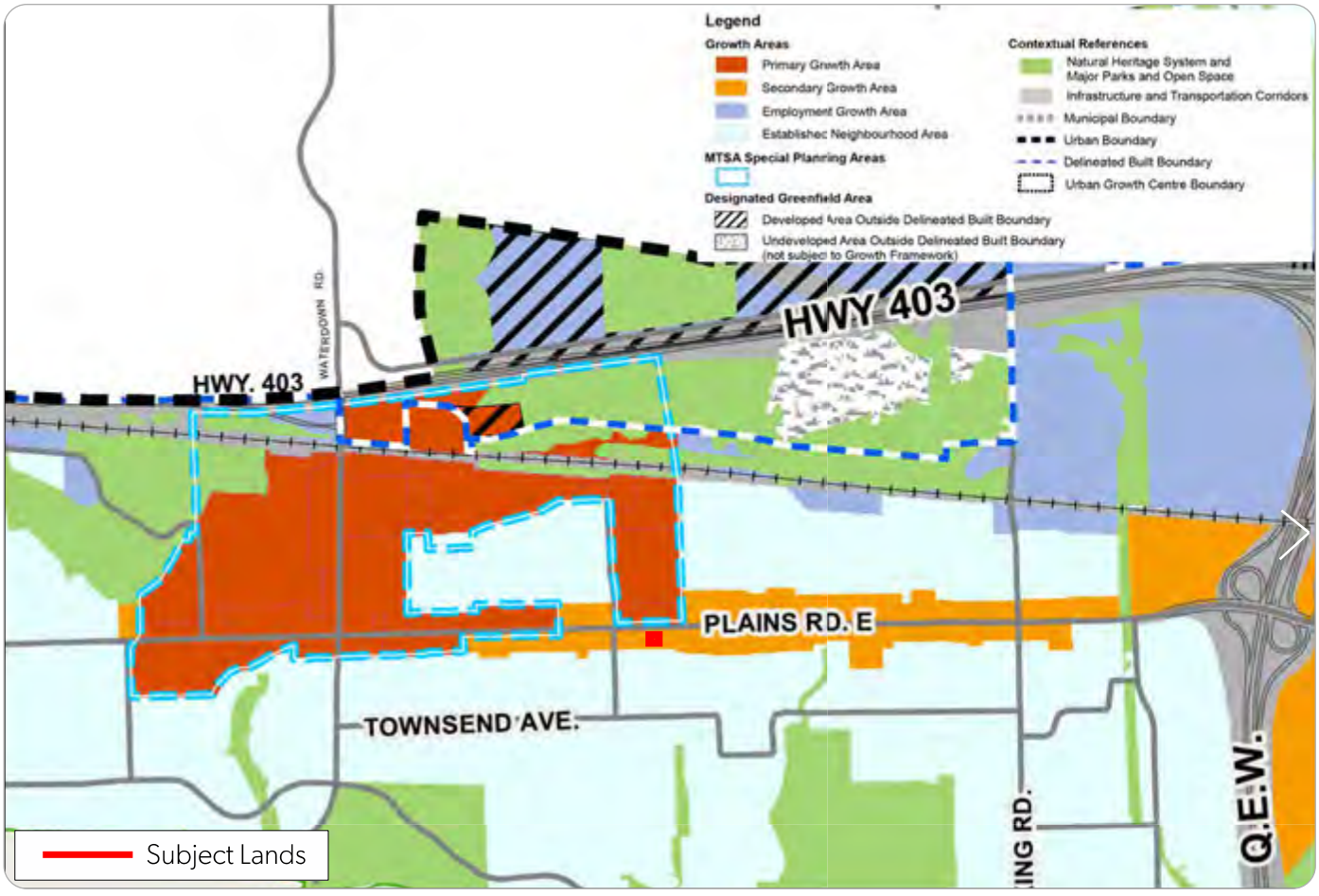


Figure 17: Schedule B-1 – Growth Framework

The following policies are applicable to the proposed development:

a. *Secondary Growth Areas*
   i. *Are identified on Schedule B-1: Growth Framework, of this Plan, and are located within Mixed Use Nodes and Intensification Corridors, as identified on Schedule B: Urban Structure, of this Plan, with some exceptions. In addition, Secondary Growth Areas also comprise select vacant residential sites and employment designated sites located immediately adjacent to a Major Arterial or Multi-Purpose Arterial Street as identified on Schedule O-1: Classification of Transportation Facilities – Urban Area, of this Plan;*
   ii. *shall be recognized as a distinct area within the city's Urban Area accommodating growth in accordance with the permissions and densities of the current land use designations of this Plan;*
   iii. *are areas expected to transition over the planning horizon and beyond and will not result in a significant relocation of planned growth outside of the Primary Growth Areas in order to ensure that the objectives and policies of Chapter 6 Infrastructure, Transportation and Utilities can be met;*
   iv. *shall be limited to a maximum of mid-rise building form, unless otherwise permitted by the policies of this Plan; and*
   v. *where applicable, shall support the frequent transit corridors and accommodate development that is compact, mixed use and pedestrian-oriented in nature.*

As part of the *Secondary Growth Areas*, the subject lands are intended to contribute to the City's anticipated growth through development that is compact, transit oriented, and of a mid-rise built-form. The proposed development meets the intent of the policies within Section 2.4.2(2) through the provision of a compact, mid-rise built-form that is transit supportive and pedestrian-oriented.

