

GOLDBERG GROUP

PLANNING JUSTIFICATION REPORT

PROPOSED OFFICIAL PLAN &
ZONING BY-LAW AMENDMENT

141, 147, and 153 Plains Road West
City of Burlington

Prepared for :
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Contents

1 Introduction 2

2 Location and Description of the Subject Site 4

2.1 City Policy and Zoning Context 4

3 Description of Surrounding Area Context 5

3.1 Transit 6

3.2 Active Transportation 7

3.3 Neighbourhood Amenities 7

4 Description of Proposal 9

4.1 Applications Required to Implement the Proposal 10

5 Planning Policies, Regulations and Analysis 12

5.1 The Planning Act 12

5.2 Provincial Planning Statement (2024) 14

5.3 Halton Region Official Plan 21

5.4 City of Burlington Official Plan 29

5.4.1 City of Burlington Official Plan 1997 30

5.4.2 City of Burlington Official Plan 2020 34

5.5 City of Burlington Major Transit Station Areas, Area Specific Planning Study & Final Report (Final) 47

5.6 OPA 2/Draft CPP By-law (May 2024) 52

5.7 City of Burlington Zoning By-law 2020 58

6 Supporting Studies 62

6.1 Phase One and Two Environmental Site Assessments (ESA) 62

6.2 Preliminary Hydrogeological Assessment 62

6.3 Soil Investigation 63

6.4 Functional Servicing (FSR) and Stormwater Management (SWM) Report: 63

6.5 Transportation Impact Study 63

6.6 Urban Design Brief 64

6.7 Land Use Compatibility and Air Quality Impact Study: 64

6.8 Arborist Report 65

6.9 Noise Impact Study 65

6.10 Solid Waste Management Plan....65
6.11 Wind Study....65
7 Planning Analysis....67
7.1 Intensification Targets and Strategies....67
7.2 Efficiently Using Infrastructure and Community Services....67
7.3 Land Use, Built Form and Compatibility....68
7.4 Proposed Zoning Category and Development Standards....69
7.5 Respect for the Natural Environment....69
7.6 Onsite Operations....70
7.7 Housing Impact Statement....70
8 Conclusion....72

Figures

Figure 1 – Aerial Context
Figure 2 – Birds Eye View – SW
Figure 3 – Birds Eye View – NE
Figure 4 – Transit Map
Figure 5 – Community Services Map
Figure 6 – Site Plan and Statistics
Figure 7 – Ground Floor Plan
Figure 8 – 5th to 6th Floor Plan
Figure 9 – 11th Floor Plan
Figure 10 – South Elevation
Figure 11 – North Elevation
Figure 12 – West and East Elevation
Figure 13 – Renderings
Figure 14 – Regional OP – Map 1h – Regional Urban Structure
Figure 15 – Regional OP – Map 6D – Aldershot GO MTSA
Figure 16 – OP 1997 – Land Use Plan
Figure 17 – OP 1997 – Schedule B
Figure 18 – OP 1997 – Schedule B-2
Figure 19 – OP 2020 – Land Use
Figure 20 – May 2024 Draft Aldershot Go Mtsa Cpps By-Law Schedules
Figure 21 – City of Burlington Zoning By-law 2020
Figure 22 – Developments/Height Map

1 Introduction

Goldberg Group has been retained by 2412947 Ontario Ltd., Laith Al-Dabbagh, and 2381798 Ontario Ltd., the collective "Owners" of the three existing lots of record, municipally known as 141, 147, and 153 Plains Road West in the City of Burlington. The lands are legally described as 'CON 1 Part of Lot 8', 'CON 1 EF Part of Lot 8', and 'CON 1 Part of Lot 8' in the City of Burlington (the 'subject lands' or 'subject property'). The subject lands are located on the north side of Plains Road West, east of the intersection of Howard Road and Plains Road West. The lands currently support low-rise single detached dwellings and service commercial uses.

The Owners are contemplating the redevelopment of the lands with an 11-storey mixed-use building (not including mechanical penthouse or amenity level), containing 150 dwelling units and 175 square metres of non-residential floor area. The proposed dwellings are contemplated to be of purpose built rental tenure, with a minimum of 10% of the units striving to be 'affordable' units with rents of less than $1,000 per month. Further, the proposed building is contemplated to incorporate a geothermal heating/cooling system.

This report reviews the existing and evolving land use and area context, the current Provincial and City policies and guidelines, and assesses the proposed redevelopment of the site within this context. As a result, from a land use planning perspective, the proposed redevelopment is a good fit with the existing and planned context, and conforms with, and is in keeping with, applicable policies and guidelines.

The following plans and reports have been prepared in support of this OPA and ZBA application and will be included under separate cover with this submission:

- Architectural Plans and Shadow Study, AAA Architects Inc.
- Urban Design Brief, John G. Williams Limited
- Arborist Report and Landscape Plans, Henry Kortekaas & Associates Inc.
- Land Use Compatibility and Air Quality Study, GHD
- Functional Servicing and Stormwater Management Report, Luban Ltd.
- Transportation Impact Study, Paradigm Transportation Solutions Limited
- Pedestrian Level Wind Assessment Study, GradientWind Engineering Inc.
- Noise Impact Study, Aercoustics Engineering Ltd.
- Phase 1 and 2 Environmental Site Assessment, Azure Group Inc.
- Geotechnical Study, Azure Group Inc.
- Hydrogeological Study, Azimuth Environmental Consulting Inc., for Azure Group
- Solid Waste Management Plan, RJ Burnside and Associates Limited
- Community Meeting Response Matrix, Goldberg Group.
- Lighting Plans, Northstar Engineering and Technologies Ltd.
- Shoring Designs, RH Engineering Inc.

- A Shear Wave Velocity Testing for Seismic Classification, Frontwave Geophysics Inc.

To the extent applicable, these plans and reports have been utilized as input into the facts and opinions expressed in this Planning Report.

2 Location and Description of the Subject Site

The subject lands are 2,418 sq.m. in size and are located on the north side of Plains Road West, approximately 70 metres southeast of Howard Road. The lands currently support residential and commercial uses, including two detached dwellings and a 2-storey medical service office (Monarch Dentistry, Medisthetics Wellness and Laser Clinic) (**Figures 1-3**). The two dwellings share a driveway with access from Plains Road W. and the medical service office has a single driveway access from Plains Road W. with parking at-grade located at the front and rear of the building.

The subject lands have a generally flat topography and are rectangular in shape with a frontage of approximately 57.8 metres (189.7 feet) along Plains Road West and a depth of 42.1 metres (138.1 feet). The aggregate area of the subject property is 2,418 square metres (+/-0.6 acres).

The medical service office is located at 141 Plains Road West with a gross floor area of approximately 265 sq. m. (+/-2,850 sq. ft.), the property contains a total of 23 surface parking spaces to serve the building.

2.1 City Policy and Zoning Context

The subject lands are designated *Mixed-Use Corridor – General* within in-effect City of Burlington Official Plan (1997). It is designated *Urban Corridor* and *Mixed Use Nodes and Intensification Corridor* within the City of Burlington Official Plan (2020) Interim Working Official Plan, and is currently identified as being within the *Mixed-Use Corridor – General (MXG)* within the City of Burlington Zoning By-law 2020.

The subject lands are also within the boundaries of the *Aldershot GO Major Transit Station Area* (MTSA) as identified by the Region of Halton. The City of Burlington has prepared a Major Transit Station Area (MTSA), Area Specific Planning (ASP) Study and Final Report for the Aldershot GO MTSA, but has yet to implement a final secondary plan or policy framework for the area. Within the MTSA Study, a land use designation is contemplated for the subject lands which would permit mixed-use buildings to a maximum height of 11-storeys (**Figure 20**).

3 Description of Surrounding Area Context

The subject lands are located in the Aldershot Village community in the City of Burlington. The land uses surrounding the subject site include the following:

North	To the immediate north of the subject lands are two existing large scale low-rise warehouses known as Agro Wholesale Produce Ltd. and Ippolito Group. They are used for wholesale of produce. These lands are designated as *General Employment* in the City of Burlington Official Plan 1997 and 2020.
East	To the immediate east of the subject lands is a two-storey retail building containing multiple businesses including a restaurant, a paint store and offices above. The building is a corner site surrounded by surface parking facing towards Plains Road West to the south and Howard Road to the east. Further east of Howard Road is another similar low-rise retail plaza with a range of retail and office uses surrounded by surface parking. Further northeast approximately 300 m northeast of the subject lands is St. Marys Cement Inc. operating as a CBM Ready Mix. There are several high-rise mixed use development applications located towards the northeast quadrant of Plains Road West and Waterdown Road ranging from 12 to 22 storeys. At 1029 & 1033 Waterdown Rd. a 29-storey mixed-use building containing 295 units is proposed. Further northeast at 1062-1074 Cooke Blvd. two high-rise mixed-use buildings of 30 and 32 storeys connected by a 6-storey podium containing 809 units is proposed. Towards the northeast intersection of Waterdown Road and Masonry Crt. at 1120 Cooke Blvd., three high-rise mixed-use buildings of 29, 31 and 33 storeys containing 1,165 units is proposed. The height and development status of these applications, and other existing and approved development are shown in **Figure 22**.
South	To the immediate south of the subject lands is Plains Road West and includes an existing paved bike lane next to the pedestrian sidewalk. Further south are existing 12-storey residential apartment buildings between Daryl Drive and Howard Road with surface parking surrounding the buildings including towards Plains Road West. To the southeast of Howard Road and Plains Road is a mixed use building with retail units at grade and surface parking towards the street.

West	To the immediate west of the subject lands is a two-storey office building for the Burlington and Area Midwives. Further west are additional similar uses including a one-storey office building providing safety training services and a two-storey medical office. Further west is a townhouse subdivision with mixed use townhouses fronting towards Plains Road West providing personal service shops and other retail stores. To the northwest of the subject lands is Hidden Valley Park and Playground. It can be accessed from the north end of Howard Road and includes a multi-use trail connecting to the broader neighbourhood.

3.1 Transit

The site is in close proximity to existing transit infrastructure operated by Burlington Transit, GO Transit, and VIA Rail Canada. Specifically, the following bus routes operate near the subject lands. Transit service is centralized around the Aldershot GO Station. The Aldershot GO station provides access to GO Transit Bus and GO Transit Rail service and acts as a turnaround point for Burlington Transit routes. As will be discussed in later sections of this Report, the Aldershot GO Station has been identified by the Region of Peel as one of three *Major Transit Station Areas* within the City of Burlington.

The Aldershot GO Station is located approximately 1.7 km northeast of the subject lands which is equivalent to a 20-minute walk, 7-minute bike ride or 3-minute drive.

The nearest transit stops to the subject lands are approximately 30 m to 100 m walking distance from the subject lands located on the north and south sides of Plains Road West at Howard Road (**Figure 4**).

The following service is provided on Burlington Transit Route 1:

Day of Week	Route 1 (Plains-Fairview)	Peak Headway	Connections
Monday to Friday	Approximately 5am to 1am (next day) am – 12:39 am (next day)	~10 minutes	Toronto Union Station West Harbour GO Station
Saturday	Approximately 6:44 am to 12:30 am (next day)	~15 minutes	
Sunday	Approximately 7 am to 9:44 pm	~15 minutes	

The Lakeshore West GO Train operates seven days a week between Union Station in Toronto and Niagara Falls. Most trips terminate at West Harbour GO station in Hamilton with an intermediate stop at Aldershot GO station.

Eastbound trains from Aldershot to Union operate on the weekday from approximately 4:50 am to 11:10 pm and Westbound trains from Union to Aldershot operate on the weekday from approximately 6:15 am to 12:43 am the next day. Service frequency is approximately 15-30 minutes.

Collectively, these transit options provide inter- and intra-municipal connections which will help encourage residents to utilize alternative modes of transportation and in turn create sustainable communities in line with the policies for the area.

3.2 Active Transportation

There are existing sidewalks on both sides of Plains Road West. Similarly, Plains Road West has recently been reconstructed to include cycling facilities are on both sides of the right-of-way. On the north side of the street, these lanes are provided in the form of a paved bike path adjacent to the sidewalk within the north boulevard of Plains Road West immediately adjacent to the subject lands. On the south side of the street, the bicycle lane is provided on street, with bollards provided to separate bicycle and vehicular traffic.

There is a Shared Use Lane known as sharrows or a “signed route” for cyclists on Howard Road that runs through Hidden Valley Park and LaSalle Park, connecting to a bike lane along Waterdown Road and through to the Aldershot GO Station.

A supply of 130 parking spaces is provided within the proposed building, consisting of 20 short term and 110 long term spaces to help promote the use of active transportation and to leverage the investments made by the City and Region in establishing bike lanes along Plains Road.

3.3 Neighbourhood Amenities

The subject lands are very well served by community facilities, indoor and outdoor recreational facilities, religious institutions, and educational facilities. The subject lands are also within close distance to existing transit, shops, services, restaurants, institutional uses, and entertainment uses. The proposed development’s location is well located to enable the day-to-day needs of residents to be met with a range of community services, public transit, shops, and open spaces within close walking distance.

A partial summary of community amenities within a short walk of the subject property is provided in the following table and in **Figure 5**:

Amenity	Approximate Walking Distance
Gardens Medical Group	190 metres
Aldershot School	550 metres
Aldershot Pool	550 metres
Hidden Valley Park/Playground	650 metres

Additionally, there are a number of commercial plazas along Plains Road West which are easily accessible by future residents. The provision of non-residential floor area within the proposed building will similarly provide easy access to existing and future residents and serve to replace the floor area being removed to facilitate the proposal.

4 Description of Proposal

The proposed development consists of the demolition of the existing buildings on the subject lands to allow the construction of an 11-storey mixed-use building, containing 150 apartment dwelling units and 175 square metres of non-residential floor area at grade. The overall building height is proposed to be approximately 37 metres, not including the mechanical penthouse or rooftop amenity area, with a gross floor area of approximately 11,660 square metres (+/-125,507 square feet), resulting in a floor space index of 4.82 (**Figures 6-13**).

The proposed building consists of a modern architectural vernacular, with heavy use of fenestration provided to ensure a connection to the public realm at grade. An alternating layout of balconies and solid spandrels provides an attractive repeating pattern within the building podium, enhancing visual interest, and when combined with the anticipated coloured cladding, increases the sense of contrast and warmth along the public realm (**Figures 10-13**).

The proposed development will activate the streetscape with the residential lobby and retail units facing the public realm towards Plains Road West (**Figure 7**).

The residential units are contemplated to be purpose-built rental units and are located between the 2nd and 11th floors. It is also contemplated that a minimum of 10% of the units will be 'affordable' rental units. The unit breakdown is as follows:

Unit Type	Units	%
1-Bedroom	52	34.7%
2-Bedroom	88	58.7%
3-Bedroom	10	6.7%
Total	**150**	**100.0%**

Indoor and outdoor amenity spaces are to be located on roof of the 11th floor with additional outdoor terraces are located on the 7th floor. In total, a combined 2,243 square metres (+/- 24,143 square feet) of amenity space is to be provided, equating to approximately 15 square metres per dwelling unit. This is exclusive of private terraces or balconies accessible from each dwelling unit (**Figures 7** and **9**).

A total of 112 parking spaces will be provided, of which 103 are for residents, 5 are for visitors and 4 are for retail use. This includes a total of 22 spaces equipped with electric vehicle (EV) charging infrastructure, and 5 accessible parking spaces. The balance of the parking spaces (90 spaces) are to be designed to permit the future installation of EV charging infrastructure. A total of 128 bicycle parking spaces, consisting of 105 long term spaces located in secure rooms in the parking levels, and 23 short term spaces located at grade at the north side of the building adjacent

to the lobby. The short term spaces are weather protected, located beneath the overhang of the 2nd storey (**Figure 7**).

Vehicular access to the property is provided directly from Plains Road West via a consolidated driveway located at the west end of the frontage, providing access to surface parking and the ramp to the underground parking. The surface parking area is screened by the mass of the building and other streetscape/landscape improvements (**Figure 10**).

A 3 m setback is proposed above the podium above the 5th and 7th floors along the south side of the building to ensure a pedestrian scale is maintained along Plains Road West. A minimum setback of 5 metres is provided for both side yards, with further stepbacks provided at the 7th level to ensure sufficient separation is provided from adjacent properties in the event of their future redevelopment. The northern building elevation is arranged in a sawtooth pattern, with a brick façade oriented at 45-degrees to the employment use to the north. In doing so, potential acoustic impacts from the adjacent uses are mitigated, and views from the dwelling units are directed towards Hidden Valley Park and Grindstone Creek northwest of the property (**Figures 8** and **11**).

The proposed development is also intended use a Geothermal heating and cooling system which would reduce reliance on fossil fuels and potentially remove the need for a roof top cooling tower --limiting noise and improving sustainability.

The existing community is well-served by existing community infrastructure including public transit, parks, schools and recreation facilities. Hidden Valley Park is located northeast of the property accessible through multi-use trails connecting to parks in the broader neighbourhood including LaSalle Park by the lake. It is contemplated that opportunities for further social amenities and recreational spaces will be supplemented through the programing of the on-site common amenity spaces proposed within the building.

4.1 Applications Required to Implement the Proposal

The proposal requires amendments to the current Official Plan with respect to permitted height and density permitted on the subject lands. A concurrent amendment to the City Zoning By-law 2020 is also required to establish site-specific development standards to permit the intended built form, including maximum floor area ratio, building height, and other general provisions.

It is notable that the City has been advancing a Community Planning Permit System (CPPS) for the area around the three GO Stations within the Municipality. This system is a Planning Act Tool which would combine Zoning, Site Plan Control, and Minor Variance processes into a single application.

At the time of writing this report, the City has adopted Official Plan Amendment No. 2 to allow the establishment of a CPPS framework following a lengthy period of study to determine appropriate

uses and densities within each GO Station Area. This Amendment is pending approval by the Minister of Municipal Affairs and Housing. Following approval, the City would be able to establish a CPPS By-law. As will be described later in this report, the development has been designed to be comply with the proposed CPPS framework contemplated for the Aldershot GO Station Area. Thus were the CPPS framework be in effect, no amendments to the Official Plan or Zoning By-law would be necessary. This has been confirmed by City Staff through a preliminary review of the proposed plans.

Given the anticipated rental tenure of the building, funding is being provided, in part, by the Canadian Mortgage and Housing Corporation. To qualify for such funding, strict timelines are provided within which construction must occur. To meet these timelines, it is necessary to submit the amendment applications due to uncertainty regarding the date upon which the CPPS framework would come into effect.

5 Planning Policies, Regulations and Analysis

This section of the planning justification provides an analysis of the proposed development in the context of the following provincial and local documents:

- The Planning Act, as amended
- The Provincial Planning Statement (2024)
- Region of Halton Official Plan (2022)
- City of Burlington Official Plan (2020)
- City of Burlington Official Plan Amendment No. 2 ("OPA 2")
- City of Burlington Official Plan (1997)
- City of Burlington Zoning By-law 2020

5.1 The Planning Act

Section 2 of the Planning Act states that municipalities shall have regard to the following matters of provincial interest:

> *"(a) The protection of ecological systems, including natural areas, features and functions;*
> *(b) The protection of the agricultural resources of the Province;*
> *(c) The conservation and management of natural resources and the mineral resource base;*
> *(d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
> *(e) The supply, efficient use and conservation of energy and water;*
> *(f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
> *(g) The minimization of waste;*
> *(h) The orderly development of safe and healthy communities;*
> *(h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
> *(i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
> *(j) The adequate provision of a full range of housing, including affordable housing;*
> *(k) The adequate provision of employment opportunities;*
> *(l) The protection of the financial and economic well-being of the Province and its municipalities;*
> *(m) The co-ordination of planning activities of public bodies;*
> *(n) The resolution of planning conflicts involving public and private interests;*
> *(o) The protection of public health and safety;*
> *(p) The appropriate location of growth and development;*
> *(q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
> *(r) The promotion of built form that is*

(i) Well designed,
(ii) Encourages a sense of place, and
(iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

(s) The mitigation of greenhouse gas emissions and adaptation to a changing climate."

The proposed development has regard for applicable provincial interests, and in particular subsections (a), (c), (e), (f), (h), (h.1), (i), (j), (k), (l), (m), (o), (q), (r), and (s) for the following reasons:

- The subject site is an appropriate location of growth and development as it within a PMTSA, and will provide transit oriented densities in a compact built form. The proposed transit-oriented development will contribute to the efficient use of transportation, sewage and water infrastructure which already exists and services the subject site;
- The redevelopment of the subject site represents the orderly development of a safe and healthy community and will add a range of residential units to the existing stock of housing within the community. This will expand the options available to existing and future residents, while remaining compatible with employment uses in proximity in the interim period;
- The proposed development will provide 150 purpose built rental-housing units, a minimum of 10% of which are targeted to be affordable, with a monthly rent of less than $1,000;
- The design is sustainable, poses no adverse negative impacts to the ecological integrity of the area, will support public transit, and is pedestrian oriented;
- The built form is well designed and includes an enhanced streetscape that is accessible, attractive, and increases connection thus contributing to a vibrant sense of place;
- The proposed residential use is compatible with surrounding uses, including Employment Uses, from a Noise, Traffic, and Air Quality perspective, as demonstrated through the supporting Noise and Land Use Compatibility Studies;
- The proposed non-residential space will modernize the provision of commercial floor area within the community, in a location that is transit supportive; and
- The proposed building will create a landmark building in a highly visible location along the Plains Road Corridor, that will contribute to the character of the area and help form a gateway into the PMTSA.