Land Use Compatibility

Section 4.6 of the new Official Plan speaks to land use compatibility and the need to regulate emissions to mitigate adverse effects on sensitive land uses. Emissions could include noise, vibration, dust, odour and air pollution. The City requires the evaluation of these adverse effects and encourages innovative approaches to manage and mitigate land use compatibility to allow for development through intensification. While it is recognized that the property is not located nearby, or is likely to be subject to any adverse impacts from any *major facilities*, Plains Road East is a high-trafficked Multi-Purpose Arterial road, with the potential to create elevated noise levels. Due to this, the following policies from Section 4.6 have been considered:

a. *Proponents may be required to submit studies and undertake necessary actions to mitigate adverse effects to the satisfaction of the City and the Region of Halton. Provincial guidelines and Regional Land Use Compatibility and Air Quality Guidelines shall be referred to for direction in land use planning decisions.*
b. *Where noise abatement is required along roads, design features such as the orientation of buildings, vegetative buffers vegetated areas and other innovative methods shall be preferred over the use of acoustical walls. The Region of Halton's Noise Abatement Guidelines shall be referred to.*

dBA Acoustical Consultants was retained to prepare a Noise Feasibility Study for the proposed development. The study measured the noise levels produced by Plains Road East, and found that the noise levels would be within the acceptable range, should mitigation measures such as central air conditioning for all units, be included with plans for the proposed development, and a warning clause be inserted into any lease agreement or agreement of purchase and sale. Please refer to the enclosed Noise Feasibility Study for more information.

Urban Design and Built Form

Section 7.3 of the new Official Plan speaks to enhancing the physical character and sense of belonging in a community through the design of buildings. The policies are meant to implement the goals and objectives of the City's various design guidelines. The following policies of Section 7.3 are relevant to the proposed development:

7.3.2 Existing Community Areas

a. *In areas identified on Schedule B-1: Growth Framework, and subject to the policies of Subsection 2.4 of this Plan, development shall address considerations such as, but not limited to, the following:*
   - ii. *ensuring site and building design are compatible with the surrounding area and considering how it contributes to maintaining and enhancing the physical character of the surrounding area;*
   - iii. *providing appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass;*
   - iv. *providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts;*
   - v. *providing pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through a variety of design methods including the use of a podium in mid-rise and tall buildings;*
   - vi. *providing safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, to public streets, and to and from transit facilities;*
   - vii. *providing façade articulation that achieves a scale of development which is attractive to pedestrians and avoiding the use of blank facades facing a public street or public open space;*
   - viii. *designing and orienting development in locations such as corner lots, view terminus lots, and lots facing public open spaces to contribute to the public realm and pedestrian environment and provide definition at these locations;*
   - ix. *implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring properties, parks and open spaces and natural areas;*
   - x. *taking into account the visual effect of varying topography and existing and proposed vegetation;*
   - xi. *promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles;*
   - xii. *implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;*
   - xiii. *considering the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of Universal Design;*

The proposed development takes into consideration the surrounding neighbourhood context and proposes a density and built form that is compatible with adjacent buildings. The height and setbacks of the proposed development consider the site location on a major road and the surrounding context of primarily low-rise residential neighbourhoods. Through the provision of a 3 metre setback on Plains Road East and the minor step backs of the façade, the proposed development creates a strong street edge condition. Additionally, the 45-degree angular plane adherence at the rear of the site demonstrates an appropriate transition between the proposed building and the properties to the south. Appropriate screening and landscaped features are also incorporated at the rear of the site to provide appropriate screening and minimize impacts.

Landscaping has been incorporated to create a harmonious streetscape, encouraging a pedestrian oriented, public space. The proposed design responds to the pedestrian scale by orienting the building towards Plains Road East and locating the main entrance in a manner that is directly accessible from the public sidewalk. Accessibility has also been considered to ensure that all residents and visitors have safe, convenient and barrier-free pedestrian travel to and within the site. The design of the building also promotes public safety and security by incorporating balcony units on the north side of the building, creating a clear view to Plains Road East. Additionally, a Sun/Shadow Analysis, Noise Study, and Pedestrian Level Wind Study have been undertaken to ensure the proposed development will not result in negative conditions on the site and the surrounding properties.

7.3.2(1) Primary and Secondary Growth Areas

a. *In Primary and Secondary Growth Areas, as shown on Schedule B-1: Growth Framework, of this Plan, development shall promote a transit-supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas.*
    i. *The design of development in Primary and Secondary Growth Areas should locate and organize parking, access and service areas to minimize their impact on surrounding properties and the public realm. The design of vehicle parking, access and service areas shall address considerations such as, but not limited to, the following:*
        a. *locating off-street parking in the side and/ or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;*
        b. *integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;*
        c. *limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;*
        d. *screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;*
        e. *locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;*
        f. *incorporating landscaped islands and pedestrian walkways; and*
        g. *incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the development.*
        h. *creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and*
        i. *providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.*

ii. *Development in Primary and Secondary Growth Areas should locate and organize parking, access and service areas to minimize their impact on surrounding properties and the public realm. The design of vehicle parking, access and service areas shall address considerations such as, but not limited to, the following:*

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

Schedule B-1 of the new Official Plan identifies the subject property within a Secondary Growth Area (Figure 17). The proposed development will promote a transit- supportive and pedestrian-oriented environment, through the consideration of the policies outlined in Section 7.3.2(1) a). The proposed building fronts onto Plains Road East defining the street edge. The provision of primary entrances at grade for the residential units help to frame a pedestrian-scaled and oriented streetscape. Appropriate outdoor amenity spaces are proposed for the development, including spaces on the ground floor and rooftop. Rooftop mechanical equipment is also appropriately screened from public view.

Parking, access and service areas have been located and designed to minimize their impact on surrounding properties and the public realm by locating them at the rear of the proposed development. A limited amount of at grade, off-street parking has been located at the rear of the proposed development, with the remaining spaces located in three levels of underground parking. As the parking is located behind the building, it will not be visible from the street. One ingress/ egress point is proposed onto Plains Road in order to minimize the amount of driveway crossing the public sidewalk, which reduces impact on pedestrians, cyclists and traffic.

Land Use Policies – Urban Area

The subject property is designated Urban Corridor in the new Official Plan (Figure 18). The Urban Corridor land use designation intends to provide areas of concentration for mixed use development in compact built forms. The policies pertaining to the Urban Corridor land use designation are outlined in Section 8.1.3(7) of the new Official Plan. The following objectives outlined in Section 8.1.3(7.1) are applicable to the subject lands and the proposed development:

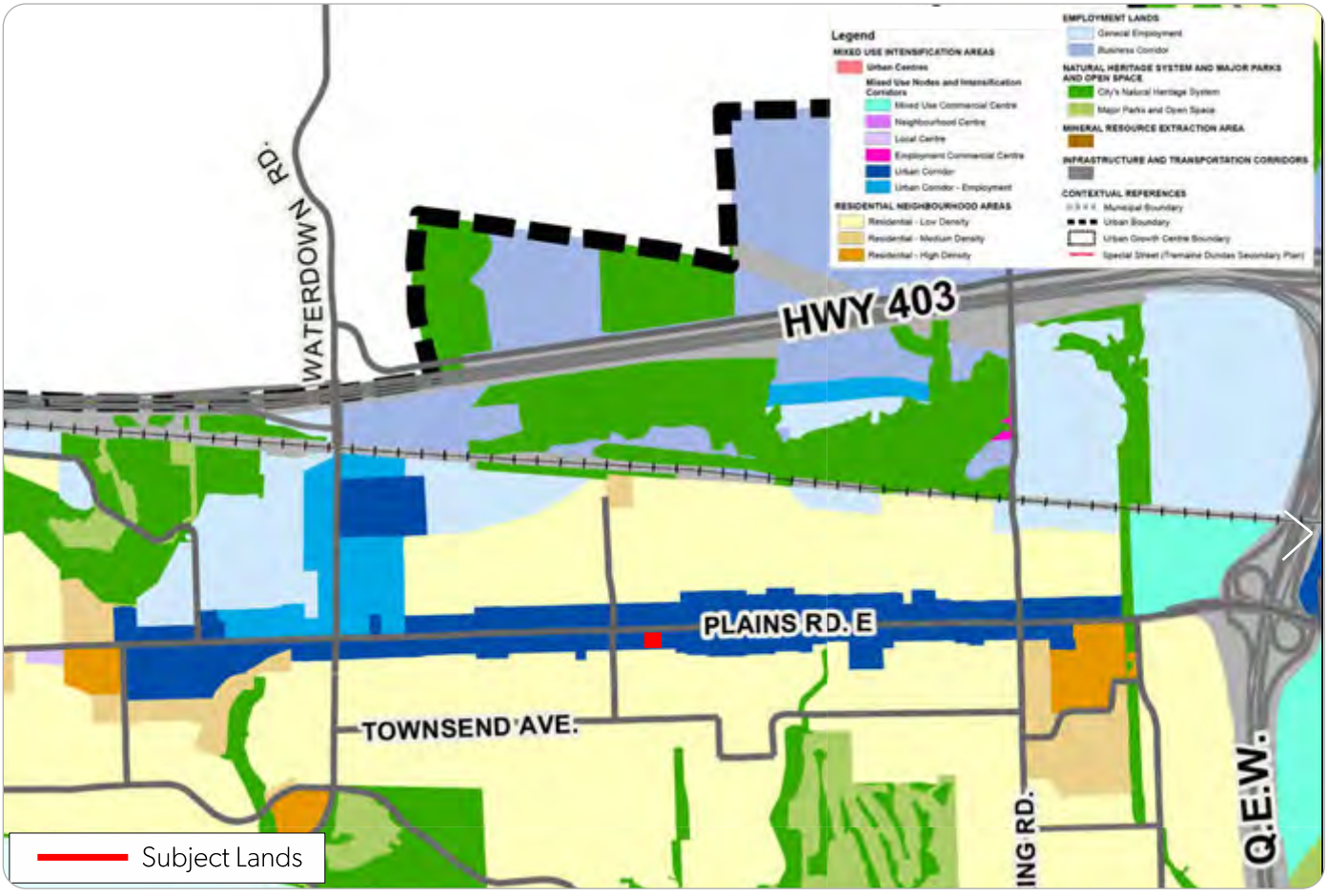


Figure 18: Schedule C – Land Use Urban Area

The policies pertaining to the Urban Corridor land use designation are outlined in Section 8.1.3(7) of the new Official Plan. The following objectives, outlined in Section 8.1.3(7.1) are applicable to the subject lands and the proposed development:

a. *To provide locations in the city along key Major Arterial or Multi-Purpose Arterial Streets that will serve as areas of concentration for mixed use development in a compact built form, with residential, retail, service commercial, office, entertainment, public service facilities and institutional uses, and open space uses.*
b. *To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact built form, while retaining compatibility with the surrounding area.*
c. *To permit mixed use development on individual sites where various combinations of residential, retail, service commercial, office and other uses are located, or on sites where residential, retail, office and other uses are located next to one another.*
d. *To ensure development along Urban Corridors provides a safe, accessible and attractive pedestrian environment with connections to adjacent residential neighbourhoods and Employment Areas.*

The proposed development intends to meet the objectives outlined in Section 8.1.3(7.1) by having consideration for the policies outlines in Section 8.1.3(7.2). The following policies outlined in Section 8.1.3(7.2) are applicable to the subject lands and the proposed development:

a. *Transit-supportive and pedestrian-oriented design shall be required in the development of Urban Corridor sites.*
b. *Urban Corridor lands are intended to provide for the day-to-day and goods and service needs of residents and employees within and in proximity to the Corridor and may also serve a broader city-wide market.*
c. *The following uses may be permitted on lands designated Urban Corridor:*
    i. *retail and service commercial uses;*
    ii. *automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;*
    iii. *residential uses with the exception of single-detached and semi-detached dwellings;*
    iv. *office uses;*
    v. *entertainment uses; and*
    vi. *recreation uses.*
d. *A maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained.*
e. *The minimum building height shall be two (2) storeys and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street.*
f. *To ensure compatibility with adjacent residential areas the maximum six (6) storey building height may not be permitted on sites that are small in size, have insufficient depth, are adjacent to areas designated Residential-Low Density, or front local streets.*
g. *Development located on sites designated Urban Corridor may contain a minimum of one permitted use as outlined in Subsection 8.1.3(7.2) c) of this Plan, except in the following locations where mixed use buildings containing retail and service commercial uses at grade shall be required on:*
    i. *sites located at the intersections of:*
        a. *Fairview Street and Walker's Line;*
        b. *Fairview Street and Guelph Line; and*
        c. *Plains Road and King Road.*
    ii. *sites located within MTSA Special Planning Areas, as shown on Schedule B: Urban Structure, and Schedule B-1: Growth Framework, of this Plan.*

The proposed development provides a transit supportive, pedestrian oriented design that that provides a mix and variety of residential dwellings, contributing to the community's supply of housing. Additionally, the proposed height of six-storeys complies with the maximum height requirements permitted in Section 8.13(7.2)g) of the Plan.

Summary

It is our opinion that the proposed development is in keeping with the intent of the new Official Plan policies. The proposed development is a form of appropriate planned intensification that is intended for Secondary Growth Areas and Urban Corridors. Redevelopment of the underutilized site will provide the area with a mix of housing options within a compact built form, that will contribute to the creation of a complete community. Further, the proposed development has been designed to mitigate potential impacts on surrounding low-rise residential uses, and the addition of residential density will compliment nearby commercial land uses.