In view of the foregoing, it is concluded that the proposed development and associated OPA and ZBA applications have regard for Section 2 of the Planning Act.

5.2 Provincial Planning Statement (2024)

The Provincial Planning Statement, 2024 (the "PPS") was released by the Minister on August 20, 2024, and came into force on October 20, 2024. The PPS applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024.

The PPS replaces both the 2020 Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020. The PPS is intended to be a streamlined province-wide land use planning policy framework that provides municipalities with the tools and flexibility in order to facilitate the development of at least 1.5 million homes by 2031. This document provides policy direction on matters of provincial interest related to land use planning and development. Further, all decisions "must be consistent with" the PPS.

The PPS provides a policy framework and direction for municipalities to achieve complete communities through accommodating a range and mix of land uses, housing and transportation options, employment, and other uses to meet long-term needs, improve accessibility for people of all ages and abilities by addressing land use barriers, and improving social equity and overall quality of life for everyone.

Within the PPS, the following definitions are of relevance and importance

- **Complete communities** means: "…*places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations*."

- **Compact built form** means: "...*a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses, duplexes, triplexes and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads*."

- **Designated Growth Areas** means: *"lands within settlement areas designated for growth or lands added to settlement areas that have not yet been fully developed. Designated growth areas include lands which are designated and available for residential growth in accordance with policy 2.1.4.a), as well as lands required for employment and other uses."*

- **Strategic growth areas** means: "*within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.*

  Strategic growth areas include major transit station areas, existing and emerging downtowns, lands in close proximity to publicly-assisted postsecondary institutions and other areas where growth or development will be focused, that may include infill, redevelopment (e.g., underutilized shopping malls and plazas), brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas."

- **Transit-supportive** means: "*in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system*…"

Generally, the PPS directs growth and development to *settlement areas* through intensification, with a particular focus on *strategic growth areas*, including major transit station areas, and a land use pattern based on a mix of uses which efficiently uses land and resources, optimizes existing and planned infrastructure and public service facilities, support active transportation and transit.

Additionally, the PPS identifies a number of *Large and Fast Growing Municipalities* in Schedule 1, which includes the City of Burlington.

The PPS also acknowledges that *"municipal official plans are the most important vehicle for implementation of the Provincial Planning Statement and for achieving comprehensive, integrated and long-term planning."*, and that *"Zoning and development permit by-laws are also important for the implementation of the Provincial Planning Statement. Zoning and development permit by-laws should be forward-looking and facilitate opportunities for an appropriate range and mix of housing options for all Ontarians."*

Section 6.1(5) of the PPS directs that municipal Official Plans should *"provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas".* This section also indicates that *"the policies of the Provincial Planning Statement continue to apply after adoption and approval of an official plan"*. Therefore, the PPS is considered independent of approved municipal Official Plan's when conducting a planning evaluation.

Since official plans and zoning by-laws are not static and evolve by way of amendment, each municipality must ensure that the official plan and zoning, and the related amendments, are up to date, and "consistent with" the PPS. In this regard, site specific Official Plan and Zoning By-law

Amendment applications represent a Planning Act means of ensuring that the City Official Plan and Zoning By-law remains consistent with the PPS.

Subsection 2.1 of the PPS relate to Planning for People and Homes with the following relevant policies:

- **Policy 2.1.6***: Planning authorities should support the achievement of complete communities by:*

    a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs.

Further PPS policies with respect to Housing include:

- **Policy 2.2.1:** *"Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

    a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
    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 additional needs housing and needs arising from demographic changes and employment opportunities; and*
        2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
    c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations."

The proposal will result in the intensification of subject lands and the introduction of higher density residential units on an underutilized property within the City of Burlington *settlement area*, that is also within a *strategic growth area*. The additional units introduced on the subject lands contribute to the appropriate range and mix of housing options in the area. It will also contribute to the creation of a *complete community* at *transit supportive densities* within a *strategic growth area*, which is located in close proximity to alternative transit modes, community services and parks.

Section 2.3 of the PPS include policies related to Settlement Areas with the following relevant policies:

- **Policy 2.3.1**: "*Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas."*
- **Policy 2.3.2**: "*Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
  a) efficiently use land and resources;
  b) optimize existing and planned infrastructure and public service facilities;
  c) support active transportation;
  d) are transit-supportive, as appropriate; …"
- **Policy 2.3.3:** "*Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities."*
- **Policy 2.3.4**: "*Planning authorities are encouraged to establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions."*
- **Policy 2.3.5:** "*Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas."*

The subject lands are located within a *settlement area* and will optimize the use of land, resources, and the existing and planned infrastructure, including existing municipal infrastructure within the Plains Road right-of-way. The proposal will also contribute to meeting minimum housing targets within *designated growth areas.*

By definition, according to the PPS, the subject lands are located within a *Strategic Growth Area,* associated with the *Major Transit Station Area* (MTSA) around the Aldershot GO Station. All of

which areas where the PPS policies direct intensification and the most intensive forms of growth. Given this context, Section 2.4 of the PPS provides policies with respect to Strategic Growth Areas which are relevant:

- **Policy 2.4.1.1:** "*Planning authorities are encouraged to identify and focus growth and development in strategic growth areas."*

- **Policy 2.4.1.2:** "*To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

  a) to accommodate significant population and employment growth; …
  c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and
  d) to support affordable, accessible, and equitable housing."

- **Policy 2.4.1.3:** "*Planning authorities should: …*

  b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
  c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form."

As mentioned earlier, the proposal will optimize the use of underutilized lands within the City *settlement area*, and within a *strategic growth area*, and support the achievement of *complete communities* by introducing a range of housing options supporting transit and housing affordability. To this end, it is notable that the development is intended to provide a minimum of 10% of the proposed units (+/-15 dwellings) at a rent of less than $1,000 per month.

Section 2.4.2 of the PPS provides the following relevant policies with respect to Major Transit Station Areas.

- **Policy 2.4.2.2:** "*Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: …*
  c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail."
- **Policy 2.4.2.3:** "*Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:*
  a) planning for land uses and built form that supports the achievement of minimum density targets; and
  b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities."

The subject lands are accessible to the existing Aldershot GO Station, and have been delineated within the MTSA through the Region of Halton Official Plan (refer to Section 5.3 of this Report). Maximizing intensification options in proximity to the station will increase transit ridership and support the level of transit that currently exists, strengthening the station's role and function as a key transit facility in the City and Region-wide public transit. Similarly, the compact built form provided by the proposed development will leverage the investments made by all levels of Government in the creation of said transit infrastructure, providing a continued source of ridership to ensure its continued and efficient operations.

Section 2.8.1 of the PPS provides relevant policies with respect to Employment as follows:

- **Policy 2.8.1.1:** "*Planning authorities shall promote economic development and competitiveness by:*
    a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
    b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
    d) *encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
    e) *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses."*
- **Policy 2.8.1.3:** "*In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the longterm economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines."*
- **Policy 3.5.1**: "*Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures."*
- **Policy 3.5.2:** "*Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures."*

The proposed development includes retail units at grade which may support a wide range of employment options and supports the achievement of a *complete community*.

The subject site is within the minimum separation distance of two Class III facilities identified as King Paving & Construction and St. Marys Cement Inc. (Canada) in the Land Use Compatibility and Air Quality Impact Study prepared by GHD dated April 27, 2023. The conclusions of the Land Use Compatibility and Air Quality Impact Study prepared by GHD, as summarized in Section 6.7 of this Planning Report, concluded that based on the results of their study, adverse air quality impacts are not anticipated on the subject lands. The study recommends mitigation measures through the design of the proposed building such as inoperable windows, air conditioning and location of air intake above grade to mitigate potential concerns.

A Noise Impact Study was prepared by Aercoustics on September 6, 2024 concluding that the proposed development can satisfy the indoor noise limits set out by the MECP through exterior glazing with minimum sound insulation and installation of central air conditioning. This is further detailed in Section 6.9 of this report.

No adverse impacts are expected as a result of the proposed development.

Notably, the surrounding lands are planned for a mix of uses, including residential, through the ongoing CPPS Framework.

Section 3.1 of the PPS includes general policies for Infrastructure and Public Service Facilities with relevant policies as follows:

- **Policy 3.1.2: "***Before consideration is given to developing new infrastructure and public service facilities:*
    a) the use of existing infrastructure and public service facilities should be optimized; and
    b) opportunities for adaptive re-use should be considered, wherever feasible."

The proposed development will optimize the use of existing infrastructure and public service facilities on the subject lands.

Section 3.1 of the PPS provides the following relevant policies with respect to Transportation Systems:

- **Policy 3.2.1:** "*Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles."*
- **Policy 3.2.2:** "*Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible."*

Section 3.6 of the PPS provides the following relevant policies with respect to Sewage, Water and Stormwater:

- **Policy 3.6.2:** "*Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems."*
- **Policy 3.6.8:** "*Planning for stormwater management shall:*
    a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
    b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
    c) *minimize erosion and changes in water balance including through the use of green infrastructure;*
    d) *mitigate risks to human health, safety, property and the environment;*
    e) *maximize the extent and function of vegetative and pervious surfaces;*
    f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
    g) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale."*

A Functional Servicing and Stormwater Management Report prepared by Luban Engineering Ltd. has been submitted as part of the application. A summary of its conclusions are found under Section 6.4 of this Planning Report.

In view of the forgoing analysis, it is our opinion that the proposed development, and the associated amendments to the City Official Plan and Zoning By-law, are consistent with the PPS.

5.3 Halton Region Official Plan

The Halton Region Official Plan (HROP) was adopted by Regional Council on November 4, 2022 through Regional Official Plan Amendments 48 and 49 (as approved by the Minister of Municipal Affairs and Housing, with modifications, on November 10, 2021 and November 4, 2022, respectively). The intent of the HROP is to provide clear direction on how development should proceed to meet the current and future needs of the population. The ultimate vision of the HROP is to create a Region that offers a variety of choices within neighbourhoods that promote a healthy lifestyle and high community standards, which have been developed in harmony with the environment, and that provides residents, businesses and visitors with a full range of services.

Pursuant to the *Planning Act*, an Official Plan must be reviewed and updated periodically to ensure that it is consistent with provincial plans and policies. The Region's Official Plan must also be consistent with the New PPS.

HROP mapping identifies the following as pertains to the subject lands:

Map 1 – Regional Structure	Urban Area
Map 1h – Regional Urban Structure *Figure 14*	Major Transit Station Area Plains Road West – Regional Intensification Corridor in Regional Urban Boundary
Map 3 – Functional Plan of Major Transportation Facilities	Plains Road West – Multi-Purpose Arterial
Map 4 – Right-of-Way Requirements of Arterial Roads	Plains Road West – 36m
Map 5 – Regional Phasing	Urban Area with Regional Phasing to 2021
Map 6d – Aldershot GO MTSA *Figure 15*	Within MTSA study area
Maps 1A-1G, 2, 6a-c,e-p	N/A

The subject lands are identified as being within the *Urban Area* land use designation. The goal of this designation is to manage growth in order to achieve complete communities, improving the mobility across the Region, focus on mitigating climate change, and work towards improving housing affordability, sustainability and economic prosperity.

Section 51.3 provides objectives of *Urban Areas* applicable to the proposed development as follows:

> "*Within the Urban Area designation as shown on Map 1, this Plan defines a Regional Urban Structure consisting of the following:*
>
> *1) Strategic Growth Areas that are subject to policies and/or conditions for development as described in Section 78 to 82.2 of this Plan and which are identified below and shown on Map 1h:*
>
> *a) Urban Growth Centres;*
> *b) Major Transit Station Areas;*
> *c) Proposed Major Transit Stations;*
> *d) Primary Regional Nodes;*
> *e) Secondary Regional Nodes; and,*
> *f) Regional Corridors*

The detailed boundaries of Urban Growth Centres and Major Transit Station Areas are identified on Map 6.

The Strategic Growth Areas are not land use designations and their delineation or identification does not confer any new land use designations nor alter any existing land use designations. Development on lands within Strategic Growth Areas is subject to the applicable policies of this Plan and is to occur in accordance with Local Official Plans and Zoning By-laws."

Section 55.3, Regional Structure also sets out targets that apply to *Strategic Growth Areas* as contained in Table 2b, including:

"a) specific minimum density targets, planned to be achieved by 2031 or earlier for Urban Growth Centres and beyond the 2051 planning horizon of this Plan for other Strategic Growth Areas; and
b) general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term.

The general targets for an overall proportion of residents and jobs in Strategic Growth Areas may be refined by the Local Municipalities, subject to Regional approval, and provided the change does not compromise the overall intent of the Region's growth strategy."

The subject lands are located within the Burlington GO *Strategic Growth Area* under Table 2b of the HROP, which identifies a minimum density target of 200 residents and jobs combined per hectare with a general target residential proportion of approximately 65% for targeted for the entire Strategic Growth Area over the long-term. The proposed development will contribute to reaching these density targets.

Section 72.1 provides the objectives and growth strategy to accommodate forecasted population growth for the Urban Area which is intended to be accommodated through the intensification of development. The relevant objectives 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.
6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment 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.
9) To facilitate and promote intensification and increased densities.
10) To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs."

Section 74 provides that: *"The Urban Area consists of areas so designated within the Regional Urban Boundary as delineated on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities."*

Section 75 goes on to state that: *"The Urban Area is planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities as shown in Table 1, the intensification and density targets as shown in Table 2, the Regional phasing as shown in Table 2a, and the targets for Strategic Growth Areas as shown in Table 2b."*

Section 77 provides that it is the policy of the Region to direct a minimum of 40% of new residential development to the *Built-Up Area* between 2022 and 2051.

Section 78.1 provides that the objectives of the Regional Urban Structure are:

"1) To provide a structure and a hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;
2) To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;
3) To provide increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas;…"

Section 79 provides that the objectives of the *Strategic Growth Areas* are:

"1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.
2) To provide opportunities for more cost-efficient and innovative urban design.
3) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.

4) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.
5) To create a vibrant, diverse and pedestrian-oriented urban environment.
6) To cumulatively attract a significant portion of population and employment growth.
7) To provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities.
8) To support transit and active transportation for everyday activities.
9) To generally achieve higher densities than the surrounding areas.
10) To achieve an appropriate transition of built form to adjacent areas.
10.1) To conserve cultural heritage resources in order to foster a sense of place and benefit communities in Strategic Growth Areas."

Section 79.1 provides that "*Strategic Growth Areas* are integral to the Regional Urban Structure within the Urban Area and consist of:

- *Major Transit Station Areas* as delineated on Map 1H and Map 6,
- *Regional Intensification Corridors* as shown on Map 1H and subject to *policies* in Sections 82.3 to 82.7, which consist of areas along *Higher Order Transit* Corridors and selected *Arterial Roads* within the Urban Area, which connect other elements of the Regional Urban Structure and support achieving residential and employment densities to ensure the viability of existing and planned transit *infrastructure* and service."

Section 79.2 goes on to provide that areas within MTSAs on a Priority Transit Corridor are the first priority in the hierarchy of *Strategic Growth Areas.*

Section 79.3 further includes the following applicable policies:

"(1) Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.
(7) Require the Local Municipalities to:
a) include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Strategic Growth Areas;
b) prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Strategic Growth Areas in accordance with Table 2b, where applicable;
c) prohibit site-specific reductions to development density within a Strategic Growth Area unless it is part of a review of the Local Official Plan or a review of the Area-Specific Plan for the Strategic Growth Areas and only if it is not identified as a protected major transit station area and where it is demonstrated that the change will not impact the ability to achieve the targets in Table 2b; and
d) promote development densities that will support existing and planned transit services."

(7.2) Consider intensification and development of Strategic Growth Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Protected Major Transit Station Areas under the Planning Act, to promote and support intensification and further the development of Affordable Housing.

(8) Encourage the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.

(9) Encourage the Local Municipalities to consider planning approval, financial and other incentives to promote the development of Strategic Growth Areas.

(12) Ensure the long-term operational and economic viability of existing or planned major facilities, and achieve land use compatibility between major facilities and sensitive land uses within or adjacent to Strategic Growth Areas in accordance with Section 143(12) of this Plan."

Section 143(12) provides policies for achieving land use compatibility between *sensitive land uses* and *major facilities* as follows:

"a) requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities, in accordance with Provincial guidelines, standards, and procedures."

Section 81 provides that the objectives of the MTSAs, as delineated on Map 1H and Map 6, are:

"1) To leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit support densities through existing or planned frequent transit service.

2) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.

3) To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit-supportive growth.

4) To achieve multimodal access to stations and support complete communities.

5) To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.

6) To protect existing employment uses within and adjacent to Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved. New developments are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.

7) To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of

neighbourhood character, to be determined through the preparation of Area Specific Plans."

Section 81.2 provides the following applicable policy of the *Region*:

"(1) Direct development with higher densities and mixed uses to Major Transit Station Areas in accordance with the hierarchy of Strategic Growth Areas identified in Section 79.2 of this Plan."

Section 81.4(5) provides that *"…approval of development applications within Strategic Growth Areas are not permitted prior to the adoption of an Area-Specific Plan…"* The adoption of OPA 2 by the City of Burlington is understood to have fulfilled this requirement as it is based upon an ASP and land use framework.

Section 82.3 provides the following *objectives* of the *Regional Intensification Corridors*:

"(1) To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and serve an existing or planned higher order transit function, connecting other elements of the Regional Urban Structure, and accommodating higher-density mixed use development and/or a mix of employment uses appropriate to the existing local context.
(2) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.
(3) To achieve a mix of residential, office, institutional and commercial development, where appropriate.
(4) To accommodate local services, including recreational, cultural and entertainment uses, where appropriate.
(5) To reflect and reinforce Local Urban Structures."

Section 82.7 provides the following applicable policy:

"(1) Direct development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy identified in Section 79.2 of this Plan, and based on the level of existing and planned transit service."

Section 84 provides that the goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.

Section 85 provides the following objectives for housing:

"(1) To establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole.
(2) To explore and implement new approaches to reduce residential land and construction costs and to effect an adequate supply of Affordable Housing.
(3) To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.

(4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods….
(13) To promote residential intensification through the development or redevelopment of brownfield and greyfield sites."

The applicable housing policies are as follows:

"(6) Adopt the following housing targets:
a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter."

The proposed development conforms with the HROP by intensifying an underutilized site in an *Urban Area, Built Up Area* and *Major Transit Station Area* that is targeted for significant population and employment growth. It will contribute to achieving the minimum growth targets, set out by the Region in a compact and high-density urban form.

The proposed development supports the policies for *Intensification Areas* by providing a mix of uses near the Aldershot GO Station, providing residential density that will support both the existing and future viability of the transit service in the area.

The proposed intensified form of mixed use development will allow the efficient use of the subject lands and be supportive of transit usage. The development will contribute to building a healthy complete community through encouraging the use of public transit and active modes of transportation, such as walking and cycling, to destinations throughout the City of Burlington and beyond.

The proposed development includes both residential and commercial uses, within walking distance to transit and many services and facilities in a MTSA setting. The proposed density and mix of uses will contribute to meeting the minimum targets for both residents and jobs. The non-residential floor area will replace, in part, the existing commercial area on site, and continue to be a source of, and destination for, local traffic seeking to access community services and shopping opportunities without the need to use an automobile.

With respect to land use compatibility, a Land Use Compatibility Study has been prepared by GHD dated April 27, 2023 concluding that the proposed development may proceed without any issues and provides recommended mitigation measures to minimize any potential impacts. This is further detailed in Section 6.7 of this Planning Report. Additionally, a Noise Impact Study has provided recommendations with respect to mitigation measures and warning clauses in order to satisfy Provincial noise requirements for the proposed residential use (Refer to Section 6.9 of this Report). Subject to the provision of same, appropriate indoor noise levels can be achieved.

The proposed development will improve the vibrancy, diversity, and pedestrian-oriented urban environment that provides high quality and attractive public open spaces through strategic streetscape improvements, as required by the ROP.

The proposed commercial uses on the ground floor will promote an animated pedestrian environment throughout the day.

The proposed 11-storey building is an appropriate form of development in an area that is anticipated for growth and intensification. The site and building have been carefully designed and massed to respond to its current and emerging mixed height and mixed density built environment and context.

The proposed development will conform with the policy directive in the HROP regarding housing supply. The proposed intensification of the subject site will provide many new residential units in the form of one-, two- and three-bedroom units, contributing to the achievement of Halton's housing supply targets, as well as improving the range of housing choice for the community.

In view of the foregoing, it is our opinion that the proposed development conforms with the HROP.

5.4 City of Burlington Official Plan

The City of Burlington Official Plan (BOP) is intended to assist in managing the growth of the City in conformity with the PPS and Growth Plan (and now the 2024 PPS). The new BOP 2020 (Office Consolidation February 2021) was adopted by City Council on April 26, 2018 and approved, with modifications, by the Region of Halton on November 30, 2020. The BOP 2020 is now in the process of receiving approval from the OLT. A total of 48 appeals were filed regarding the Burlington Official Plan, 2020. As the OLT process continues, the BOP 2020 is subject to change and interim working versions are being updated. The in effect official plan is the BOP 1997 (Office Consolidation December 2019). For the purposes of this Planning Report, Goldberg Group has reviewed the new BOP 2020 and the in-effect BOP 1997.

The BOP is intended to conform to the PPS and Growth Plan (and now the 2024 PPS), following the policies and targets explicitly stated in these said plans. The BOP aims to encompass innovative approaches and focus on improving communities to enhance the quality of life within the City. The urban structure will be optimized and accurately provide direction for residents, businesses, and the City for future growth.