5.6 CITY OF BURLINGTON COMPREHENSIVE ZONING BY-LAW 2020

The City of Burlington Zoning By-law 2020 zones the subject lands as Residential – Medium Density (RM1-346) (Figure 19). The RM1-346 zone permits residential uses in medium density, built forms. Additionally, retirement homes and community institutional uses are permitted. The RM1-346 zone permits a maximum height of 2.5 storeys.



Figure 19: City of Burlington Zoning By-law 2020 Map

As the current zoning does not permit apartment residential uses, or the height and density of the proposed development, a Zoning By-law Amendment is required. The enclosed Draft Zoning By-law Amendment proposes to rezone the subject property to the Mixed-Use Corridor – General zone, additional details can be found in Section 7.2 of this Report.

Table 6. Policy Analysis of Section 5.3.2(j)

Zoning Provision	RM1-346	MXG
Permitted Uses	• Detached Dwelling • Semi-Detached Dwelling • Duplex Building • Triplex Building	• Apartment Building • Retail Commercial • Service Commercial
Building Height	2.5 storeys	6 storeys
Floor Area Ratio	N/A	1.5:1

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6. NON-STATUATORY DOCUMENTS

6.1 BURLINGTON MID-RISE DESIGN GUIDELINES

The City of Burlington Mid-Rise Design Guidelines were approved by City Council in 2019. The Guidelines set out best practices, developed to inform the urban design aspects of mixed-use and residential mid-rise buildings. They are intended to implement the City's Official Plan objectives and policies related to deign excellence and the creation of a high-quality built environment that supports complete, compact and sustainable communities.

Through performance standards, the Guidelines promote urban design excellence and supports the establishment of vibrant streets. The Guidelines apply to buildings with heights between 5 and 11 storeys and are applicable to the proposed development. The Urban Design Brief prepared by Weston Consulting, in conjunction with SRM Architects, provides a discussion on how the proposed development satisfies the Guidelines.

6.2 PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES

The City of Burlington Plains Road Corridor Urban Design Guidelines we approved by City Council in 2006. The Guidelines pre-date the City's Mid-Rise Design Guidelines and were prepared to refine the vision of Plains Road and the adjacent lands. The Guidelines applied to a 7 kilometre section of Plains Road, aimed to create a cohesive design language for new buildings along the corridor. The Plains Road Corridor Urban Design Guidelines have been considered in the preparation of the enclosed applications.

6.3 DRAFT ALDERSHOT GO MOBILITY HUB PRECINCT PLAN (2018)

In 2014, through the Official Plan Review process, the City along with consultants from Brook McIlroy completed the Mobility Hubs Opportunities and Constraints Study, which provided a high-level analysis of each of the City's Mobility Hubs (Major Transit Station Areas) and informed the development of the study areas for future Area Specific Planning work to be done in each of the Mobility Hubs. The creation of Area Specific Plans (ASPs) for each of Burlington's four Mobility Hubs was identified as a key priority for City Council through the development of Burlington's 2015-2040 Strategic Plan. The Mobility Hubs initiative was publicly launched in April, 2017.

The Aldershot GO Mobility Bub is a Mobility Hub (MTSA) centered around the Aldershot GO station. The study area is comprised of an area approximately 800 metres around the GO station. The City intends for the areas surrounding GO stations to be developed into complete, compact neighbourhoods, with a diverse mix of residential, industrial, employment, commercial and retail uses. It is the City's intention to create an Area Specific Plan (Secondary Plan) to guide the future growth of the area surrounding the Aldershot GO Mobility Hub. The precursor to this Area Specific Plan was a precinct plan to lay out potential land uses, heights, road networks and open spaces. The Aldershot GO Mobility Hub Precinct Plan (the 'Precinct Plan') was released in July 2018.

It is acknowledged that the draft Precinct Plan is not approved nor endorsed by City Council. We accept this Plan as the emerging planning vision for the lands around the Aldershot GO station. Although the Precinct Plan identifies the subject lands outside of the Study Area Boundary, the proposed development supports the key directions intended for the proposed Secondary Plan area by providing a mid-rise residential development within close proximity of a higher-order transit station.

The proposed development will contribute to a pedestrian oriented streetscape, surrounding the Aldershot GO station, contributing to the creation of a complete community.

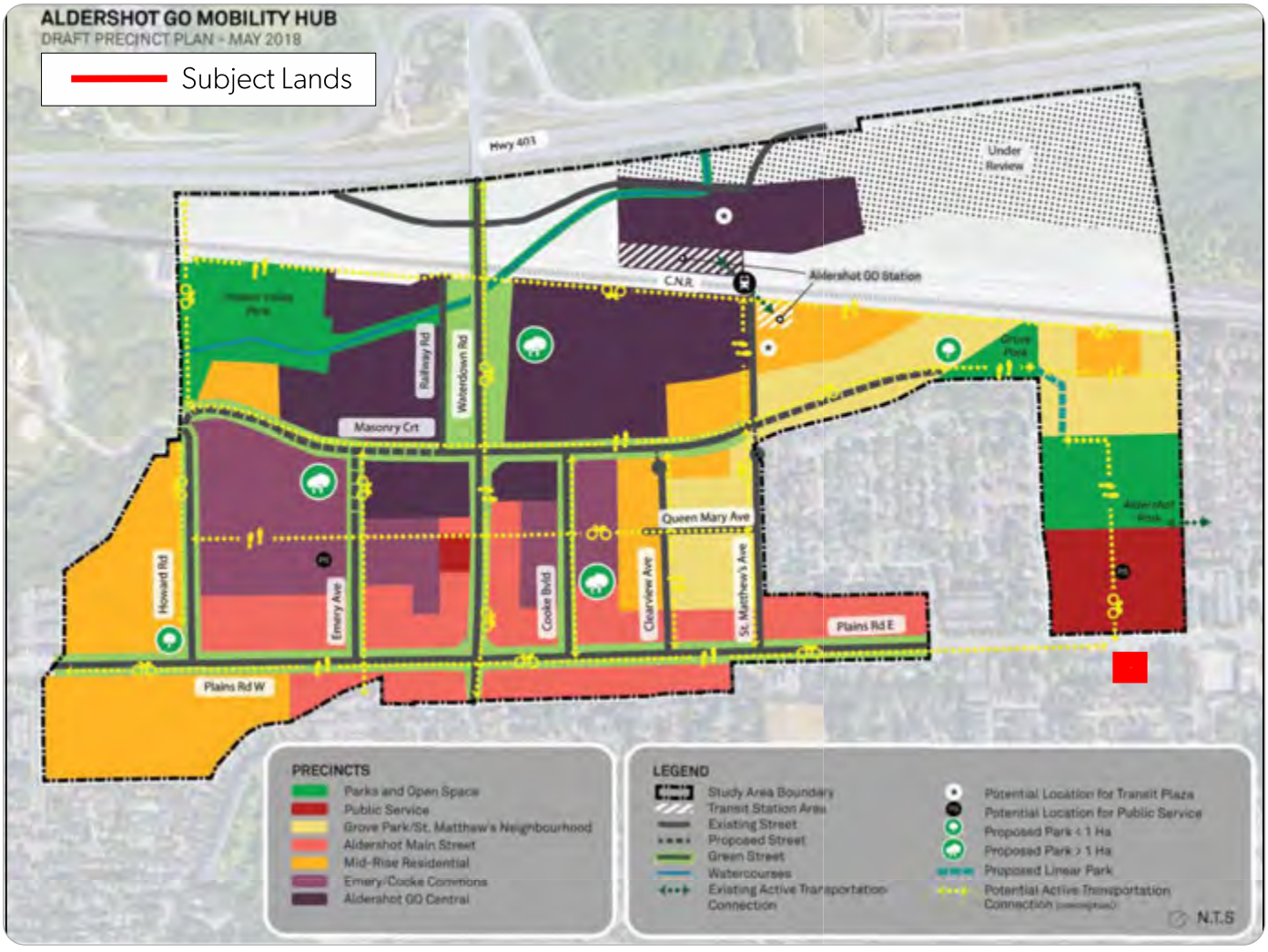


Figure 20: Aldershot GO Mobility Hub Draft Precinct Plan

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7. DESCRIPTION OF PLANNING APPLICATIONS

7.1 PROPOSED OFFICIAL PLAN AMENDMENT

The subject lands are designated Residential – Medium Density in the City of Burlington Official Plan. The proposed development seeks to redesignate the subject lands to Mixed Use Corridor – General. It is our opinion that the proposed apartment building is appropriate for the subject lands.

7.2 PROPOSED ZONING BY-LAW AMENDMENT

The proposed Zoning By-law Amendment proposes to rezone the subject property from Residential – Medium Density (RM1-346) to Mixed Use Corridor – General (MXG-XXX) with site specific provisions, as outlined in Table 7. The Mixed-Use Corridor – General zone permits the proposed apartment building built form. Based on the uses permitted in this zone, and the planned context of the surrounding area, the proposed Mixed-Use Corridor – General zone is appropriate for the subject lands.