Generally, the BOP aims to implement growth management to achieve a healthy community environment that does not exceed the City's capacity. The City of Burlington is located at the southern most point within the Halton Region, neighbouring the City of Hamilton.

5.4.1 City of Burlington Official Plan 1997

BOP mapping identifies the following as pertains to the subject lands:

Schedule A – Settlement Pattern	*Mixed Use Activity Areas*
Schedule B – Comprehensive Land Use Plan - Urban Planning Area *Figure 16*	*Mixed Use Corridor – General*
Schedule J – Classification of Transportation Facilities South of No. 1 Side Road	Plains Road identified as a Multi Purpose Arterial
Schedule C, D, E, F, G, H, I, K, L	N/a

The subject lands are designated *Mixed-Use Activity Area* on Schedule A and *Mixed-Use Corridor – General* on Schedule B – Comprehensive Land Use Plan – Urban Planning Area (**Figure 16**).

The *Mixed-Use Activity Area* designation provides developable lands for employment, shopping and residential uses. These uses are to be harmonious with each other, achieving a compact built form that focuses of pedestrian travel and accessible public transit. Principles and objectives of the *Mixed-Use Activity Area* that are of note with regard to the proposed development are found under **Part III Section 5** of the BOP 1997 as follows:

> *"5.1 Principles*
> *a) Mixed Use Activity Areas provide alternatives to low density, suburban development and encourage the efficient use of physical resources and municipal services.*
> *b) The design and development of Mixed Use Activity Areas provide opportunities to create and/or maintain a special community identity and a focal point for a variety of City-wide, community and neighbourhood functions.*
> *c) Mixed Use Activity Areas address the demand for higher intensity employment, shopping and residential areas within the City.*
> *5.2.1 Objectives*
> *a) To encourage comprehensively planned mixed use employment, shopping and residential areas that provide for the integration of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space in a compact urban form, while retaining compatibility with nearby land uses.*
> *b) To ensure Mixed Use Activity Areas are developed in a compact urban form, are pedestrian-oriented and highly accessible by public transit, and foster community interaction.*

5.2.2 Policies

a) Lands designated as Mixed Use Corridor-General, Mixed Use Corridor Employment, and Mixed Use Corridor - Commercial Corridor on Schedule B, Comprehensive Land Use Plan - Urban Planning Area shall be subject to the policies contained in Part III, Section 5.3.

b) The design and development of Mixed Use Activity Areas shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development."

The proposed development will provide a mix of uses including residential and commercial at grade. It will be of higher intensity than what currently exists today in a compact built form to support existing and planned public transit. The non-residential uses proposed at grade will be pedestrian-oriented facing toward Plains Road West. All of which address the policies above.

Part III, Section 5.3 provides objectives and polices applicable to *Mixed Use Corridors* as follows:

"5.3.1 Objectives

a) To provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use developments with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses.

*b) To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development, including land in the vicinity of a major transit station area, such as a GO Transit station, in a compact urban form, while retaining compatibility with nearby land uses. *R16*

c) To permit mixed use developments on individual sites where various combinations of residential, retail, office and other uses are located, or on different sites where residential, retail, office and other uses are located next to one another.

*5.3.2 General Policies *R16*

a) The following uses may be permitted within the Mixed Use Corridor General, Mixed Use Corridor-Employment and Mixed Use Corridor Commercial Corridor designations:

i) a wide range of retail, service commercial and personal service uses; financial institutions and services; a broad range of office uses; entertainment, recreation and other community facilities such as day care centres; and small scale motor vehicle dealerships;

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; and

*iii) development and re-development of lands within a major transit station area, such as a GO transit commuter rail station, shall achieve a higher intensity of re-development and consist of transit supportive uses, as called for and defined in the Growth Plan for the Greater Golden Horseshoe. Notwithstanding Part III, Subsection 5.3.3 b) and e), those lands designated Mixed Use Corridor subject to the Commercial Corridor Policies of Subsection 5.3.3 and located within a major transit station area, shall permit only transit supportive uses, as defined in the Growth Plan for the Greater Golden Horseshoe, have a minimum floor space index of 0.5 and a minimum building height of two storeys. *R16*

b) Mixed Use Corridor lands are intended to provide for the day-to-day and weekly shopping needs of residents within and in close proximity to the Corridor.

c) Retail and service commercial uses are to be located at street level in office or residential buildings.

d) 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;

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

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

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

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

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

i) The design and development of Mixed Use Corridors shall encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and shall maximize personal safety by encouraging site plan features such as:
i) buildings should be oriented to the street and transit services, and buildings should be located so as to be in proximity to, and face the street, to provide a sense of human comfort and pedestrian scale and interest;
ii) safe and convenient access shall be provided for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities; and
iii) roads shall be designed for automobile use, efficient transit service as well as pedestrian and bicycle travel.
k) Retail, service commercial and other pedestrian-oriented use shall be encouraged at the street level.
l) Infilling of existing, linear Mixed Use Corridors shall be encouraged rather than the designation of new areas."

The policies above promote a higher density and broader range of uses as is anticipated and proposed through the contemplated redevelopment of the lands. The proposed non-residential uses at-grade will be pedestrian oriented, with accesses directly facing and connecting with Plains Road West and will actively serve the needs of the surrounding neighbourhood. Being located near existing transit including being within proximity to the Aldershot GO station, the subject lands are an ideal space high-density development, supported by upper tier and Provincial policy documents reviewed previously. The proposed development will aid in supporting alternative modes of transit such as walking and cycling to reduce reliance on vehicles.

Policy 5.3.2 d)ii) provides that the maximum building height is six storeys however **policy 5.3.2 f)** indicates that higher density and taller buildings shall be permitted at locations where Mixed Use Corridors intersect with multi-purpose arterial roads, as is the case for the subject lands. The proposed 11-storey mixed use development will need to be amended to increase the permitted height and density as is achievable in accordance with policy **5.3.2 d)i)**.

In this instance, the increased height and density will not have an impact on nearby low-rise residential uses, will be compatible with nearby Employment Uses, and are of a consistent height as those buildings on the opposite side of Plains Road West. The increased density will make more efficient use of urban lands, serviced by municipal infrastructure, and which are within a PMTSA. Finally, as demonstrated by the supporting studies reviewed in Section 6 of this report, the proposed development is feasible from a technical perspective, will not have a negative impact on adjacent road infrastructure, and can be supported by existing municipal services.

In view of the foregoing analysis, the proposed development generally conforms to the policies of the BOP 1997. An amendment will be required to increase the height and density permitted on the subject lands.

5.4.2 City of Burlington Official Plan 2020

The BOP 2020 mapping identifies the following as it pertains to the subject lands:

Schedule A – City System	*Urban Area*
Schedule B – Urban Structure *Figure 17*	*Mixed Use Nodes and Intensification Corridors*, and *MTSA Special Planning Areas*
Schedule B-1 – Growth Framework	*Growth Areas – Primary Growth Area*
Schedule B-2 – Growth Framework & Long Term Frequent Transit Corridors	*MTSA Special Planning Areas* Plains Road West – *MTSA Primary Connector* Plains Road West – *Frequent Transit Corridor*
Schedule C – Land Use-Urban Area *Figure 19*	*Urban Corridor*
Schedule G – Aldershot GO MTSA Special Planning Area	Plains Road West – MTSA Primary Connector
Schedule O-1 – Classification of Transportation Facilities-Urban Area	Plains Road West – Multi Purpose Arterial
Schedule P – Long Term Cycling Master Plan	Plains Road West – Bike Lane within the City Bike Network
Schedule Q – Trails Strategy	Howard Road – Proposed Multi-Use Trail Connection (Within Road Right-of-Way)
Schedule A-1, D, D-1, D-2, E, F, F-1, H, I, I-1 to I-3, J, K, L, L-1 to L-11, M, N, O-2 to O-4, and R	N/a

The subject lands are designated as a *Mixed Use Nodes and Intensification Corridors* on Schedule B and *Urban Corridor* in Schedule C of the BOP 2020 **(Figures 17** and **19)**. The subject lands are also located within a *MTSA Special Planning Area and Primary Growth Area* **(Figure 18)**. All of which are areas where higher forms of intensification are directed making the subject lands an ideal location for mixed commercial, residential and employment uses to be developed in a compact built form.

Intensification and Growth

Section 2.3.1 of the BOP provides the following relevant policies with respect to Mixed Use Intensification Areas:

> *"a) Lands identified as Mixed Use Intensification Areas 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. Walking, biking, transit and other transportation demand management measures will be prioritized. Mixed Use Intensification Areas will offer substantial development opportunities and represent a key element in this Plan's strategy to accommodate and direct growth in the city over the planning horizon and beyond.

b) Mixed Use Intensification Areas will occur in either linear forms, along a transportation corridor, or nodal form, as a concentrated group of parcels located generally at a major intersection, at different levels of intensity, in accordance with the underlying land use designations.

c) Mixed Use Intensification Areas include the city's existing urban centres, emerging MTSAs and other mixed use nodes and intensification corridors. This organization reinforces that while all areas are considered part of the intensification areas, each has an important and distinct role."

The subject lands are located within *Primary Growth Areas* as shown on Schedule B-1. **Section 2.4.2.(1)** provides the following relevant policies:

"a) Primary Growth Areas:

ii) shall be recognized as a distinct area within the City's Urban Area accommodating the majority of the city's forecasted growth over the planning horizon of this Plan and beyond, and consequently will experience the greatest degree of change;

iii) shall be regarded as the most appropriate and predominant location for new tall buildings in accordance with the underlying land use designations, or the land use policies of an area-specific plan;

iv) shall be identified as priority locations for City-initiated area-specific planning and for investments in transit as well as other types of infrastructure and public service facilities, including parks to support population and employment growth; and

v) shall support the frequent transit corridors and accommodate development that is compact, mixed use, and pedestrian-oriented in nature."

The proposed development includes residential and commercial uses in a compact and transit-supportive form meeting the policies above.

Major Transit Station Areas

Section 2.3.1 of the BOP includes policies with respect to MTSAs with the following relevant policies:

h) Major Transit Station Areas (MTSAs) are an important component of the City's Urban Planning Area, and are intended to serve as city-wide destinations and focal points for the provision of transit. MTSAs will exhibit a wide variety of land

uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. Located in key areas served by the regional and local transit networks, MTSAs are focal points for higher intensity and mixed-use, transit supportive development that will accommodate a significant share of the City's future population and employment growth. It is anticipated that the majority of growth within the City's four MTSAs will occur in the three MTSAs located along higher order transit routes and with planned frequent transit service by way of Regional Express Rail.

The proposed mixed-use development will be of higher intensity than what exists on the subject lands today. This will contribute to supporting transit and accommodate future population growth.

Plains Road West is identified as a MTSA Primary Connector where frequent transit is anticipated. Section 6.2.9(2) provides the following relevant policy:

"b) Enhanced levels of transit service and facilities such as frequent transit corridors shall be provided on MTSA primary and secondary connectors."

Mixed Use Nodes and Intensification Corridors

The subject lands are identified as *Mixed Use Nodes and Intensification Corridors* on Schedule B of the BOP **(Figure 17)**. **Section 2.3.1** includes policies with respect to Mixed Use Nodes and Intensification Corridors with relevant policies as follows:

"j) 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.

k) 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.

l) Mixed Use Nodes and Intensification Corridors will be a focus of reurbanization. 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."

Section 5.4.8 of the BOP provides the following policy with respect to accommodating employment uses:

> *"a) Over the long-term, Mixed Use Nodes and Intensification Corridors will contribute to accommodating employment uses and meeting the City's economic objectives."*

Section 8.1.3(1) provides the following relevant General Objectives *for Mixed Use Nodes and Intensification Corridors*:

> *"a) To provide locations in the city that will serve as areas for more intensive integration of uses such as retail, service commercial, offices, institutional and entertainment uses with residential uses, public service facilities, cultural facilities, institutional uses and open space.*
> *b) To establish for each element of the Mixed Use Nodes and Intensification Corridors the appropriate range of uses, scales of development and levels of intensity.*
> *c) To provide amenities and services closer to where people live, with the objective of creating complete communities.*
> *d) To ensure Mixed Use Nodes and Intensification Corridors are developed in a compact built form, are pedestrian-oriented and highly accessible by public transit.*
> *e) To ensure the proper integration of Mixed Use Nodes and Intensification Corridors with surrounding Established Neighbourhoods Areas, protecting the physical character of these neighbourhoods.*
> *f) To ensure that development in Mixed Use Nodes and Intensification Corridors is compatible with the surrounding area.*
> *g) To promote an innovative and sustainable built environment that uses infrastructure and public service facilities efficiently and encourages a high quality of life.*
> *h) To encourage the accommodation of a diverse range of household sizes and incomes in Mixed Use Nodes and Intensification Corridors.*
> *i) To encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and to maximize personal safety."*

Section 8.1.3(2) of the BOP provides the following relevant general policies with respect to Mixed Use Nodes and Intensification Corridors:

> *"a) The design and development of Mixed Use Nodes and Intensification Corridors shall promote these areas as focal points for community activities that are characterized by a compact form of development,*

pedestrian-orientation, greater accessibility to public transit and higher intensity development.

e) *Multi-unit residential developments in Mixed Use Nodes and Intensification Corridors should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

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

n) *In accordance with the Urban Structure, intensification of existing Mixed Use Nodes and Intensification Corridors will be encouraged rather than the designation of new areas.*

p) *Development within Mixed Use Nodes and Intensification Corridors shall ensure compatibility with surrounding areas in accordance with the applicable policies in Section 7.3 of this Plan."*

The proposed development will optimize the subject lands with a mixed use development containing residential and employment uses. The development will be street-oriented and includes higher intensities to support transit and efficiently uses infrastructure. The residential units will incorporate a mix of unit sizes including approximately 59% two-bedroom units and 7% three-bedroom units, with a target of achieving a minimum of 10% of all proposed units meeting an affordable rental rate of less than $1,000 per month. This will accommodate a diverse range of household sizes and incomes.

With respect to land use compatibility, as mentioned earlier, a Land Use Compatibility and Air Quality Impact Study was prepared by GHD dated April 27, 2023 concluding that the proposed development may proceed without any issues and provides recommended mitigation measures to minimize any potential impacts. This is further detailed in Section 6.7 of this Planning Report.

Urban Design and Built Form

Section 7.3.2 relates to Urban Design and Built Form with the following relevant policies:

"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:

(i) 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;

(ii) 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;

(iii) providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts;

(iv) 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;

(v) 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;

(vi) 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) implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring properties, parks and open spaces and natural areas;

(ix) taking into account the visual effect of varying topography and existing and proposed vegetation;

(x) 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;

(xi) implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation; and

(xii) 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 is compatible with the existing and planned built form context and will contribute to the revitalization of the subject site and surrounding area. The proposed setbacks and stepbacks provide appropriate built form transition in scale to its neighbouring properties.

The 'back of house' uses such as the loading and waste collection areas are located away from the street to minimize views from the pedestrian realm.

The human scale and pedestrian safety is maintained through providing a podium with active retail uses at grade fronting towards Plains Road West. The design and articulation of the façade also contributes to the visual interest in the pedestrian environment. Further, a mid-block connection is to be established between Plains Road West and the adjacent lands to the north to

protect for enhanced pedestrian connectivity and wayfinding in the event of their redevelopment in the future.

With respect to accessibility, the proposed development includes accessible parking spaces at locations close to ramps and pathways leading towards entrances to the proposed building.

With respect to shadow impact, a Shadow Study was prepared by AAA Architects Inc dated December 11, 2023. The shadow study demonstrates that the size, shape and orientation of the building minimizes shadow impacts onto neighbouring properties and have minimal impacts onto the public realm.

Section 7.3.2(1) of the BOP provides relevant Built form and Urban Design policies related to *Primary and Secondary Growth Areas* as follows:

"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 shall address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:

a) locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;

b) providing appropriate transitions to adjacent land uses, particularly residential uses;

c) massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;

d) locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;

e) including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;

f) screening or integrating roof top mechanical equipment within the overall composition of the building;

g) creating an attractive and connected interface between the private and the public realms;

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."

The policies above are repetitive of earlier policies and have already been addressed earlier in this Planning Report, and are also reviewed in an accompanying Urban Design Brief.

Section 7.3.2(1) continues with the following relevant policies:

"ii) Development in Primary and Secondary Growth Areas should be located 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 structure 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."

The proposed development locates off-street parking in the west side yard, rear yard and underground minimizing its views from the public realm. Surface parking will be screened by the building or through soft landscaping where possible.

The loading and service areas are located at the rear to minimize views from the public realm and reduces conflict between pedestrian and vehicular traffic.

Housing

Section 3.1.1(2) of the BOP provides the following relevant policies with respect to Housing Supply:

> *"e) The City will support housing initiatives that facilitate revitalization, particularly the identification and remediation of brownfield, greyfield and bluefield lands, compact built form, flexibility and adaptability in the design and function of the housing stock, and an increased variety of housing alternatives.*
> *h) The City shall require the submission of a housing impact statement where a development proposal includes more than one hundred (100) dwelling units, identifying:*
> *(i) how the proposal contributes to achieving the Region of Halton housing targets, including identification of any proposed new affordable or assisted housing units;*
> *(ii) how the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type;*
> *(iv) the proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments, and mechanisms to retain the long term affordability of units, where applicable.*

The proposed development will revitalize an underutilized site with a compact built form increasing the housing stock. It also includes a wide range of unit types including two- and three-bedroom units and a minimum 10% of the proposed units are targeted as affordable units. As such, the policies above are generally addressed.

A Housing Impact Statement is provided in Section 7.7 of this report.

Housing Tenure

One of the objectives of the City is to maintain balance between rental and ownership housing stock in the City by protecting the existing supply of rental housing and encouraging the provision of new rental housing. **Policy 3.1.2(2)** encourages the construction of rental housing with a full mix and range of unit types and sizes.

The proposed development is contemplated to be fully purpose-built rental units with varying unit sizes including two- and three-bedroom units addressing this policy.

Housing Affordability

With respect to Housing Affordability, the City's objectives include promoting an appropriate range and mix of affordable housing to meet the needs of existing and future population. **Policy 3.1.3(2)** provides:

> *"b) In consultation with the development industry, the City will consider the establishment of alternative development standards for residential intensification and new residential development which minimize the cost of housing and facilitate compact built form, while maintaining appropriate levels of public health and safety."*

As mentioned earlier, the proposed development will include at least 10% affordable housing units. The Owners will work closely with the City to establish alternative development standards for this proposed development to minimize cost of housing and facilitate compact built form while maintaining appropriate levels of public health and safety.

Land Use Compatibility

Section 4.1.2 provides the following relevant policies regarding Climate Change and Air Quality with respect to Land Use Compatibility:

> *"a) The City will work to improve air quality and energy efficiency, to reduce greenhouse gas and fuel emissions, and to mitigate and adapt to the impacts of a changing climate through land use and transportation policies related to:*
>
> *(i) maintaining the urban boundary and seeking a compact built form in Mixed Use Intensification Areas;*
>
> *(ii) achieving mixed use development to encourage walking, cycling and transit;*
>
> *(iii) locating intensification in areas which are well served by existing or planned transit;*
>
> *(iv) promoting and encouraging modal shift towards transit and active transportation, using tools such as transportation demand management;*
>
> *(v) addressing parking management, primarily through the Zoning By-law, that does not undermine transit and active modes of transportation; and*
>
> *(x) addressing air quality impacts through land use compatibility policies"*

As mentioned throughout this Planning Report, the proposed development will be of compact built form encouraging walking, cycling and transit in an area well served by existing and planned infrastructure. All of which will minimize air quality impacts addressing the policies above.

Section 4.6.2 provides the following relevant Land Use Compatibility between major facilities and sensitive land uses:

> *"a) Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from vibration, noise, dust, odour or other contaminants and minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities, in accordance with provincial guidelines, standards and procedures."*
>
> *b) Where avoidance is not possible in accordance with policy 4.6.2(a), of this Plan, the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment shall be protected by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:*
>
> *(i) there is an identified need for the proposed use;*
>
> *(ii) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;*
>
> *(iii) adverse effects to the proposed sensitive land use are minimized and mitigated; and*
>
> *(iv) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.*
>
> *c) 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.*
>
> *a) Where noise abatement is required along roads, design features such as the orientation of buildings, 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."*

The proposed development will optimize the subject lands through a compact built form in an area that is well-served by existing and planned transit and alternative modes of transportation including walking and cycling.

With respect to air quality and noise, a Land Use Compatibility and Air Quality Impact Study was prepared by GHD dated April 27, 2023 and a Noise Impact Study prepared by Aercoustics on September 6, 2024 as further summarized in Sections 6.7 and 6.9 of this report. Both studies have provided an analysis confirming that with the implementation of certain mitigation measures and warning clauses, the proposed development will be compatible with existing Employment Uses.

Urban Corridor Designation

The objectives of the Urban Corridor Designation are provided under section **8.1.3(7.1)** of the BOP as follows:

"a) To provide locations in the city along key Major Arterial or Multi-Purpose Arterial Streets that will serve as areas of concentration for mixed use development in a compact built form, with residential, retail, service commercial, office, entertainment, public service facilities and institutional uses, and open space uses.
b) To provide opportunities for a range of small and medium-scale retail and service commercial uses, and public service facilities in locations that meet residents' day-to-day and weekly goods and service needs.
d) To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact built form, while retaining compatibility with the surrounding area.
e) To permit mixed use development on individual sites where various combinations of residential, retail, service commercial, office and other uses are located, or on sites where residential, retail, office and other uses are located next to one another.
f) To protect the planned commercial function within Urban Corridors.
g) To ensure development along Urban Corridors provides a safe, accessible and attractive pedestrian environment with connections to adjacent residential neighbourhoods and Employment Areas."