Table 7. Zoning By-law Amendment – Analysis of MXG Zone Standards

Provision	Permitted By-Law 2020	Proposed
Maximum Floor Area Ratio	1:5:1	2.96:1
Maximum Building Height	6 storeys	6 storeys
	The floor area of the second, third, and fourth storeys of a building containing more than one storey must be at least 50% of the floor area of the first storey.	Shall not apply
Parking	1.25 per one-bedroom unit 1.50 per two-bedroom unit 1.75 per three or more-bedroom unit 0.35 visitor spaces per unit	1 space per dwelling unit 0.25 visitor spaces per unit
Amenity Area	15 square metres per efficiency dwelling unit 20 square metres per one-bedroom unit 35 square metres per two or more-bedroom unit	15.8 square metres per unit

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8. PUBLIC CONSULTATION STRATEGY

In accordance with the requirements of the Planning Act, a Public Consultation Strategy is provided in conjunction with the enclosed Official Plan Amendment and Zoning By-law Amendment applications. The Public Consultation Strategy that has been implemented and will continue to be utilized is outlined below. Chapter 11 of the new Official Plan outlines Public Participation and Engagement policies. The procedures have been summarized below as they relate to the proposed development:

1. A sign shall be placed on the subject lands by the applicant, indicating the basic details of the application, following submission.
2. The City's website shall contain details of the application, technical supporting materials, and meeting details. This page will be updated throughout the process.
3. A community meeting may be held to inform the community about a development proposal, the development application review process and a development application, and answer questions about the development.
4. A preliminary notification of the applications may be provided prior to the Council meeting to consider a recommendation on the proposed amendments. For site specific amendments, the preliminary notification shall be sent by prepaid first class mail or personal service or email to every owner of land within 120 metres of the subject property, and may be sent to every tenant.
5. A statutory public meeting shall be held by the appropriate committee of City Council established to conduct statutory public meetings. Notice of the statutory public meeting to inform and obtain comments from the public shall be given at least 14 days prior to the date of the meeting, when a preliminary public notification has been given. When this preliminary public notification has not been given, notice of the public meeting shall be given at least 30 days prior to the date of the meeting.
6. For a site specific amendment, notice of the statutory public meeting shall be placed in a local newspaper and/or sent by mail or personal service to every owner of land within 120 metres, and may be sent to every tenant and to any parties who have requested notification of any meetings on this particular matter, provided the request is received before notices are issued.
7. Notice of a statutory public meeting shall include, information regarding the power of the Local Planning Appeal Tribunal to dismiss an appeal if an appellant has not provided Council with oral submissions or written submissions before a decision is made on the development application.
8. In the case of an Official Plan amendment, adequate time should be allowed after the statutory public meeting for staff to analyze all public comments before the staff report and the proposed amendment is dealt with by Council. In the case of a Zoning By-law amendment, or where it is determined that adequate time has been provided for analysis of the comments on an Official Plan Amendment, a decision and recommendation to Council on the application may be made by the Committee at the statutory public meeting, if appropriate.
9. Notification of the Council decision regarding the proposed amendment and/or the plan of subdivision shall be given to the applicant and persons who expressed an interest in the matter, by the City Clerk.
10. Where a development application is deemed to have a potentially significant impact, the City may require an expanded public consultation process, including additional community meetings.

The above noted items will act as a checklist throughout the application process. Below is a list of all items that have been, or will be, provided throughout the engagement process:

1. A virtual Pre-application Consultation Meeting was held on April 26, 2021 to inform the community about the development proposal, the development application review process, and answer questions about the proposed development.
2. Following the formal submission of the applications, a sign will be posted on the subject property, in a visible and informative way per City standards.
3. Application details will be provided and posted on the City's website for the development applications: www.burlington.ca/284plains.
4. A Statutory Public Meeting will be held with the appropriate committee of City Council.
5. Residents within 120 metres of the subject property will be notified via mail.
6. Notice of a statutory public meeting shall include, information regarding the power of the Local Planning Appeal Tribunal to dismiss an appeal if an appellant has not provided Council with oral submissions or written submissions before a decision is made on the development application.
7. Following the Statutory Public Meeting, appropriate time will be provided for Staff to prepare their staff report and to review public comments.

We trust that the enclosed Public Consultation Strategy is satisfactory and in compliance with Provincial legislation and implements the procedure outlined in the new Official Plan. Weston Consulting and 284 Plains Road Developments Inc. remain committed to facilitating public engagement and will assist in engaging the public through the process outlined in this Report.

8.1 PRE-APPLICATION CONSULTATION MEETING

In accordance with the City of Burlington's public consultation procedures, a virtual Pre-application Consultation Meeting was held over Zoom on Monday April 26, 2021 from 7:00 pm to 9:00 pm. As part of the City's process for Official Plan and Zoning By-law Amendment applications, applicants must conduct an independent consultation meeting with surrounding property owners, tenants, with the Ward Councillor and Mayor. As stipulated in the pre-consultation agreement, this meeting must be held prior to the submission of a complete application under the Planning Act.

Glenn Pothier of GLPi, an independent moderator retained by 284 Plains Road Developments Inc., provided introductory remarks and introductions. The session was attended by Mayor Marianne Meed Ward, Ward 1 Councillor Kelvin Galbraith. Following the introductions, Senior Planner Thomas Douglas provided an overview of the planning process, the applicable planning policy in relation to the subject property, the circumstance of the Official Plan Amendment and Zoning By-law Amendment, and how the public will be involved. Martin Quarcoopome of Weston Consulting provided an overview of the planning rationale and description of the proposed development to the public in attendance.

Following the presentation, a question-and-answer period took place, allow local residents to ask questions and have their concerns addressed by the present consulting team. The public reflected concerns with the overall building height and residential density of the proposal which at the time included a nine-storey residential building with an overall building height of 33.50 meters. A total of 156 units were proposed with 191 parking spaces. Based on concerns from residents relating to the overall height, density and potential traffic generation, the proposed development has since been revised to a six-storey residential building with an overall building height of 24.45 meters. A total of 117 units are proposed with 147 parking spaces.

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9. PLANNING JUSTIFICATION & ANALYSIS

Growth and Intensification

The PPS, Growth Plan and City of Burlington Official Plan policies are aligned in promoting efficient, compact, urban forms of land use development by:

- Concentrating new development to Settlement Areas and existing Built-up Areas;
- Promoting intensification and greater density along, and in proximity to transit services;
- Promoting a range and mix of unit sizes and configurations to increase housing choice; and
- Providing Infill development opportunities.

The application policy framework provides direction for growth by encouraging the efficient use of land. The subject lands are currently occupied by a low density, built form. It is our opinion that the proposed development provides a more efficient and optimal use of lands as it provides for intensification on the site along a Multi-Purpose Arterial. The 117 residential units proposed will contribute to the diversity and mixture of housing options within the area.

Additionally, the proposed development complies with the Growth Plan policies for the development of complete communities by contributing to the diverse mix of land uses, range of housing options, and is supportive of active transportation, public services, parks and open spaces.

Housing

In additional to addressing policies for managing growth and the efficient use of land, the applicable planning policy framework provides direction for the provision of a range of housing options. It is recognized that additional growth shall be permitted within an existing settlement area that is well services by public transportation and municipal infrastructure, water and sanitary services. Additionally, the applicable planning policy provides direction for the implementation of a diversity and mixture of building typologies and a range of unit sizes. Proposed developments should consider the built form context of the surrounding neighbourhood, allowing for a high-quality built form that considers and respects the character of the area.

The proposed development intends to implement a mid-rise built form, allowing for intensification through the redevelopment of underutilized lands, while respecting adjacent lower density uses. The proposed 6 storey residential building will provide 117 new residential units within an existing community. The mid-rise building appropriately steps down to the existing low-rise built forms, respecting the built form of the existing residential neighbourhood. Options are provided through varying unit sizes, including one-bedroom to three-bedroom units and two-bedroom townhouses. The proposed unit mix will provide a range and mix of housing options that accommodate a range of people, including singles, couples and families. The location of the proposed development will allow for convenient access to public services and facilities, and is of a high quality, compact built form.

It is our opinion that the proposed development has regard for the policies set out by the applicable land use planning policy regime. The proposed development respects the existing character of the surrounding neighbourhood and contributes to the mixture and diversity of building typologies.

Height and Density

The proposed development contemplates a massing, configuration and height appropriate for an infill development, in close proximity to existing transit services. The mid-rise residential massing configuration supports a more intensified built form, creating an animated streetscape and presence along Plains Road East. Additionally, the proposed height of 6 storeys has been reviewed in the context of the built form massing and shadow impacts. It is our opinion that the proposed height and massing is appropriate for the development of the subject lands.

The proposed Floor Area Ratio of 2.96 is required to appropriately facilitate intensification on the subject lands, consisting of a mid-rise residential development including 117 units. The subject lands can support the proposed intensification as they are located on a Multi-Purpose Arterial and are in close proximity of existing transit systems.

Shadowing

The proposed increase to the permitted height will not create any significant shadowing impacts from the proposed development on adjacent uses. The Sun Shadow Study prepared by SRM Architects concludes that the shadow impacts from the proposed development on the neighbouring properties are moderate and of relatively short duration. The shadow impact of the proposed development is mitigated by stepbacks and appropriate building setbacks, reducing the mass and overall impact. This provides further support that the proposed built form can be appropriately incorporated into the existing community.

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10. CONCLUSION

Based on our review of the existing and planned context, planning policy and supporting materials, it is our opinion that the proposed development and associated applications for Official Plan Amendment and Zoning By-law Amendment are based on good planning and urban design principles and seek to enhance the character of the surrounding area. The proposed development of the subject lands will intensify an underutilized site in a manner that is compatible for lands serviced by existing infrastructure and public transportation services. It is our opinion that the proposed development and associated planning applications should proceed through the process prescribed by the Planning Act.

Yours truly,



Martin Quarcoopome, BES, MCIP, RPP
Senior Associate


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