The relevant policies are found under section **8.1.3(7.2)** as follows:

"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 semidetached dwellings;
    iv. office uses;
    v. entertainment uses; and
    vi. recreation uses.

f) A maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained.

j) Retail and service commercial uses and other pedestrian-oriented uses shall be located on the ground floor of office or residential buildings and should be permitted above or below the first storey of buildings. A limited amount of office uses may also be permitted on the ground floor.

m) Any proposed development of sites designated Urban Corridor shall retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.3(7.1) b) and f), of this Plan, to the satisfaction of the City.

n) The Zoning By-law shall establish a maximum floor area and a maximum floor area at grade per individual retail and service commercial unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Urban Corridor lands."

The proposed development will be transit-supportive by introducing a higher density compact built form. It will contain a mix of uses including residential and non-residential uses at grade. The non-residential units face towards Plains Road West contributing to an active pedestrian-oriented streetscape.

The floor space index of the proposed development is 4.82. An increase to the maximum floor area ratio of 2:1 will be required through the site-specific Official Plan and Zoning By-law amendments. Notwithstanding this, the proposed height and density is consistent with the built form envisioned for the Plains Road Corridor and Aldershot MTSA through the ongoing CPPS process.

The proposed development will replace the existing non-residential use to the greatest extent possible at grade, generally retaining the planned commercial function of the Urban Corridor with a non-residential unit at grade along Plains Road West. While this is a reduction in the existing floor area, when balanced against the additional community benefit that is provided in the form of purpose built rental housing, it is our opinion that the intent and purpose of this Policy has been maintained.

Based on the foregoing analysis, the proposed development conforms to the intent and purpose of the policies contained within the BOP 2020, notwithstanding the required amendment to permit increased height and density on the subject property.

5.5 City of Burlington Major Transit Station Areas, Area Specific Planning Study & Final Report (Final)

As mentioned earlier, the City of Burlington has begun an ASP process in 2017 to account for the long-term growth that is anticipated for the Downtown UGC/Burlington GO MTSA, Appleby GO Area-Specific Plan Study, and Aldershot GO Area-Specific Plan Study. This report will guide the land use changes proposed for each MTSA, aiding in the transition from low-density, car-oriented, employment and industrial areas to mixed-use, transit-oriented communities with an enhanced sense of place. The increased population will have accessibility to jobs and services within the MTSA, while also provide open landscape.

The City of Burlington issued this report on June 29, 2022, accepting comments and feedback on this plan. The Owners engaged in this review as the subject lands are within the Aldershot GO MTSA boundaries.

The City of Burlington MTSA ASP Study helped guide the proposed development concept.

The subject lands are identified as a Multi Purpose Arterial on Figure 6.5 of the ASP. **Section 3.3.2.1.1** provides the following applicable policies:

> *"m) The road hierarchy and typologies in Burlington's Official Plan (2020) will be incorporated into the ASPs for each MTSA. Any new typologies identified for the MTSAs is based on the work completed to date. The future street network will consist of: Major Arterial, Multi-purpose Arterial, Main Street, Industrial Connector, Neighbourhood Connector, Industrial Street, Local Street, and Laneway. Descriptions are outlined below:*
>
> *i) Multi-Purpose Arterial - Multi-Purpose Arterials serve regional travel and also accommodate inter-community travel. They are considered central corridors which connect mixed use intensification areas as well as providing a corridor for intensification themselves. They support transit, goods movement, as well as active transportation; however, they accommodate a high degree of people-moving capacity."*

Section 3.3.2.2 provides policy directions for Infrastructure. The applicable general policies include:

> *"1.a) To ensure adequate integration between development and infrastructure planning it is required that development applications be supported by site servicing studies…*
>
> *c) Stormwater should be contained within the site with encouragement for Low Impact Development where possible."*

A Functional Servicing and Stormwater Management Report prepared by Luban Engineering Ltd. has been submitted as part of the application. A summary of its conclusions are found under Section 6.4 of this Report.

Section 3.3.3.1 provides applicable general Urban Design directions as follows:

> *"a) Development will be designed and built in accordance with Chapter 7 of Burlington's Official Plan (2020), as well as any applicable guidelines including, but not limited to the City's Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings, Tall Building Design Guidelines, and Sustainable Building and Development Guidelines.*
> *e) Proposed development containing tall and/or mid-rise buildings shall provide a shadow analysis to demonstrate that the proposed development meets the City of Burlington's Shadow Study Guidelines. Development proposals for other building forms may also be required to provide a shadow analysis, as determined through the pre-consultation process, in accordance with the City's Shadow Study Guidelines.*
> *h) Compact built forms shall be required within the MTSAs to support higher densities and to foster transit-oriented design and active transportation.*
> *i) Provide appropriate built form transitions in scale between buildings, the public realm and adjacent development.*
> *k) Building setbacks shall be designed to achieve a lively, main-street pedestrian experience and provide opportunities for patios and pedestrian amenities along relevant streetscapes.*
> *l) Additional building stepbacks above the streetwall height shall be provided to minimize the perception of building mass from the sidewalk.*
> *m) Provide appropriate screening, buffering and other measures to minimize any impacts between adjacent uses as required.*
> *n) Provide safe, convenient and barrier-free pedestrian travel between new development sites and existing uses as well as between buildings, parking and transit connections."*

Plains Road West is a Retail Street, identified on Figure 3.8 as an MTSA General Mixed Use Street for the portion in front of the subject lands.

Subsection 3.3.3.2 provides the following relevant policies for Retail Streets as applicable to the proposed development:

> *"a) Retail, service commercial and office uses at-grade may be developed in MTSAs in accordance with **Figure 3.7**: Burlington Junction Retail Streets and **Figure 3.8**: Aldershot Corners Retail Streets, and in accordance with the following:*

iii) Along MTSA General Mixed Use Streets, retail, service commercial and office uses may be permitted at grade in buildings having frontage on to public streets.

h) Retail buildings and the ground floor of mixed-use buildings should be designed to:

i. Promote community identity and character, especially along MTSA Retail Main Streetsthrough distinct design of each individual retail and service commercial unit;

ii. Create a fine grain of entrances along the street edge that supports the character and rhythm along the streets;

iii. Contain clear glazing on windows and doors along front facades to ensure active store frontages;

iv. Increase setbacks adjacent to the street in order to expand the pedestrian realm and provide opportunities for patios and pedestrian amenities;

vii. Support walkability, social interaction strong retail visibility and space for retail display in the interface between the building and sidewalk;

viii. Articulate storefront window treatments;

ix. Provide articulation with awnings, arches, canopies and colonnades where appropriate; and,

x. Accommodate different space needs of changing retail and service commercial tenants including restaurants with minimal re-construction."

Section 3.3.3.4 includes Urban Design Policies applicable to the Private Realm with applicable policies as follows:

"a) Ensuring that buildings have an attractive and animated face, especially at the ground level is a priority;

b) Require the creation of a strong, coherent and human-scaled streetscapes and community through the use of setbacks, stepbacks and linkages through development;

f) Building entrances should be oriented toward public streets and other public spaces, in order to clearly define the public realm and to create a safe and attractive street environment for pedestrians;

g) Ensure pedestrian comfort, shading, and adequate access to sunlight to the maximum extent possible;

h) Pedestrian connections should be universally accessible and allow for barrier free movement internally as well as between the public right-of-way and private property;

j) Support functions, such as parking, loading and servicing areas should be located away from the public realm;

l) New buildings in the MTSAs shall be located in the following manner to provide appropriate transition between new development, the public realm and existing

uses. However, new development should not hinder, detract from or prohibit other development in accordance with the ASPs:

i. Where applicable, the use of appropriate setbacks, landscape buffers and green walls should be used to soften transition between uses.

ii. New development should be sympathetic to the existing uses (residential/main street commercial) and be developed in a way that does not detract or impose negative impacts for light and shadow.

iii. Where applicable taller buildings should transition from the height of adjacent buildings through the use of building step backs, increased setbacks, and terracing building mass."

Many of the policies above are repetitive of the polices of the BOP 2020 which were addressed earlier in this Planning Report. Policies with respect to architectural detailing will be further refined at detailed design.

With respect to policy 3.3.3.4 f), the building entrances for the retail units and residential lobby are oriented towards Plains Road West creating an active and safe street environment.

Section 3.3.4.1 includes the following Housing Policies applicable to the proposed development:

"a) All forms of affordable housing, including subsidized non-market housing units, are encouraged to be integrated within neighbourhoods and may be standalone or combined in developments that also provide market housing.

f) Applicants shall prepare a housing impact statement where the development proposal includes more than 100 dwelling units, identifying:

i. How the proposal contributes to achieving the Region of Halton housing targets, and the City of Burlington Housing Strategy targets, including the identification of any proposed new affordable or assisted housing units;

ii. Where the City has established housing targets, the housing impact statement shall document how the proposal helps to support the City's targets;

iii. How the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type;

iv. Where construction of the units is expected to occur in phases, information regarding the number of affordable housing units to be provided by phase, where applicable;

v. The proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments and mechanisms to retain the long term affordability of units, where applicable."

As mentioned earlier in this report, the proposed development will contribute to meeting the established housing targets and will include a minimum of 10% affordable housing units. A Housing Impact Statement is provided in Section 7.7 of this Report.

The subject lands are identified in Figure 6.1 of the ASP as being within the Mid-Rise Residential (M) Precinct in the Aldershot GO MTSA. **Section 4.4.9** provides policies applicable to Mid-Rise Residential development as follows:

> *"a) The following use are permitted within the Mid-Rise Residential Precinct:*
> *i. apartments;*
> *ii. stacked townhouses;*
> *iii. back-to-back townhouses;*
> *iv. street townhouses that form the base of buildings;*
> *v. office uses;*
> *vi. retail and service commercial uses (on bottom two floors only); and,*
> *vii. recreation uses (on bottom two floors only).*
> *b) Within forty (40) metres of a low-rise residential area, the minimum building height is two (2) storeys and the maximum building height **shall** not exceed four (4) storeys. Beyond the forty (40) metres, the minimum building height is six (6) storeys and the maximum building height **shall** not exceed eleven (11) storeys."*

The proposed development includes retail units at grade and residential units above which are all permitted within the Mid-Rise Residential Precinct. The height of the proposed development is 11 storeys and is not within 40 metres of areas designated as low-rise residential.

Section 6.3 includes General Land Use policies applicable to Aldershot Corners in which the subject site is located.

> *"a) Aldershot Corners is subject to all overarching policies in Section 3.3 of this report.*
> *b) The following land use designations apply to the lands shown on Figure 6.1 of this Area-Specific Plan:*
> *i) Aldershot GO Central*
> *ii) Aldershot Main Street*
> *iii) Cooke Commons*
> *iv) Emery Commons*
> *v) Mid-Rise Residential*
> *c) The minimum and maximum heights for each land use designation are shown on Figure 6.2.*
> *d) The Aldershot GO MTSA is planned to achieve a minimum density of 150 people and jobs per hectare. The population to jobs ratio is approximately*

80% residents and 20% jobs for the MTSA, resulting in a planned population of 10,328 people and 2,582 jobs.

e) The target of a minimum 150 people and jobs per hectare shall not be applied on a site-specific basis, and shall only be applied to the entire geography to which the target applies.

f) Development will support and enhance Aldershot Corners as a lively, vibrant and people-oriented place.

g) Except for development containing major office uses and development within the Mid-Rise Residential Precinct, all development shall contain a minimum of two permitted uses and should contain three permitted uses where feasible.

h) Development within the Mid-Rise Residential Precinct should contain a minimum of two permitted uses.

i) Development shall provide uses at the ground level in accordance with Section 3.3.3.2 Retail Streets of this Study.

j) Development will respect and be compatible with the existing built form character of adjacent development and provide appropriate built form transition.

k) Development will support the achievement of the vision and function of the precinct within which it is located.

6.4.5 Mid-Rise Residential

a) The following use are permitted within the Mid-Rise Residential Precinct:

i) apartments;
ii) stacked townhouses;
iii) back-to-back townhouses;
iv) street townhouses that form the base of buildings;
v) office uses;
vi) retail and service commercial uses (on bottom two floors only); and,
vii) recreation uses (on bottom two floors only).

b) The minimum building height is three (3) storeys and the maximum building height shall not exceed eleven (11) storeys.

d) Development shall be required to address the policies of Section 3.3.3.2 Retail Streets of the ASP."

Given the foregoing analysis, the proposed development is consistent with the policies and objectives of the ASP.

5.6 OPA 2/Draft CPP By-law (May 2024)

On June 18, 2024, Council adopted Official Plan Amendment No. 2 (OPA 2), enacted through By-law 45-2024.

The purpose of OPA 2 is to replace policies and schedules from the BOP 2020 informed by the findings of the MTSA ASP Study for the Downtown Burlington UGC/Burlington GO MTSA, Aldershot GO MTSA, and the Appleby GO MTSA. The OPA identifies these areas as Protected Major Transit Stations (PMTSA) in accordance with the *Planning Act* and in conformity with the Regional Official Plan.

OPA 2 includes a new subsection to enable the implementation of the Major Transit Station Area (MTSA) Community Planning Permit System (CPPS). The policies in OPA 2 support growth and intensification in the MTSAs and sets the foundation for the CPP By-law to regulate development in these key intensification areas, in accordance with the requirements of the *Planning Act* and O.Reg 173/16.

As prescribed through Bill 185 (Cutting Red Table to Building More Homes Act, 2024), which received Royal Assent on June 6, 2024, as of July 1, 2024, the Minister will become the approval authority for the Official Plan Amendment. Once approve, the decision is final and not subject to appeal.

The policies of OPA 2 will replace the policies in **subsection 8.1.2** of the BOP 2020 and will modify **Sections 2.2.3 d) iv)** and **2.3.1 h)** and **i)**. These policies were developed at a time when the Region of Halton's Municipal Comprehensive Review was still underway and a Regional policy framework for MTSAs had not yet been established.

OPA 2 is awaiting approval from the Minister of Municipal Affairs and Housing and is not in full force and effect.
OPA 2 includes a new subsection related to Community Planning Permit Systems inserted as **Subsection 12.1.14** as follows:

> "A *Community Planning Permit System* is a land use planning tool available to municipalities in Ontario through the *Planning Act*. The tool can be implemented for an entire municipality or for a specific area. Once implemented, the Zoning By-law for the identified area is replaced with a Community Planning Permit By-law.
>
> A Community Planning Permit By-law combines Zoning By-law Amendments, minor variance, and site plan approval processes into a single application and approval process. The Community Planning Permit By-law *may* also identify *development* rules and requirements usually covered under separate processes, such as vegetation removal, and allow discretionary uses, conditional approvals, and variations. Doing so provides staff and Council with flexibility in approving *development applications* that meet the growth objectives of the Permit Area while streamlining the *development* approvals process. It also provides the public and developers with more certainty on the type of *development* permitted within an area under a *Community Planning Permit System*."

Subsection 12.1.14(3) continues with policies applicable to MTSA Community Planning Permit System:

> "*a) The following areas are designated Community Planning Permit Areas, as shown on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area, and Schedule H: Land Use- Appleby GO Major Transit Station Area:*
>
> *i. Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area;*
> *ii. Aldershot GO Major Transit Station Area; and*
> *iii. Appleby GO Major Transit Station Area.*
>
> *The City's Zoning By-law and Site Plan Control By-law shall not apply within areas where a Community Planning Permit By-law has been enacted…"*

The subject lands fall within the CPP area to be established for the Aldershot GO MTSA. A pre-consultation has been held for the proposed development and required technical studies have been provided and are further detailed later in this Planning Report.

OPA 2 includes the addition of subsection **8.1.2(3)** related to the Aldershot GO MTSA with applicable policies provided under **subsection 8.1.2 (3)** as follows:

> *"b) Development within the Aldershot GO Major Transit Station Area boundary shall be planned to achieve a minimum density of 150 residents and jobs combined per hectare and will contribute towards achieving the minimum density target of the Protected Major Transit Station Area.*
> *c) The minimum density target of 150 residents and jobs combined per hectare shall apply to the Aldershot GO Major Transit Station Area.*
> *d) Based on the minimum density of 150 residents and jobs combined per hectare, the corresponding population is approximately 15,249 residents and 2,565 jobs, for an estimated 17,814 residents and jobs combined to achieve a proportional target of approximately 80% residents and 20% jobs per hectare.*
> *e) The proportional mix of residents and jobs is planned to 2051 and beyond and shall be monitored in accordance with Section 8.1.2(10.2) and Section 12.3 of this Plan to track the achievement of the growth target.*
> *f) The entire Aldershot GO MTSA is planned to achieve a minimum floor area ratio of 1.5 to be implemented and regulated through the Community Planning Permit By-law by way of permitted building heights."*

The subject lands are located within the Mid-Rise Residential Precinct under Schedule G of OPA 2. The vision for this area is found under subsection **8.1.2(3.2)** as follows:

"Mid Rise Residential:

- *Include a variety of low-rise and mid-rise building forms at the eastern and western edges of the Aldershot GO Major Transit Station Area.*
- *Support the Major Transit Station Area objectives of providing housing as well as retail, service commercial, and employment opportunities in close proximity to the Aldershot GO Transit Station and allow for transitions to existing neighbourhoods beyond the Major Transit Station Area boundary.*
- *Contain opportunities for intervening land uses within the Mid-Rise residential precinct on the east side of Waterdown Road to support achieving land use compatibility objectives and policies in relation to the existing CN Rail major facility."*

The uses permitted within the precincts identified on Schedule G include the following in accordance with OPA 2 and the CPP By-law per subsection **8.1.2(3.2) b)**:

i. residential uses excluding single detached dwellings, and semi-detached dwellings;
ii. *office* uses;
iii. retail and *service commercial* uses;
iv. *entertainment* uses;
v. *recreation* uses;
vi. *hotel* uses; and
vii. light assembly and manufacturing uses, *compatible* with abutting *sensitive land uses*.

With respect to Water and Wastewater Infrastructure the following policies are applicable to the proposed development:

"c) Development shall be connected to municipal sewage and water services in accordance with the Region of Halton's Water and Wastewater Master Plan.

d) Development shall be limited to the capacity and financial capability of the Region of Halton to deliver municipal sewage and water services in accordance with Subsection 8.1.2(10.2) b) of this Plan.

e) In accordance with the findings of the Functional Servicing Report, further study regarding the impact of planned MTSA intensification and its relation to other planned development on the Regional scale shall be required. The City will work with the Region to scope and deliver a targeted Enhanced Functional Servicing study, assessing impacts of the Major Transit Station Areas on the broader Regional Water and Wastewater system. This study may be carried out by the City and/or developer, with a terms of reference approved by the City and Region.

f) Notwithstanding, 8.1.2 (5.1) e) development proceeding ahead of the completion of this study shall demonstrate, to the satisfaction of the Region, that the existing water and wastewater systems can accommodate the proposed growth."

Subsection 8.1.2(5.2) provides the following applicable policies related to the Transportation Network:

"b) The location of streets and off-street trail active transportation connections are conceptual and shall be provided, as identified on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network, of this Plan. Further refinements and additions to the street and active transportation network may be determined through tertiary planning in accordance with Subsection 8.1.2(10.1) of this Plan or through the consideration of a Community Planning Permit application or other approval.

e) A detailed, intersection level Transportation Impact Assessment Study shall be completed for development proposals to assess the impacts of traffic on the local and Regional road network and to identify infrastructure upgrades and access improvements subject to an approved Terms of Reference approved by the City and/or Region and in accordance with the most up to date City and/or Regional Guidelines and Bylaws. Should the Transportation Impact Assessment Study determine the public right-of-way is not needed, connections may be implemented through private or condo road."

The subject lands are located on an *Activated Street* identified on Schedule G-2 as a Major Mixed Use Street. **Subsection 8.1.2(8.2)** provides the following applicable policies:

"a) In accordance with Schedule F-2: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Activated Streets, Schedule G-2: Aldershot GO Major Transit Station Area Activated Streets, and Schedule H-2: Appleby GO Major Transit Station Area Activated Streets, of this Plan:

i. along Major Mixed Use Streets, retail, service commercial, institutional uses, day care centre, public service facilities or office uses shall be required continuously at grade in buildings having frontage onto public streets, with the exception of the following as established through the Community Planning Permit By-law:

a. Primary Public Entrances are permitted at grade facing Major Mixed Use Streets in conjunction with other permitted uses;

b. development located within a Low to Mid-Rise Residential and Mid-Rise Residential Precincts may be exempt from the requirements of Major Mixed Use Streets, provided it can demonstrate to the satisfaction of the City that the proposal will

provide and enhanced public realm and will not compromise the objectives of Activated Streets.

c. development located along a Major Mixed Use Street may be permitted to include indoor common residential amenity area on the first or second floor of a building, provided it is subordinate in size to any required non-residential and is not facing the Major Mixed Use Street.

c) Development shall demonstrate how the amount of proposed non-residential uses at grade will support the MTSA proportional job targets and the City's objectives for activated streets.

d) Along Mixed Use Major Streets, the gross floor area of existing retail and service commercial uses should be considered the minimum requirement for the maintenance, restoration or replacement of retail and service commercial uses in any new development.

e) The Community Planning Permit By-law shall establish requirements for new development along activated streets to be designed in a manner that ensures flexible and functional ground floor retail and service commercial units that contribute to a vibrant, active and animated built environment, including, but not limited to:

i. Minimum first floor height and floor area;
ii. Maximum frontage at grade for units to create a character of smaller shops;
iii. Minimum setbacks to expand the pedestrian realm; and,
iv. Design guidance to support the character and continuity of activated streets."

The policies above have been addressed in prior sections of this Planning Report.

Subsection 8.1.2 (8.3) provides relevant policies related to Built Form Transitions, however as the subject lands is not proximate to the MTSA boundary, they are of limited consideration. Notwithstanding this, the proposed development provides appropriate setbacks and stepbacks to transition towards surrounding built form addressing these policies.

Section 8.1.2 (8.6) provides applicable Housing Policies relevant to the proposed development as follows:

"a) All forms of affordable and assisted housing to support all income levels, including subsidized non-market housing units, are encouraged for integration within neighbourhoods.

b) The Community Planning Permit System shall set out that notwithstanding any other requirements, affordable housing and assisted housing, may be permitted as single use developments and are encouraged to be combined with developments that also provide market housing.

c) The City will collaborate with development proponents, the Region and non-profit housing providers to locate opportunities for subsidized non-market housing units, including purpose built rental within the Major Transit Station Areas.

d) The City shall require the submission of a housing impact statement where a development proposal includes more than one hundred (100) dwelling units, in accordance with subsection 3.1.1(2)h) of this Plan or a Planning Justification Report in accordance with Section 8.1.2 (10.4) of this Plan. The housing impact statement shall also identify how the proposal contributes to achieving the City's Council approved housing targets. The submission of a Planning Justification Report may be required in accordance with Section 8.1.2(10.4) for purpose built rental, affordable and assisted housing development instead of a housing impact statement.

e) To achieve a mix of unit types and to support the creation of a range of housing types, the Community Planning Permit System shall regulate achievement of housing size and type as identified in the City's Housing Strategy."

As mentioned earlier, the proposed development is for purpose-built rental units including 10% affordable units. The proposed units are of varying sizes including two- and three-bedroom units to accommodate a wide range of household sizes. The submission of this Planning Report addresses **policy 8.1.2(8.6)d)**.

At the time of adoption of OPA 2, City Council also considered a draft form of the Community Planning Permit System By-law. Within the draft By-law, the subject site was identified within the *Mid-Rise Residential* precinct as per Schedule C-1, and further shown to have a maximum height of 11-storeys, through a Class 2 variation as per Schedule C-3 (**Figure 20**).

Based on the foregoing analysis, the proposed development conforms to the policies of OPA 2.

5.7 City of Burlington Zoning By-law 2020

The in-force City of Burlington Zoning By-law that is applicable to the subject lands is Zoning By-law 2020 ("By-law 2020"), which was enacted on April 28th, 2008. By-law 2020 was adopted to ensure that the City's zoning provisions were consistent with the 1997 BOP.

The subject lands are located within the *Mixed-Use Corridor (MXG) Zone* (**Figure 21**). The permitted uses include the following in **Table 5.2.1**:

- **Retail Commercial**
  - Convenience/Specialty Foods Store (a)
  - Other Retail Stores (a)
- **Service Commercial**
  - Standard Restaurant

  - Standard Restaurant with Dance Floor (r)
  - Fast Food Restaurant
  - Convenience Restaurant
  - Dry Cleaning Depot, Laundromat, Laundry Service (a)
  - Veterinary Services (d)
  - Elevated Parking Facility (i)
  - Other Service Commercial Uses (a)
- **Office**
  - All office uses
- **Community**
  - Community Institution
- **Automotive**
  - Car Wash per Part 1, 2.9 (b,c)
  - Motor Vehicle Service Station per Part 1, 2.10 (c)
  - Motor Vehicle Sales, Leasing, Rental, and Service (e,f)
- **Entertainment and Recreation**
  - Recreational Establishment
  - Entertainment Establishment
  - Night Club (b,c,h)

- **Residential**
  - Apartment Building
  - Retirement Home
  - Dwelling Units in a commercial/office building
  - Stacked Townhouse (see Subsection 5) (n)
  - Back-to-Back Townhouse (see Subsection 5) (o)
  - Townhouse (see subsection 5 (p)

The proposed apartment building is a permitted use within the existing zoning by-law.

The proposed Zoning By-law Amendment is necessary to permit an increase in height and density. Site specific development standards will be made under the *MXG* Zone Category (*MXG-###)*. As illustrated in **Figure 22**, the abutting uses have similar heights to the proposed development. It is therefore reasonable to conclude that this is an appropriate amendment to seek.

A comparison of the proposed alterations to the existing provisions of the MXG Zone are as follows:

Standard	MXG Zone (C4)	Proposed Standards	Change
Min. Lot width	25 m	57.81 m	No change

Min. Lot Area	1000 m2	2,418 m2	No change
Yard abutting Plains Road West	3 m minimum, 23 m maximum	3 m minimum	No change
Yard abutting any other street	3 m minimum; 4.5 m maximum **(a)**	n/a	n/a
Rear Yard	3 m	3 m	No change
Side Yard	No minimum	5.16 m (east) 4.275 m (west)	No change
Yard abutting a residential zone	Floors 1 to 3: 12 m Floors 4 and 5: 15 m Floor 6: 18 m	n/a	n/a
Building setback from a creek block	7.5 m	n/a	n/a
Yard abutting a Pipeline Easement	7 m	n/a	n/a
Yard abutting a railway right-of-way	None required	n/a	n/a
Separation Distance from a railway right-of-way	30 m for land uses sensitive to Railway rights-of-way	n/a	n/a
Yard abutting a PC or P zone	6 m	n/a	n/a
Maximum Floor Area Ratio for Other buildings:	1.5:1	5:1	**Yes**
Maximum Floor Area per Retail or Service Commercial Use:	1800 m^2	No change	No change
Minimum Floor Area Ratio for Buildings other than Entertainment, Recreational, or Industrial Buildings:	0.3:1	No change	No change
Minimum Density in a Residential Building	30 units/ha	No change	No change
Building Height Other uses:	2 storeys minimum, 6 storeys maximum	11 storeys maximum, not including mezzanine or mechanical penthouse	**Yes**

In MXG, MXC, and MXT zones, 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.	50% of the first-floor area	No change	No change
Landscape Area and Buffer	Abutting a street: 3m	No change	No change
Loading Area	(a) Loading/unloading shall not take place within 7.5 m of a residential zone. (b) Loading/unloading docks shall be screened from view from a street or adjoining residential zone.	No change	No change
Amenity Area	20 m2 per one-bedroom dwelling unit 35 m2 per two or more-bedroom dwelling unit	No change	No change

6 Supporting Studies

A number of supporting documents have been prepared in support of the proposed development. The intent of this work is to ensure that the project is technically feasible, and to provide City and Agency staff with sufficient information to evaluate the merits of the development. The following section summarizes the technical reports and addresses the aspects of the project which further the objectives of the City of Burlington policy documents.

The applicant submitted technical studies with the application that provide adequate and appropriate information to support the development. Such studies and the conclusions/recommendations include:

6.1 Phase One and Two Environmental Site Assessments (ESA)

The Phase One ESA prepared by Azure Group Inc. on October 28, 2022 and revised on April 4, 2023 evaluated the property and study area for environmental concerns, resulting in the requirement of a Record of Site Condition (RSC). After reviewing the historical information received to date, interviews and site reconnaissance, as well as the activities historically occurring at the subject lands a Phase Two ESA was recommended due to potential for adverse environmental impact.

A Phase Two ESA prepared by Azure Group Inc. on January 25, 2023 and revised on April 4, 2023 assessed the subsurface conditions associated with Potentially Contaminating Activities and Area of Potential Environmental Concerns from both the on-site and off-site land uses identified in the Phase One ESA. The report concludes that no further investigations were recommended.

On the basis of these reports, a Record of Site Condition (Number B-403-1236045492) has been filed in the Provincial Environmental Site Registry for the subject property.

6.2 Preliminary Hydrogeological Assessment

The Hydrological Assessment prepared by Azure Group dated April 27, 2023 evaluated the depth of the water table and determined it is unlikely that elevated spring ground water elevations will affect the design. The subject lands are not located in an area identified in source water protection area mapping, there are no adjacent environmental features and no private or municipal water supply wells are located in the area. Dewatering is not to be expected to be required to maintain dry conditions during construction. As per Ontario Regulation 903 requirements, all existing monitoring wells which are no longer utilizes at the Site will need to be properly decommissioned as per O.Reg. 903 (Wells Regulation) prior to commencement of building construction.

6.3 Soil Investigation

The Soil Investigation prepared by Azure Group dated January 20, 2023 considered the construction of the 11-storey building and the two underground levels with a possible third level. Earthwork (cut and fill) may be required for the subject lands to achieve the final grade. Shallow (spread and continuous footings), raft, and piles foundations may be used to support the building loads. For frost protection, the recommended minimum depth of the footing should be not less than 1.2 m below the existing grade. Temporary showing may be required to maintain the stability of the excavation.

6.4 Functional Servicing (FSR) and Stormwater Management (SWM) Report:

A Functional Servicing and Stormwater Management Report was prepared by Luban Engineering Ltd. The report identifies that there is an existing 375mm diameter sanitary sewer that is located within City of Burlington's right-of-way situated on the north side of Plains Road West, fronting the subject lands and slopes from west to east at approximately 0.4%.

The report further identifies that there is an existing 300 mm watermain along Plains Road West that will act as the supply line for the development. Presently, the existing sites at 141, 147, and 153 Plains Road West are being serviced by the watermain within Plains Road West through the use of three (3) existing 25mm service connection(s). These service connections will be decommissioned and removed prior to the building construction. A hydrant flow test is still required to confirm the available flow within the existing 300mm watermain.

The report outlines that the proposed SWM quantity control is proposed to be achieved by implementing cast-in-place stormwater detention storage tank. For a storm event greater than the 100-year storm event, the stormwater management tank will be equipped with an overflow grate which will be situated along the southern property line with a top of grate elevation of 102.71m. The overflow grate is also specified as a maintenance access grate as well. If overflow were ever to occur, the stormwater would spill over the top of the overflow grade and drain south towards Plains Road West.

The subject lands are not presently using a SWM system and is discharging at an uncontrolled rate. The post-development condition is an improvement to the discharge rate in relation to the pre-development condition.

6.5 Transportation Impact Study

The Transportation Impact Study (TIS) prepared by Paradigm Transportation Solutions Ltd. dated September 2024 assessed the impacts of the proposed development on the surrounding road network, reviewed the adequacy of the proposed parking supply, and reviewed the on-site circulation of expected on-stie vehicles. The TIS provides that approximately 61 and 86 new

vehicle trips are anticipated to be generated by the proposed development in the AM and PM peak periods, respectively. On this basis, it was determined that under existing conditions, the study area intersections are operating at acceptable levels of service and within capacity. Under future background conditions, including the addition of traffic from planned developments east of Waterdown Road, the study intersections are forecast to operate at acceptable levels of service and within capacity.

The TIS recommends that the site be approved with no requirement for off-site transportation network improvements as a result of trips generated by the proposed development, or in order to ensure the site access will function appropriately. Further, it is provided that the proposed driveway location is appropriately separated from nearby site accesses and intersections, and that an appropriate supply of parking is provided.

Internal to the site, traffic control such as stop signs and convex mirrors should be installed on all parking levels. The site's traffic signage and pavement marking plan should be finalized at the Site Plan Approval stage.

6.6 Urban Design Brief

An Urban Design Brief (UDB) was prepared by John G. Williams Limited dated September 13, 2024. The UDB reviews the design of the proposed development in the context of the applicable policy framework, including the Region of Halton Official Plan, City of Burlington Official Plan 1997 and 2020, as well as the design direction and standards contained within:

- The Plains Road Corridor Urban Design Guidelines (June 2006);
- The Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (March 2019);
- The Major Transit Station Areas, Area Specific Planning Study and Final Report (June 2022)

The UDB provide a more focused review and justification of these documents from the lens of urban design to supplement the justification contained within this Report.

6.7 Land Use Compatibility and Air Quality Impact Study:

A Land Use Compatibility and Air Quality Impact Study was prepared by GHD dated April 27, 2023. The study identified St. Marys Cement Inc. (Canada) operating as CBM Ready Mix and King Paving & Construction Ltd. as potential facilities of concern. Based on the results of this study, adverse air quality impacts are not anticipated. Mitigation measures such as inoperable windows, air conditioning, and locating air intakes well above grade, along with warning clauses to tenants are to be effective in this development. There is no reason why the development should not proceed from an air quality and noise perspective.

6.8 Arborist Report

An Arborist Report and Tree Impact and Preservation Plan was prepared by Henry Kortekaas & Associates Inc. in January 2024. This study has identified that 11 trees are required to be removed to permit the proposed development. The removal of these trees will be required under the supervision of an I.S.A. Certified Arborist. Compensation for 10 trees is required, and will be explored through the detailed design process.

6.9 Noise Impact Study

A Noise Impact Study was prepared by Aercoustics Engineering Ltd. In September 2024.

The results of this study indicate that exterior glazing construction with a minimum sound insulation performance of STC 27 will be required for the south façade of the proposed development, to satisfy the indoor noise limits set out by the MECP. Exterior glazing construction meeting the typical OBC requirements will satisfy this and provide ample mitigation. The provision for the future installation of central air conditioning must be made for all units at the east and west façades and central air conditioning must be included in all units on the south façade. It is understood that central air conditioning is anticipated to be provided for all residential units of the development.

With the incorporation of the noise controls recommended in the Study, the sound levels at the noise sensitive receptors of the proposed and surrounding developments will comply with MECP guidelines, and future occupants will be advised through warning clauses.

6.10 Solid Waste Management Plan

A Solid Waste Management Plan was prepared by R.J. Burnside & Associates Limited in September 2024 in order to describe the solid waste management features for residential and commercial waste generated by the development in order to ensure that the applicable standards for the City and Region are met.

Based on a review of the preliminary building designs, including storage and loading areas, the Plan concludes that the system to be implemented will operate in a safe, functional, and accessible manner. It will be compatible with the Region’s waste collection system, allowing public collection for residential waste, and provides flexibility to adapt to future waste management systems.

6.11 Wind Study

A Pedestrian Level Wind Study was prepared by GradientWind Engineering Inc. in January 2024. The Study assesses the potential impacts of the proposed development on the wind conditions

surrounding the subject site, as well as the potential wind conditions for specific outdoor areas within the development such as outdoor amenity areas, walkways, and building accesses. This analysis is required to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study involves simulation of wind speeds for sixteen (16) wind directions in computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind conditions.
The findings of the Study indicate that all grade-level areas within and surrounding the subject site (including sidewalks, transit stops, adjacent surface parking areas, and building accesses) are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year.

The common amenity terraces at Level 7 and the common amenity terrace along the west and north elevations at Level 11 were modelled with 1.8-m-tall wind screens along their full perimeters. The results of this analysis indicates that additional mitigation may be required in the form of taller screens, or addition ‘inboard’ screening, however this depends on the programmed use of the space. It is acknowledged that ultimate mitigation measures are to be developed as the design of the building progresses through the detailed design stage.

7 Planning Analysis

7.1 Intensification Targets and Strategies

Provincial, Regional and Municipal policy encourages intensification of underutilized sites within built-up areas. The amended Growth Plan, while no longer a guiding provincial policy, provided population forecasts for the planning horizon to the year 2051, anticipating a population 14.87 million people and 7.01 million jobs. Section 2.1.2 of the PPS 2024 permits municipalities to continue to forecast growth using forecasts previously issued by the Province for the purposes of land use planning. Considering this, the Region of Halton is forecast to accommodate a population of 1.1 million residents and 500,000 jobs by 2051.

In order to support the growing population and the increase in employment opportunities, the City of Burlington and Region of Halton both direct the creation of a variety of housing typologies for different ranges of household sizes and income, with a particular focus on *strategic growth areas*, including MTSAs and Intensification Corridors.

The subject property is located in the settlement area of the City of Burlington, on urban lands which are identified within an MTSA and along an *Intensification Corridor*. The lands are presently serviced by municipal infrastructure, and within proximity of numerous community amenities. Urban development is contemplated for the subject property, and municipal infrastructure presently exists to facilitate the intended uses. Accordingly, the proposal contemplates the redevelopment of the subject property with an urban development at transit supportive densities, with a mix of unit types and sizes.

The proposed development represents a gain of 150 residential units, which will be serviced by existing municipal infrastructure, roads, transit, and community facilities. Further, the intensification that will be implemented through the proposed development will contribute to the achievement of the planned population growth, and represents a meaningful contribution towards achieving the population targets within MTSAs in order to leverage the investments made to construct same. As outlined above, the subject property has convenient access to community and commercial amenities and is well connected by transit and active transportation system. All these factors are consistent with the Provincial, Regional, and Municipal objectives to encourage intensification, while also more effectively utilizing existing municipal services and resources.

7.2 Efficiently Using Infrastructure and Community Services

The development will efficiently use urban land and resources which will contribute to the achievement of transit supportive densities, as well as Provincial and City intensification targets. The proposal will increase the population which can access community services in the area by walking, active transportation, and public transportation.

As identified within previous sections of this Report, a servicing strategy has been prepared for the proposed development. The proposed development is to be serviced by existing infrastructure within the Plains Road right-of-way, resulting in more efficient use of same.

The proposed development is located in proximity to transit along Plains Road West, with the nearest transit stop located at a walking distance of approximately 30m to 100m from the subject lands. Residents and visitors will thus have convenient access to the existing transit network. There are a multitude of local transit routes which residents can access providing connections across the City and abroad.

The proposed development includes a dedicated bicycle parking supply in an easily accessible location in order to encourage active transportation. This will leverage the recent investments made by the City and Region to improve bicycle infrastructure immediately abutting the subject site. The proximity of the subject property to transit and cycling routes will encourage residents and visitors to utilize existing infrastructure, thereby reducing reliance on automobiles and promoting the use of alternative transportation options which will contribute to the reduction of greenhouse gas emissions.

The proposal will aid in upgrading the existing public realm along Plains Road West with activated street frontages and new street trees, to further promote walking and cycling within the community.

7.3 Land Use, Built Form and Compatibility

The land use and built form of the proposed development will be consistent with the provisions of the *Mixed Use Corridor* designation of the City of Burlington Official Plan, which is intended to accommodate much of the residential growth within the City.

The proposed development contemplates the redevelopment of the site with an 11-storey mixed use building, providing 150 dwelling units for the City's growing population on underutilized lands that are appropriately serviced by municipal infrastructure and services. The proposed built form responds to the unique context of the subject lands, while also providing an appropriate transition and improving housing options and availability in a compact, transit supportive built form.

From a technical perspective, the supporting materials provided have demonstrated that the increased density and change of use of the property will not negatively impact existing municipal infrastructure such as roads or sewers. Similarly, noise, vibration, wind, and air quality concerns can be mitigated to comply with applicable requirements.

The contemplated development is compatible with the surrounding area and makes better use of an underutilized site within an area that possesses appropriate municipal infrastructure and community services that could support the intensification of the surrounding area. The proposed

development provides appropriate transition to neighbouring properties and will not inhibit the ability of the adjacent lands to redevelop in a similar manner in the future. The land use and built form is also consistent with the evolving vision for the Aldershot GO MTSA and Plains Road corridor as described through OPA 2 and the draft CPPS By-law.

7.4 Proposed Zoning Category and Development Standards

The subject application proposes to amend the zoning of the subject lands from *Mixed Use Corridor – General (MXG)* zone to a MXG zone with site-specific exceptions to permit the proposed development. A Draft Zoning By-law has been provided for review by City Staff which includes the site-specific standards required for the proposed development.

As noted previously, the proposed development has been reviewed under the draft CPPS By-law presented to Council in May 2024, and confirmed to comply with all standards as part of a Class 2 Variation. Were the CPPS framework to be in effect, Staff would have authority to approve an application for a Community Planning Permit for the development without need to amend the Official Plan or Zoning By-law. Unfortunately, it is not certain when the CPPS framework would come into force and effect to govern the development of the lands. Thus, the implementing OPA and ZBA reviewed in this Report are being provided in order to meet the timelines of CMHC in order to secure funding to permit this purpose-built rental project to proceed.

As has been noted, the proposed development complies with the majority of the existing provisions of the MXG Zone, including uses and setbacks. The main exceptions apply to permitted height, floor area ratio, and vehicular parking. On the basis of the foregoing analysis, it is our opinion that the proposed MXG exception represent appropriate standards, particularly considering compliance with the Draft CPPS Framework, which represents a more modern vision for the lands on the basis of the current policy framework of the Region and Province.

7.5 Respect for the Natural Environment

The subject property does not contain any natural features. Based on the Finding of the Arborist Report and Tree Inventory Preservation Plan (TIPP), the removal of all trees will be necessary to realize the development of the property. Opportunities to enhance or expand the tree canopy through the proposal will be reviewed in partnership with the City through the detailed design process.

Further, there are no anticipated negative impacts on area ground or surface water features/resources, or existing domestic supply wells in proximity of the property based on the investigation undertaken through the Hydrogeological Study undertaken at the property.

The built form will create a more pedestrian friendly environment when compared to the existing condition of the property, and the availability of transit within the surround area will help to

encourage residents to use alternative means of travel to satisfy their daily needs, thus reducing automobile travel and greenhouse gas emissions.

7.6 Onsite Operations

Parking

The proposed development will provide 112 vehicle parking spaces of which 103 are for residents, 5 are for visitors and 4 are for retail use. This includes a total of 22 spaces equipped with electric vehicle (EV) charging infrastructure, and 5 accessible parking spaces. The balance of the parking spaces (90 spaces) are to be designed to permit the future installation of EV charging infrastructure. A total of 128 bicycle parking spaces, consisting of 105 long term spaces located in secure rooms in the parking levels, and 23 short-term spaces located at grade at the north side of the building adjacent to the lobby. The short-term spaces are weather protected, located beneath the overhang of the 2nd storey and are accessible to the public realm.

Amenity Space

Indoor and outdoor amenity spaces are to be located at grade, and at the 7th and 11th storeys. In total, a combined 2,243 square metres (+/- 24,143 square feet) of amenity space is to be provided, equating to approximately 15 square metres per dwelling unit. This is exclusive of private terraces or balconies accessible from each dwelling unit.

Waste Collection and Emergency Access

The site driveway has been designed to accommodate waste collection and emergency vehicles, as demonstrated within the TIS. A dedicated loading space is provided to facilitate waste collection, which will allow such vehicles to safely circulate through the site without the need to reverse into the public realm. On the basis of the Solid Waste Management Plan provided, it is anticipated that public waste collection will occur for the residential portion of the development.

7.7 Housing Impact Statement

The proposed development contemplates the construction of 150 apartment dwelling units, all of which are to be purpose built for rental tenure. This represents a net gain of 148 dwelling units on the subject property. Further, a minimum of 10% of the proposed units (+/-15 dwellings) are to achieve affordability targets of a rental rate of less than $1,000 per month.

The PSS 2024 defines *affordable* in the case of rental housing as being the least expensive of:

- *a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or*
- *a unit for which the rent is at or below the average market rent of a unit in the municipality.*

It is anticipated that the proposed rental rate for these affordable units would meet this definition.

Similarly, the proposed unit mix consist of:

	No. of Units	Proportion
Bachelor	20	13%
1 Bedroom	32	21%
2 Bedroom	88	59%
3 Bedroom	10	7%
	150	**100%**

On the basis of this unit mix, more than half of the proposed units are larger than 2 bedrooms, and thus provide sufficient accommodation for larger families or households.

All of these factors contribute to the proposed development making a positive impact on achieving the affordability and diversification targets of the Province, Region, and City with respect to housing.

8 Conclusion

The Owners propose to redevelop the properties located at 141, 147, & 153 Plains Road West with an 11-storey mixed-use building, containing 150 purpose built rental apartment dwellings and 175 square metres of non-residential floor area.

An Official Plan and Zoning By-law Amendment are necessary to permit the maximum the height and floor area ratio for the development. Additionally, site-specific provisions are to be establish to recognize and permit the proposed built form.

This Planning Report has reviewed the proposed amendments with regard to the objectives and policies set out in the PPS 2024, the Halton Region Official Plan, the City of Burlington Official Plan (2020), and the City of Burlington Official Plan(1997). A review has also been provided with respect to the proposed Aldershot GO MTSA Area Specific Plan and associated Community Planning Permit Framework adopted through OPA 2.

As demonstrated previously, the subject lands are situated in a contextually appropriate location for high-density mixed use development, and are already envisioned within the City Official Plans, albeit at a lower height and density. Thus, from a land use perspective, the proposed development is consistent with the intent and principles of numerous policy directions promoting intensification of underutilized sites within built-up urban areas. The development of the subject lands will add high quality architectural elements that are consistent with, and sympathetic to, the existing built form in the community, while also recognizing the evolving context of the City and area. In this regard, the proposed building will serve as a gateway and landmark into the more urban focussed Aldershot MTSA.

To support the submission of the requisite development applications, a number of technical studies, including a Traffic Impact Study, Air Quality Study, Functional Servicing Report, Stormwater Management Report, and Geotechnical Study have been submitted. These documents demonstrate that the proposed development is feasible from a technical perspective.

In summary, the development proposal is consistent with the objectives of Provincial, County and Municipal policy documents as it will appropriately and efficiently use land within an urban area and will provide a desirable form of redevelopment. The proposed residential development will offer an enhanced urban character of the established urban area and introduce a more uniform and intensified form of development. The modest intensification will allow for the utilization of existing municipal services. This intensification will not negatively impact the character of the area, nor impede the ability of existing employment uses to continue to operate in the future.

The proposed development represents good planning.

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GROUP

PJR VISUALS

141-153 Plains Road West

Burlington

September 12, 2024



Figure 1

AERIAL CONTEXT

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Source: google.com/maps. 2024



Figure 2

BIRDS EYE VIEW – SW

GOLDBERG GROUP

Source: google.com/maps. 2024

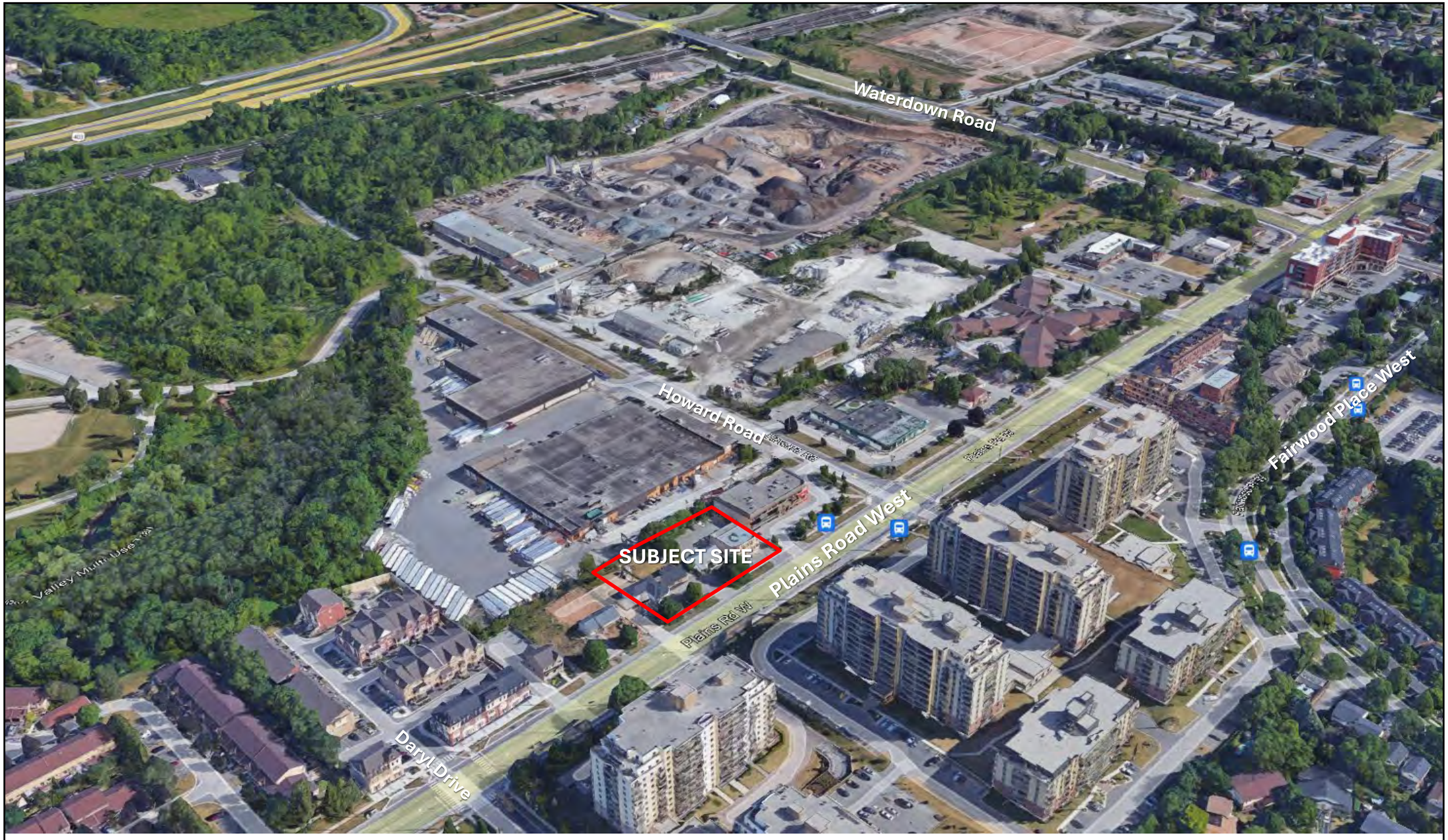


Figure 3

BIRDS EYE VIEW – NE

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Source: google.com/maps. 2024



Figure 4

TRANSIT MAP

GOLDBERG GROUP

Source: google.com/maps. 2024

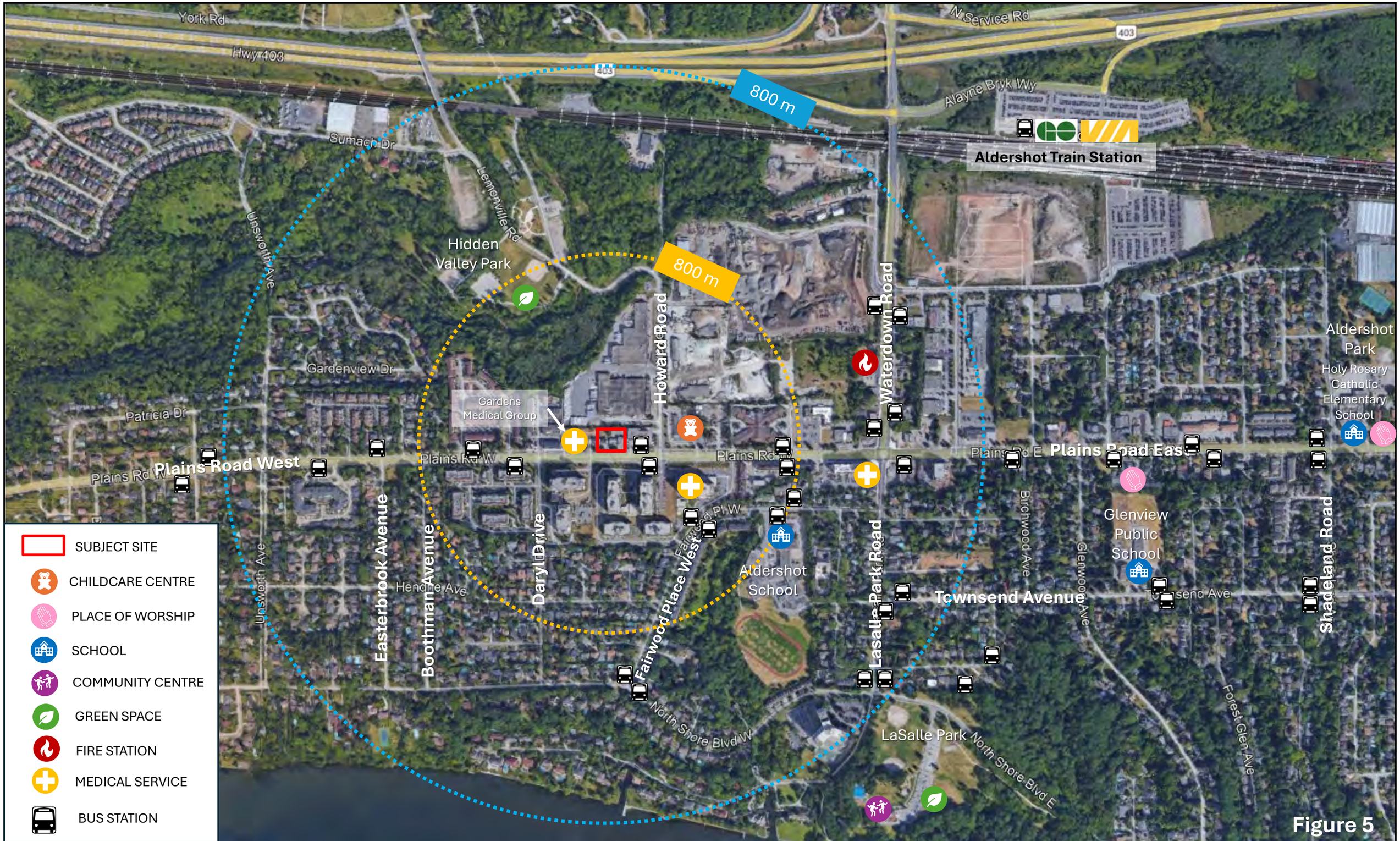
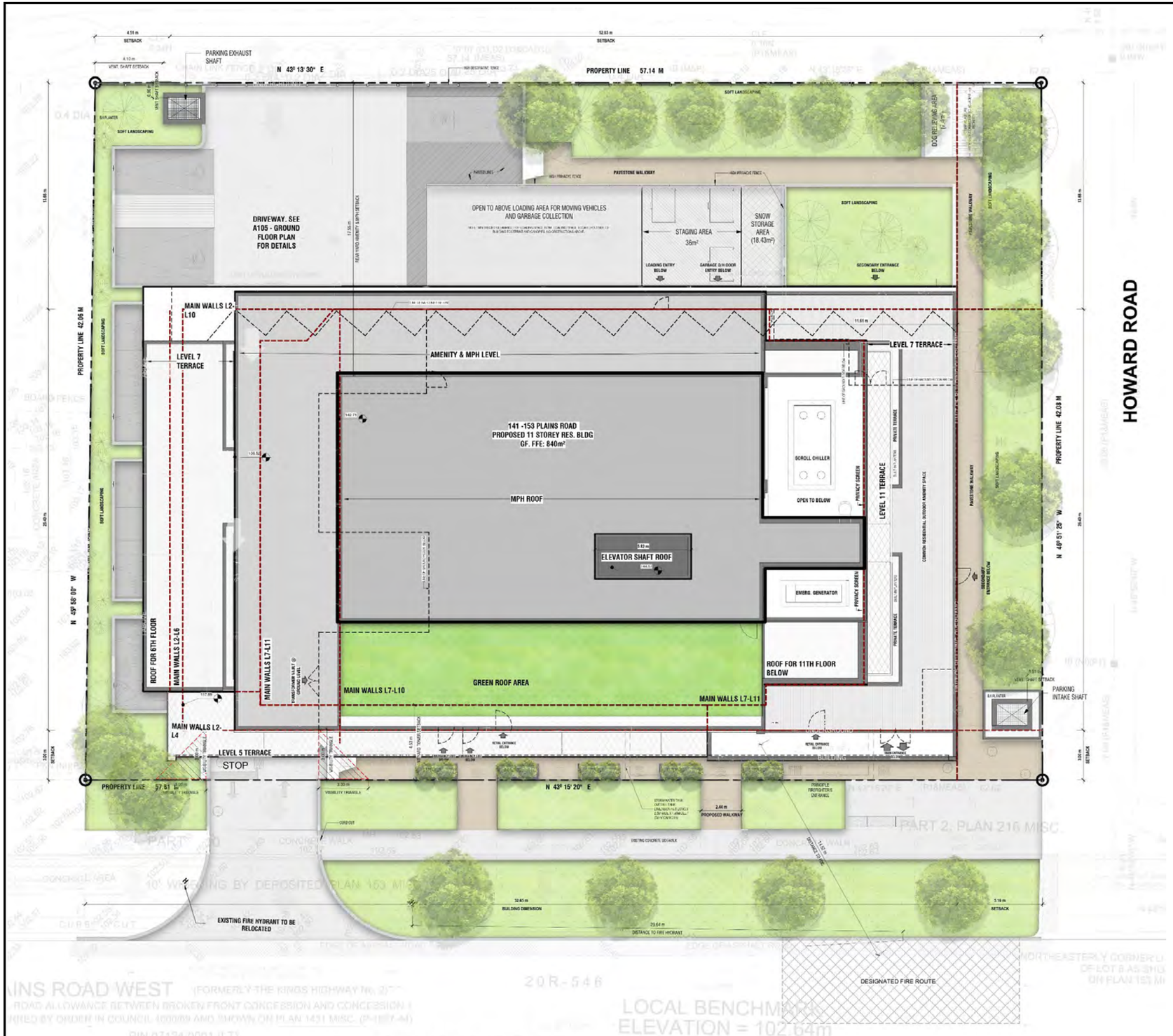


Figure 5

COMMUNITY SERVICES MAP

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Source: google.com/maps. 2024



VEHICLE PARKING			
REQUIRED PARKING SPACES			
	QTY	**MAXIMUM REQUIRED**	**PROVIDED**
RESIDENTIAL **(MAX 1.20 SPACES PER DWELLING UNIT)**	150	180	103 (INCL. 20 EV SPACES , 3 ACCESSIBLE)
VISITOR **(MAX 0.15 SPACES PER DWELLING UNIT)**	150	23	5 (INCL. 1EV AND 1 ACCESSIBLE)
RETAIL STORE (NON RESIDENTIAL)	175 m^2	MAX 4.4 PARKING SPACES /100 m2 GFA	4 (INCL. 1EV AND 1 ACCESSIBLE)
		TOTAL REQUIRED:	**112 PARKING SPACES***

PROVIDED PARKING PER LEVEL	**PROVIDED**	**PROVIDED TOTAL**
U/G PARKING (P2) (RESIDENTIAL ONLY)	41 R. PARKING SPACES 10 EV. PARKING SPACES	51 PARKING SPACES
U/G PARKING (P1) (RESIDENTIAL ONLY)	39 R. PARKING SPACES 10 EV. PARKING SPACES	49 PARKING SPACES
GROUND FLOOR PARKING (LEVEL 1)	2 C. PARKING SPACE 1 EV-C. PARKING SPACES 1 BF-C. ACCESSIBLE P.S. 3 V. PARKING SPACE 1 BF-V. PARKING SPACE 1 EV-V. PARKING SPACES 3 BF-R. ACCESSIBLE P.S.	12 PARKING SPACES
	TOTAL ELECTRIC VEHICLE PARKING PROVIDED:	**22 (20%) PARKING SPACES**
	TOTAL 'DESIGNED' ELECTRIC VEHICLE PARKING PROVIDED:	**90 (80%) PARKING SPACES**
	TOTAL PARKING PROVIDED:	**112 (20%) PARKING SPACES**

NOTE: A/P **COMMUNITY PLANNING PERMIT BY-LAW - PROPOSED – MAY 2024**,
5.23.2. 20% OF THE PROPOSED PARKING SPACES IN ACCORDANCE WITH SECTION 5.21 (PARKING SPACES) OR AS PERMITTED THROUGH VARIATION SHALL BE PROVIDED AS ELECTRIC VEHICLE PARKING SPACES, AND 80% OF THE PROPOSED PARKING SPACES SHALL BE PROVIDED AS DESIGNED ELECTRIC VEHICLE PARKING SPACES.
5.23.3. FOR ANY NON-RESIDENTIAL USE, A MINIMUM OF 10% OF THE PROPOSED PARKING SPACES **SHALL** BE PROVIDED AS **DESIGNED ELECTRIC VEHICLE PARKING SPACES** .

Figure 6

SITE PLAN AND STATISTICS

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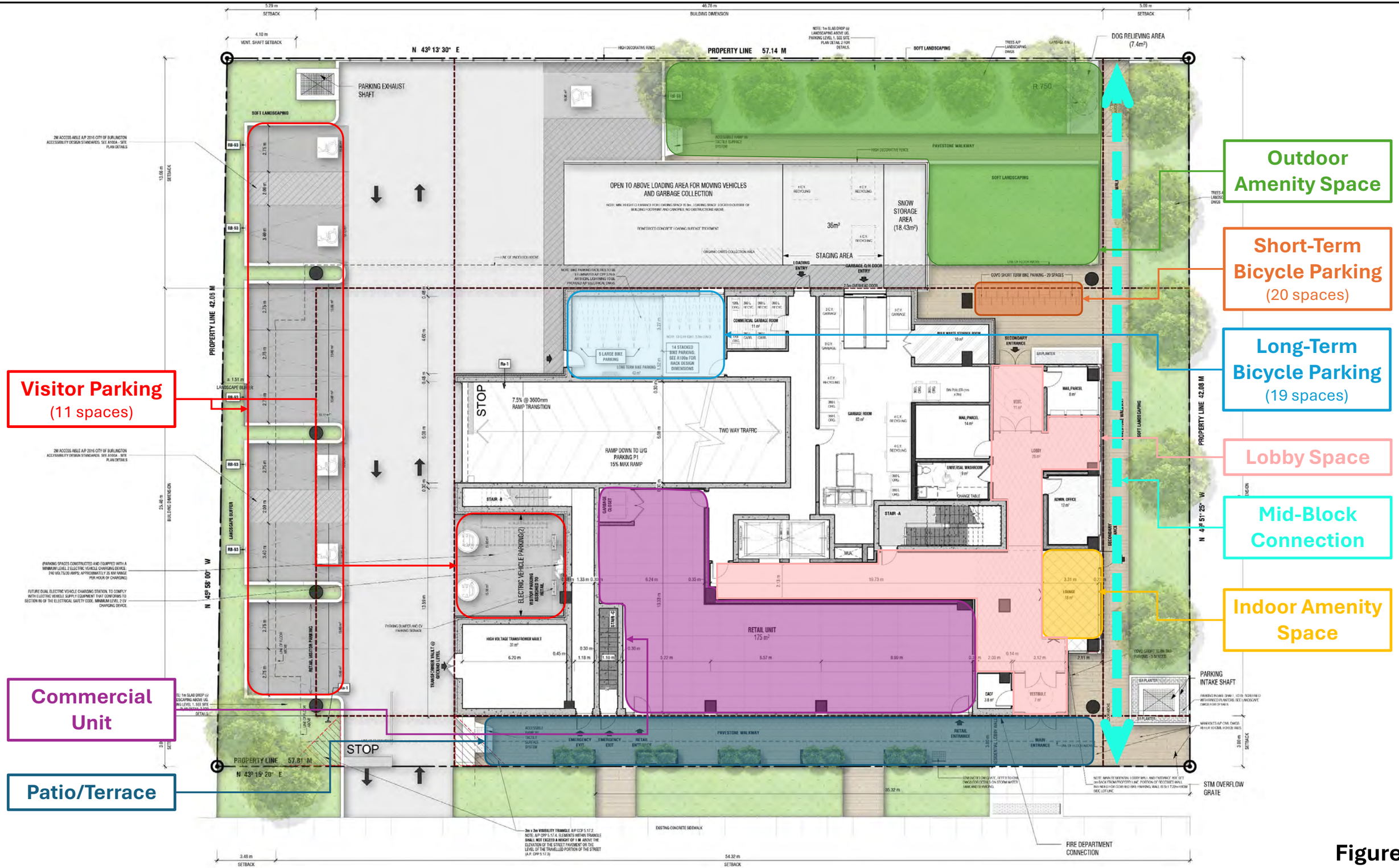


Figure 7

GROUND FLOOR PLAN

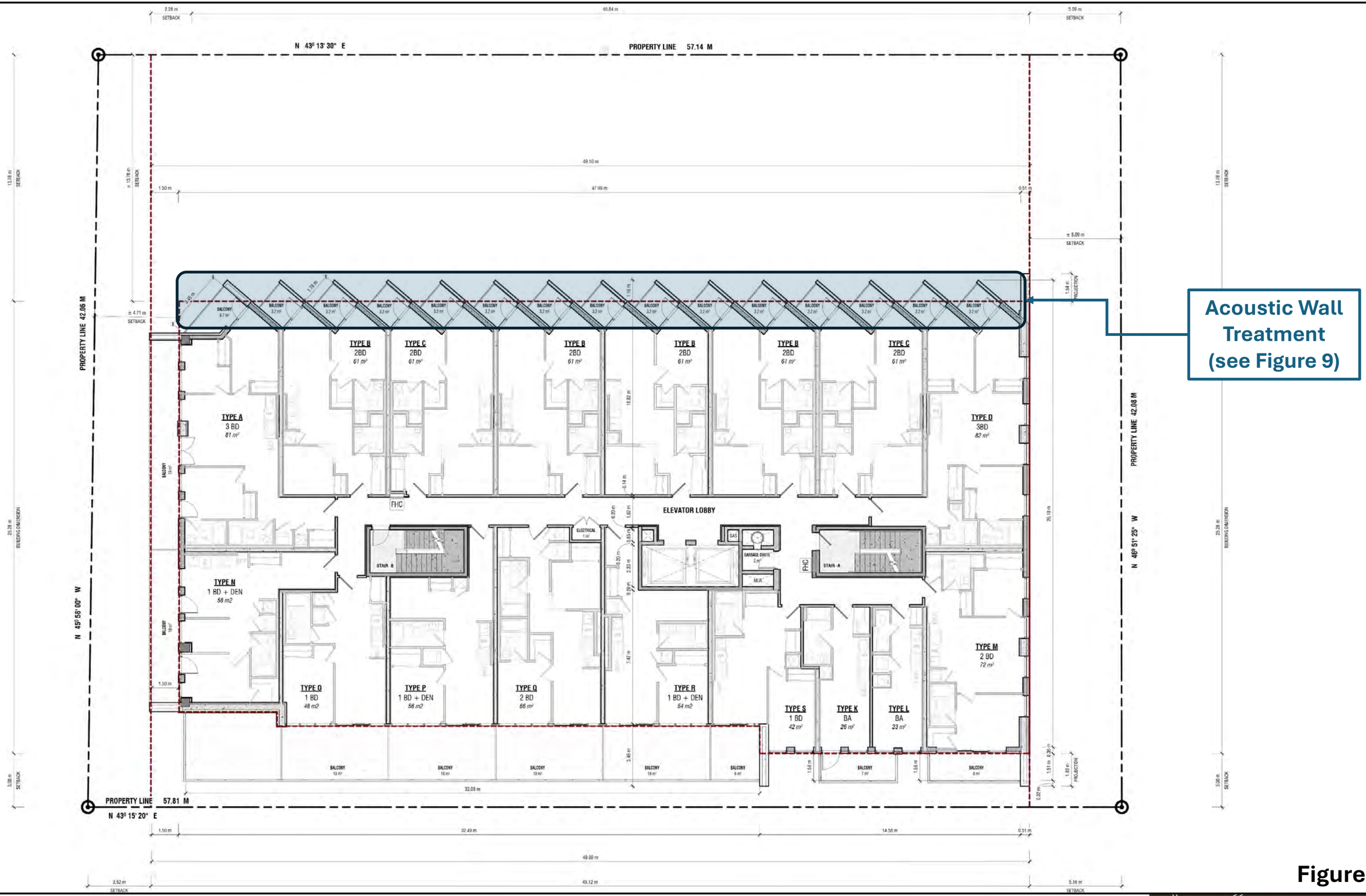


Figure 8

5th – 6th FLOOR PLAN

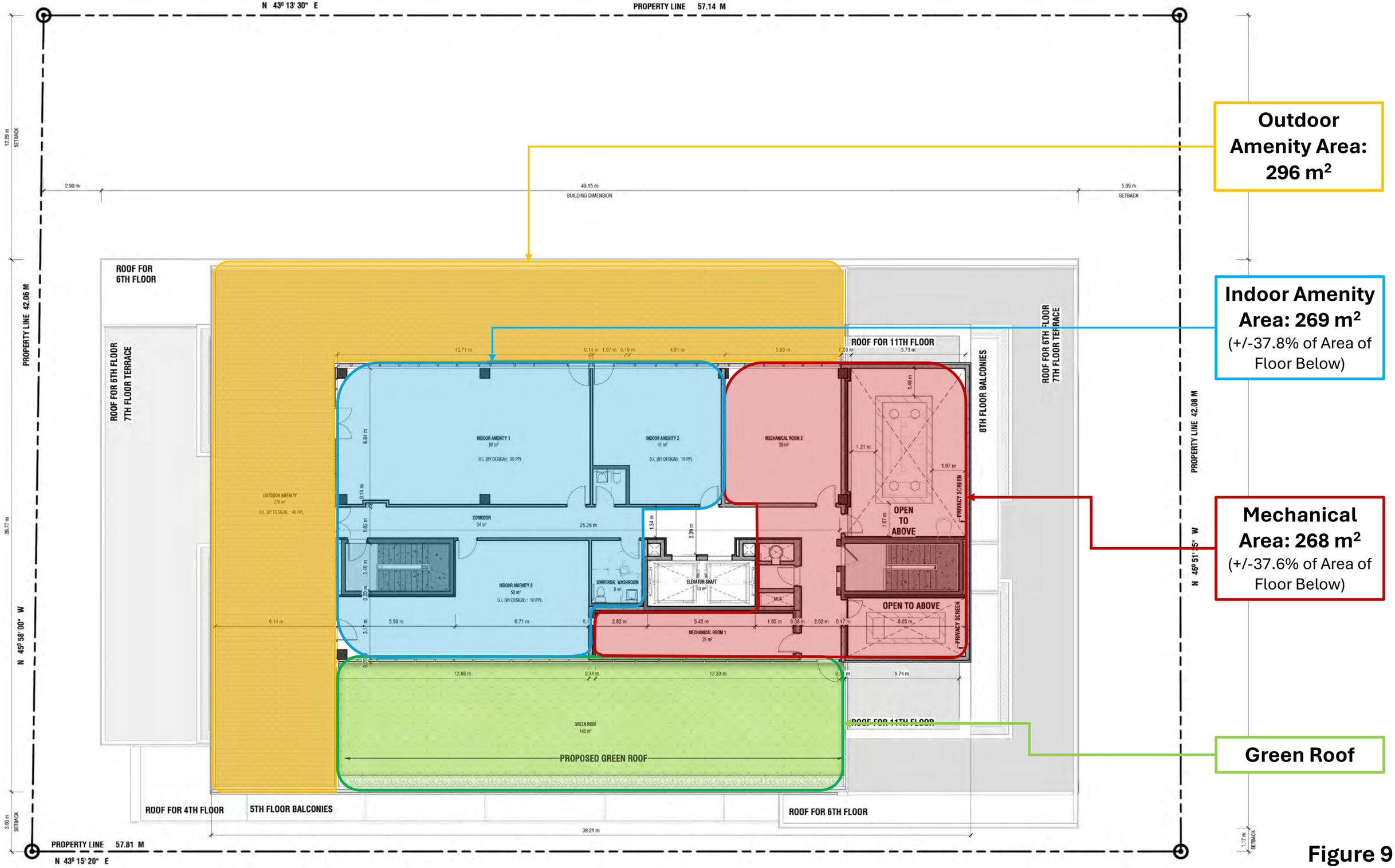


Figure 9

11th FLOOR PLAN

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Figure 10

SOUTH ELEVATION

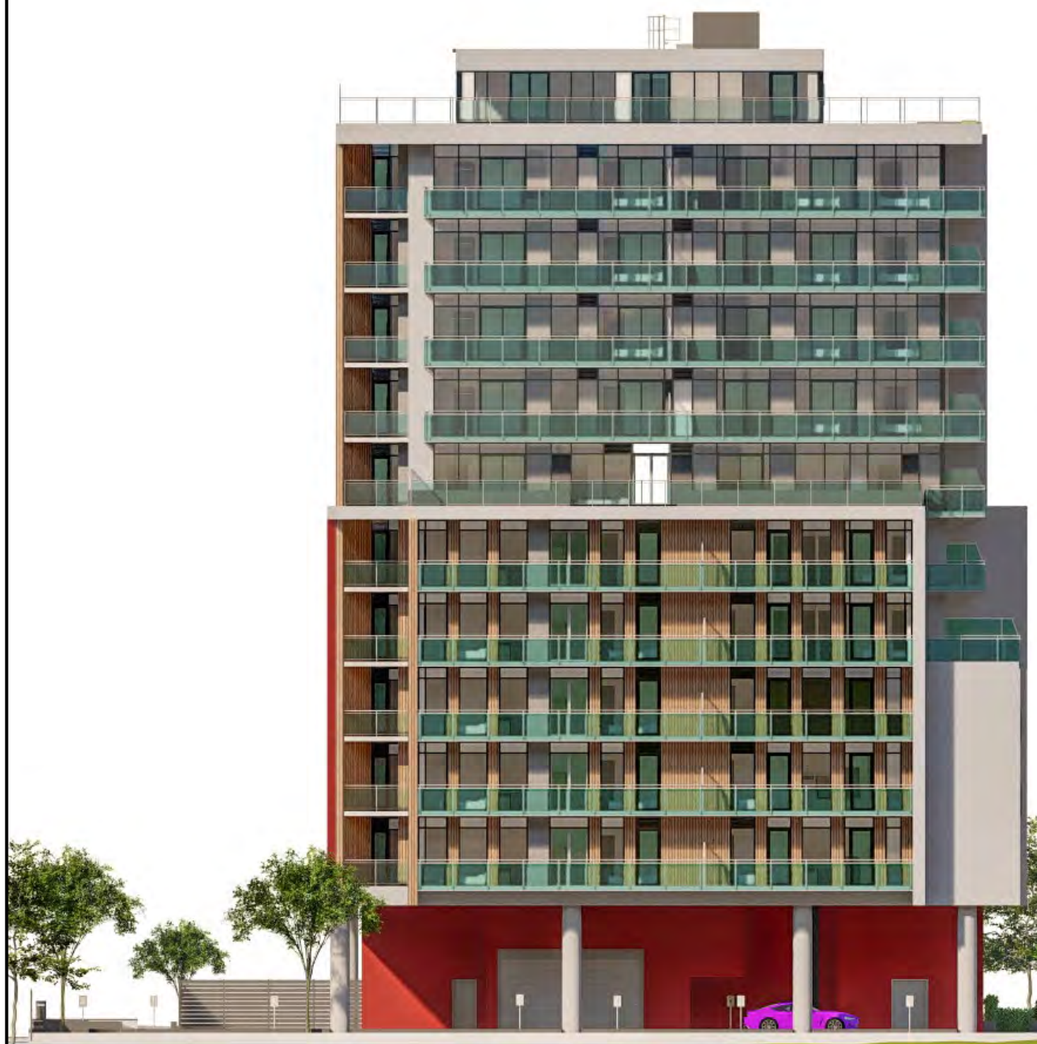
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Figure 11

NORTH ELEVATION

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WEST ELEVATION



EAST ELEVATION

Figure 12

WEST AND EAST ELEVATION

GOLDBERG GROUP





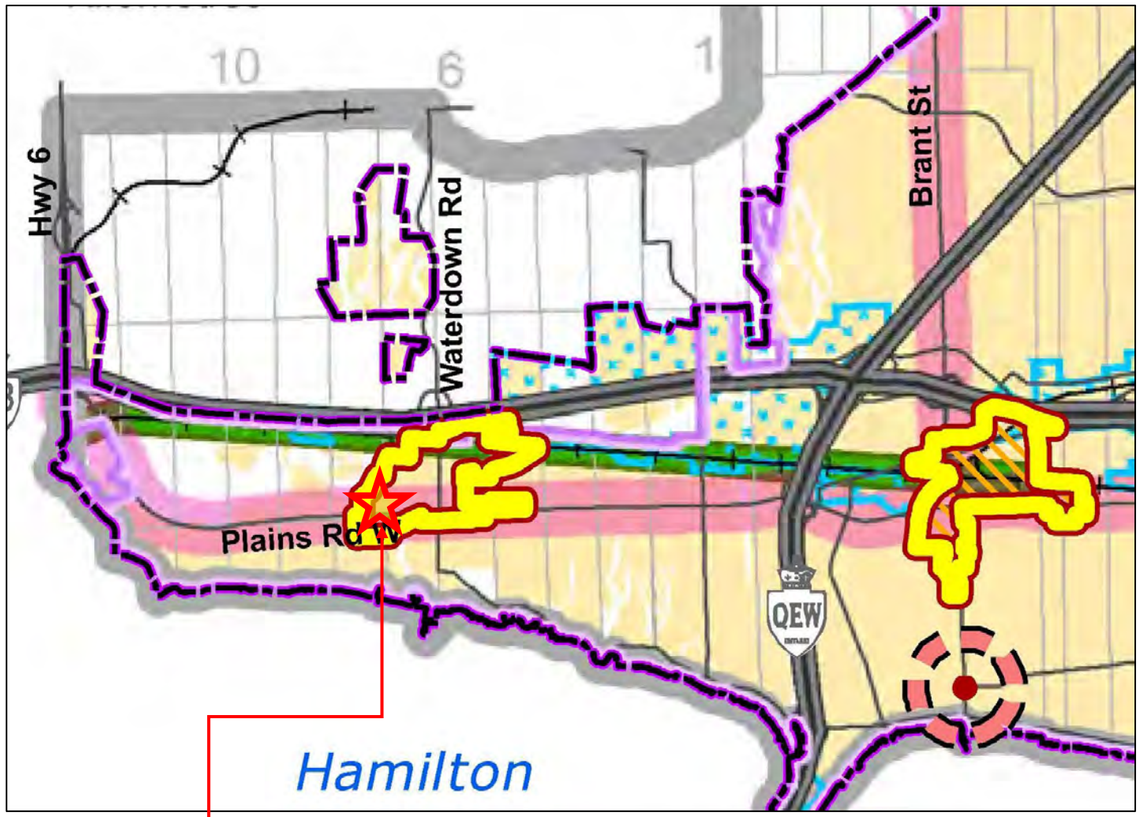




Figure 13

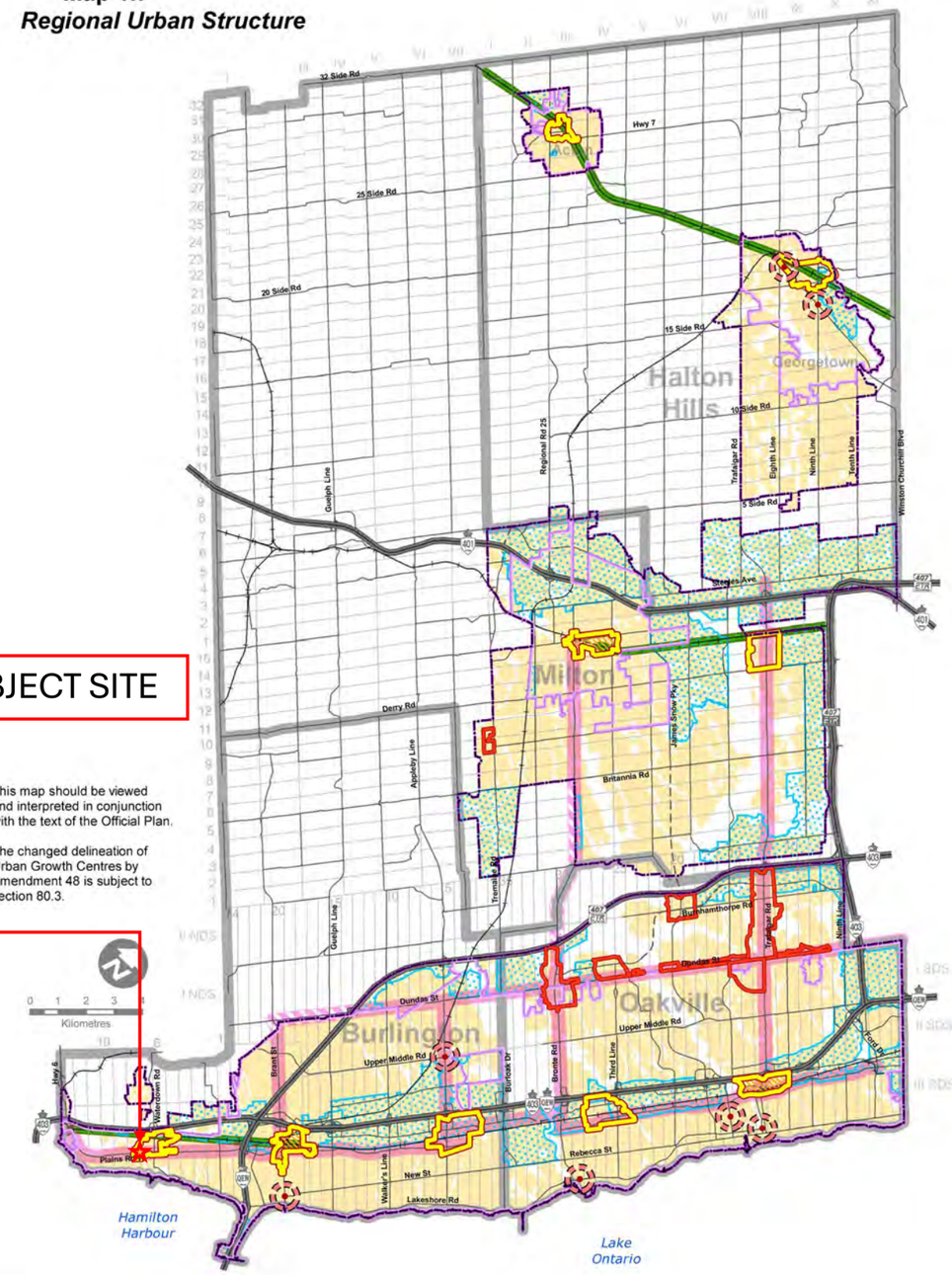
RENDERINGS

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SUBJECT SITE

Map 1h
Regional Urban Structure



Rail Line
Proposed Major Arterial
Major Road
Provincial Freeway
Lot and Concession Line
Municipal Boundary

Urban Area
Built Boundary
Employment Area
Regional Urban Boundary
Commuter Rail Corridor

Strategic Growth Areas

Urban Growth Centre
Major Transit Station Area (MTSA)
Primary Regional Nodes
Secondary Regional Nodes
Regional Intensification Corridor in Regional Urban Boundary
Regional Intensification Corridor outside of Regional Urban Boundary

November 4, 2022

Figure 14

REGIONAL OP – MAP 1h - REGIONAL URBAN STRUCTURE

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Source: google.com/maps. 2024

Map 6d - Aldershot GO MTSA



Figure 15

REGIONAL OP – MAP 6D – ALDERSHOT GO MTSA

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Schedule B

COMPREHENSIVE LAND USE PLAN- URBAN PLANNING AREA

Legend

- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- General Employment
- Business Corridor
- Regional Commercial
- Community Commercial
- Employment Commercial
- Neighbourhood Commercial
- Mixed Use Centre
- Mixed Use Corridor - General
- Mixed Use Corridor - Commercial Corridor
- Mixed Use Corridor - Employment
- Greenlands
- Major Parks and Open Space
- Environmentally Sensitive Area (Note: Boundaries based on Map 1 of the Region of Halton Official Plan (2006)
- Parkway Belt Plan Area (Note: All lands within Parkway Belt West Plan Area Subject to Deferral *9)
- Land Use Designation to be Determined
- Urban Planning Area Boundary
- Watercourses - Conceptual only, refer to Part III, Section 6.4.2 d
- Former Waste Disposal Site
- Downtown Urban Growth Centre Boundary

RURAL PLANNING AREA

NORTH ALDERSHOT PLANNING AREA

SUBJECT SITE

*NOTE: For information on Deferrals and Referrals (*D or *R), please see the Explanatory Notes of the Official Plan.*

1:50 000 +/-

DECEMBER 2019

Figure 16

OP 1997 - LAND USE PLAN

SCHEDULE B
Urban Structure
City of Burlington

Legend

Mixed Use Intensification Areas
- Urban Centres
- MTSA Special Planning Areas
- Mixed Use Nodes and Intensification Corridors

Lands Designated for Employment Uses

Region of Halton Employment Area

Residential Neighbourhood Areas

Natural Heritage System, Major Parks and Open Space

Mineral Resource Extraction Area

Infrastructure and Transportation Corridors

- Bronte Creek Meadows (see Chapter 5)
- Innovation District (see Chapter 5)

Contextual References
- Municipal Boundary
- Urban Boundary
- Delineated Built Boundary
- Urban Growth Centre Boundary
- Parkway Belt West Plan Area
- Major Transit Station
- Rail Line
- Provincial Freeway

RURAL AREA
HAMILTON
NORTH ALDERSHOT
OAKVILLE
BURLINGTON BAY
LAKE ONTARIO
HAMILTON
HWY 403
HWY 407
Q.E.W.
DUNDAS ST.
UPPER MIDDLE ROAD
UPPER MIDDLE RD.
PLAINS RD. W.
PLAINS RD. E
FAIRVIEW ST.
LAKESHORE RD.
NORTH SHORE BLVD. E
NORTH SERVICE RD.
SOUTH SERVICE RD.
MAINWAY
C.N.R.
LEIGHLAND RD.
HARVESTER RD.
NEW ST.
SPRUCE AVE
CEDAR SPRINGS RD.
GUELPH LINE
APPLEBY LINE
TREMAINE RD.
BURLOAK DR.
PALLADIUM WAY
THOMAS ALTON BLVD.
DRYDEN AVE.
MILLCROFT PARK DR.
CAVENDISH DR.
HEADON FOREST DR.
HEADON RD.
WALKER'S LINE
BERWICK DR.
SUTTON RD.
FISHER AVE.
BRANT ST.
MOUNTAINSIDE DR.
KERNS RD.
WATERDOWN RD.
CORPORATE DR.
KING RD.
MAPLE AVE.
TOWNSEND AVE.
EASTPORT DR.
BELVEDERE ROAD
HEATH RD.
HAMPTON

SUBJECT SITE

0 0.5 1 2 3 4 5 Km

The Major Transit Station Area Special Planning Area boundaries, identified on this schedule, have been identified by the City. The final boundaries of the major transit station areas will be delineated by the Region of Halton through its Municipal Comprehensive Review.

This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

NOVEMBER 2020

City of Burlington

Figure 17

OP 2020 - SCHEDULE B

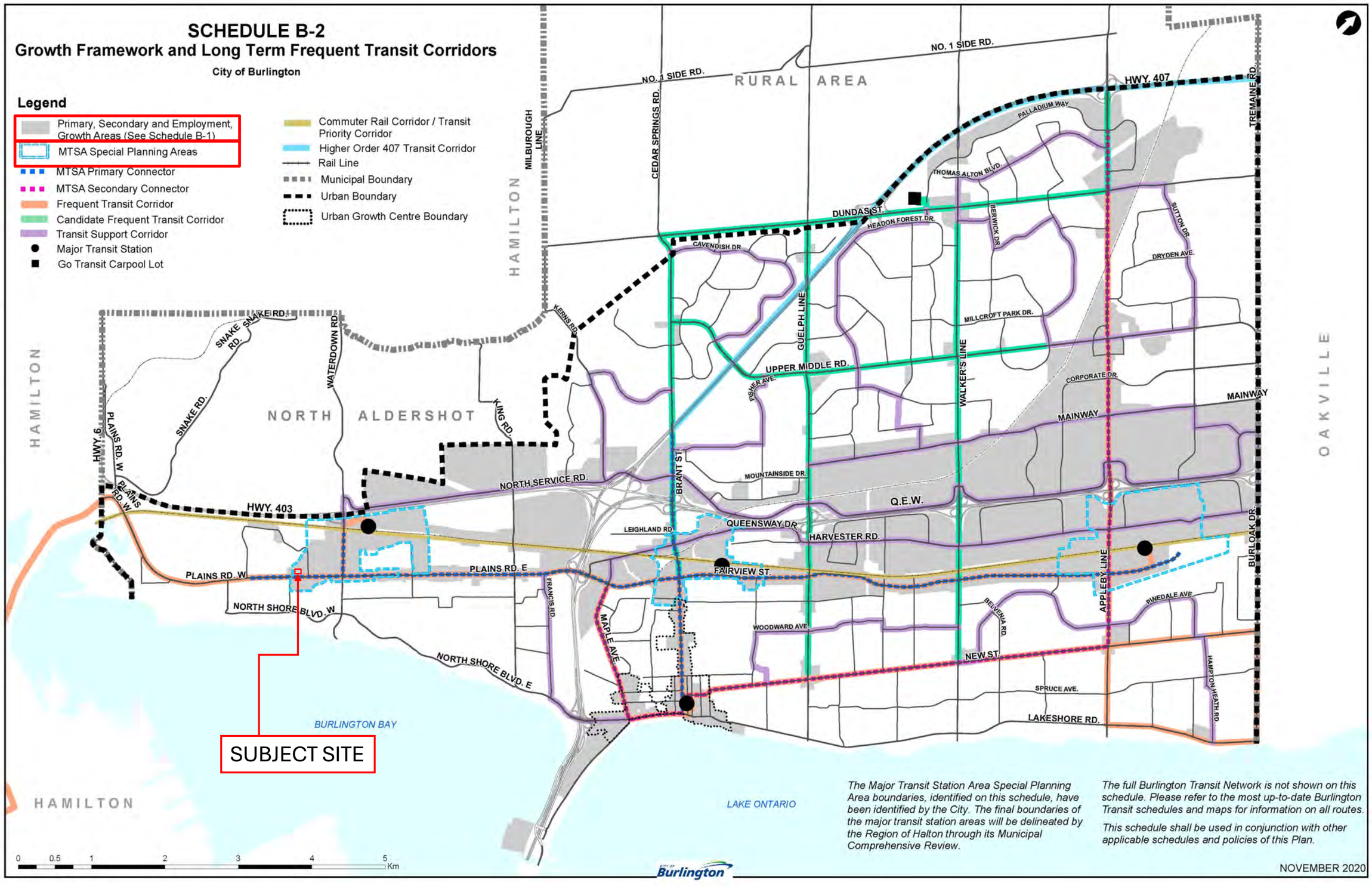
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SCHEDULE B-2
Growth Framework and Long Term Frequent Transit Corridors

City of Burlington

Legend

- Primary, Secondary and Employment, Growth Areas (See Schedule B-1)
- MTSA Special Planning Areas
- MTSA Primary Connector
- MTSA Secondary Connector
- Frequent Transit Corridor
- Candidate Frequent Transit Corridor
- Transit Support Corridor
- Major Transit Station
- Go Transit Carpool Lot
- Commuter Rail Corridor / Transit Priority Corridor
- Higher Order 407 Transit Corridor
- Rail Line
- Municipal Boundary
- Urban Boundary
- Urban Growth Centre Boundary



The Major Transit Station Area Special Planning Area boundaries, identified on this schedule, have been identified by the City. The final boundaries of the major transit station areas will be delineated by the Region of Halton through its Municipal Comprehensive Review.

The full Burlington Transit Network is not shown on this schedule. Please refer to the most up-to-date Burlington Transit schedules and maps for information on all routes.

This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

NOVEMBER 2020

Figure 18

OP 2020 - SCHEDULE B-2

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SCHEDULE C
Land Use - Urban Area
City of Burlington

Legend

MIXED USE INTENSIFICATION AREAS
- Urban Centres
- Mixed Use Nodes and Intensification Corridors
  - Mixed Use Commercial Centre
  - Neighbourhood Centre
  - Local Centre
  - Employment Commercial Centre
  - Urban Corridor
  - Urban Corridor - Employment

RESIDENTIAL NEIGHBOURHOOD AREAS
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density

EMPLOYMENT LANDS
- General Employment
- Business Corridor

NATURAL HERITAGE SYSTEM AND MAJOR PARKS AND OPEN SPACE
- City's Natural Heritage System
- Major Parks and Open Space

MINERAL RESOURCE EXTRACTION AREA

INFRASTRUCTURE AND TRANSPORTATION CORRIDORS

CONTEXTUAL REFERENCES
- Municipal Boundary
- Urban Boundary
- Urban Growth Centre Boundary
- Special Street (Tremaine Dundas Secondary Plan)

RURAL AREA
HAMILTON
NORTH ALDERSHOT
OAKVILLE
HAMILTON
BURLINGTON BAY
LAKE ONTARIO
HWY 407
HWY 403
HWY 6
Q.E.W.
DUNDAS ST.
UPPER MIDDLE ROAD
MAINWAY
NORTH SERVICE RD.
SOUTH SERVICE RD.
HARVESTER RD.
C.N.R.
FAIRVIEW ST.
LEIGHLAND RD.
PLAINS RD. E
PLAINS RD. W.
TOWNSEND AVE.
NORTH SHORE BLVD. E
LAKESHORE RD.
LAKESHORE ROAD
NEW ST.
SPRUCE AVE
MILLCROFT PARK DR.
DRYDEN AVE
CEDAR SPRINGS RD.
GUELPH LINE
APPLEBY LINE
TREMAINE RD.
BURLOAK DR.
WALKER'S LINE
HEADON FOREST DR.
HEADON RD.
CAVENDISH DR.
BERWICK DR.
SUTTON RD.
PALLADIUM WAY
THOMAS ALTON BLVD.
CORPORATE DR.
BRANT ST.
FISHER AVE.
KERNS RD.
MOUNTAINSIDE DR.
WATERDOWN RD.
KING RD.
MAPLE AVE.
BELVEMA ROAD
HEATH RD.
HAMPTON
EASTPORT DR.

**Uptown Urban Centre

*Downtown Urban Centre

SUBJECT SITE

0 0.5 1 2 3 4 5 Km

*For land use precincts within the Downtown Urban Centre see Schedule D.
**For land use designations within the Uptown Urban Centre see Schedule E.

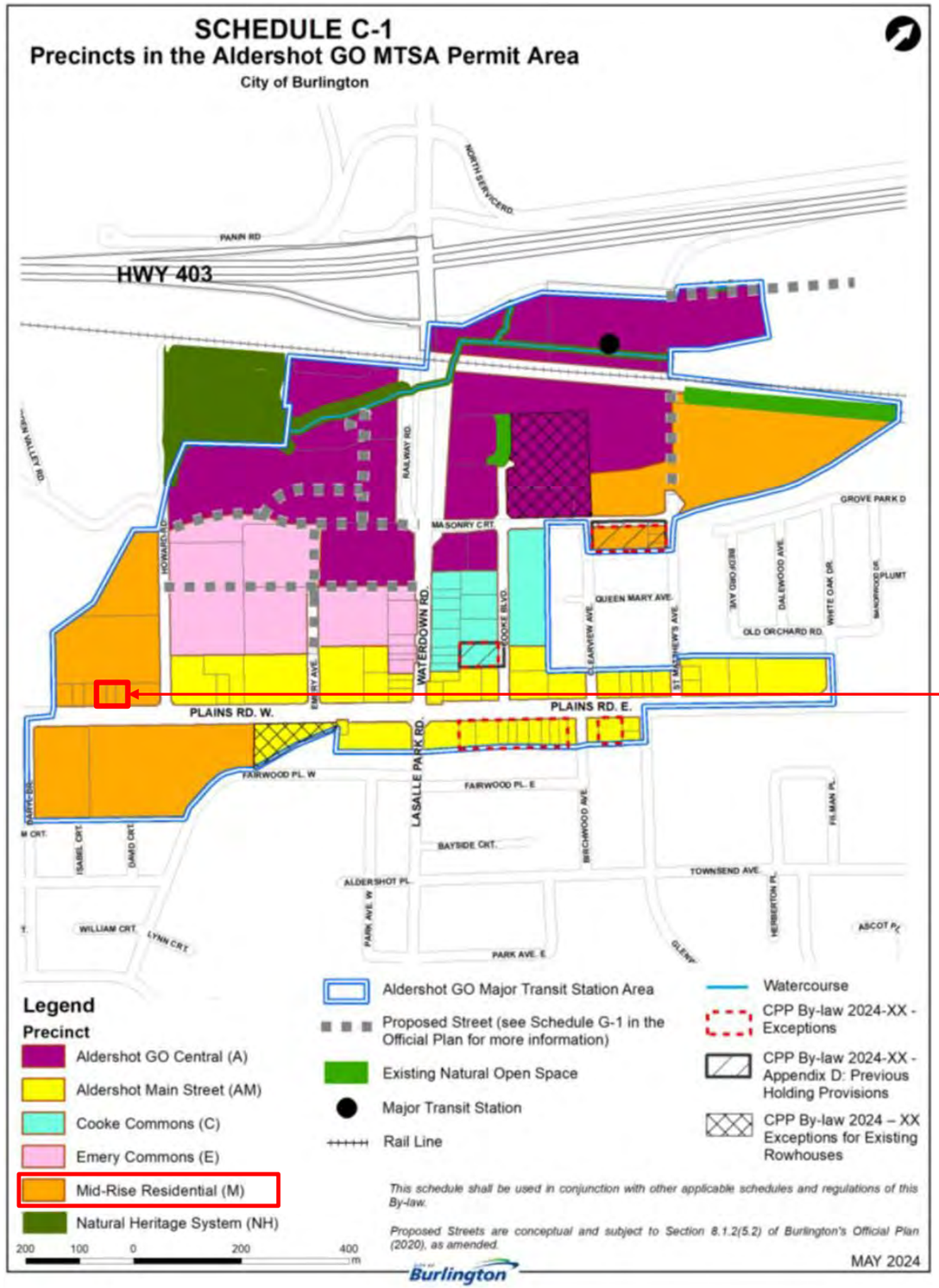
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

NOVEMBER 2020

Figure 19

OP 2020 – LAND USE

GOLDBERG GROUP



SUBJECT SITE

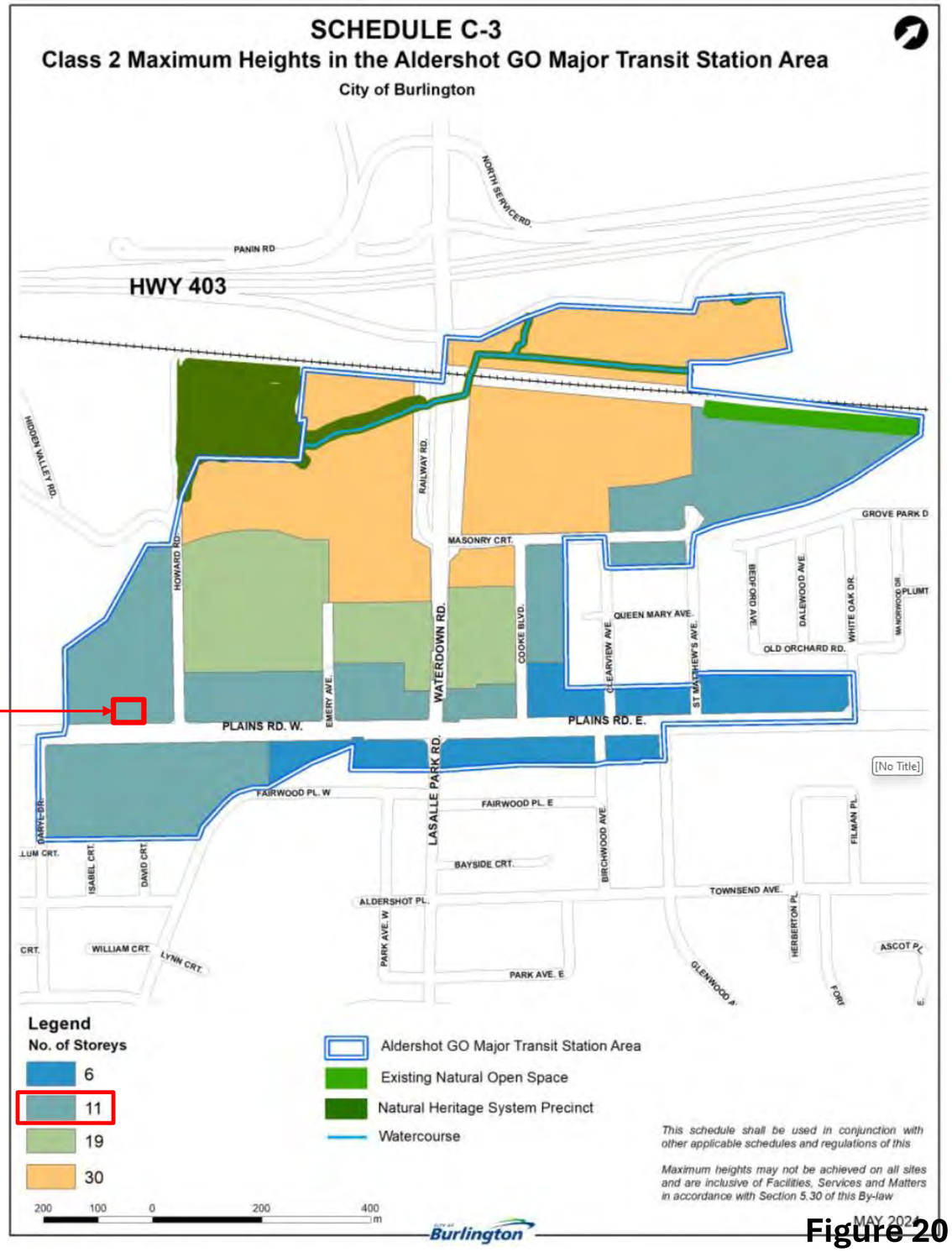


Figure 20

MAY 2024 DRAFT ALDERSHOT GO MTSA CPPS BY-LAW SCHEDULES

GOLDBERG GROUP

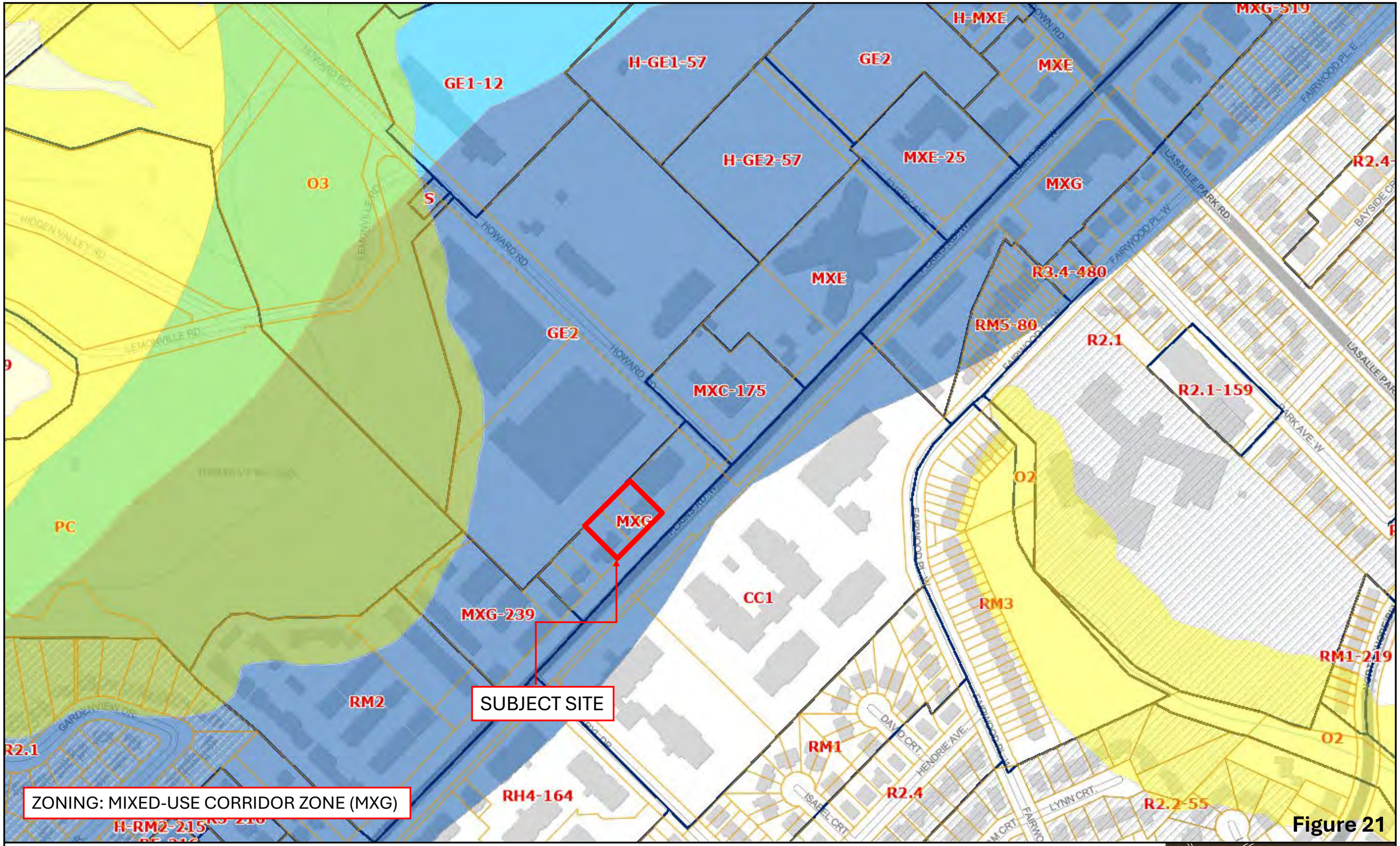


Figure 21

CITY OF BURLINGTON ZONING BY-LAW 2020

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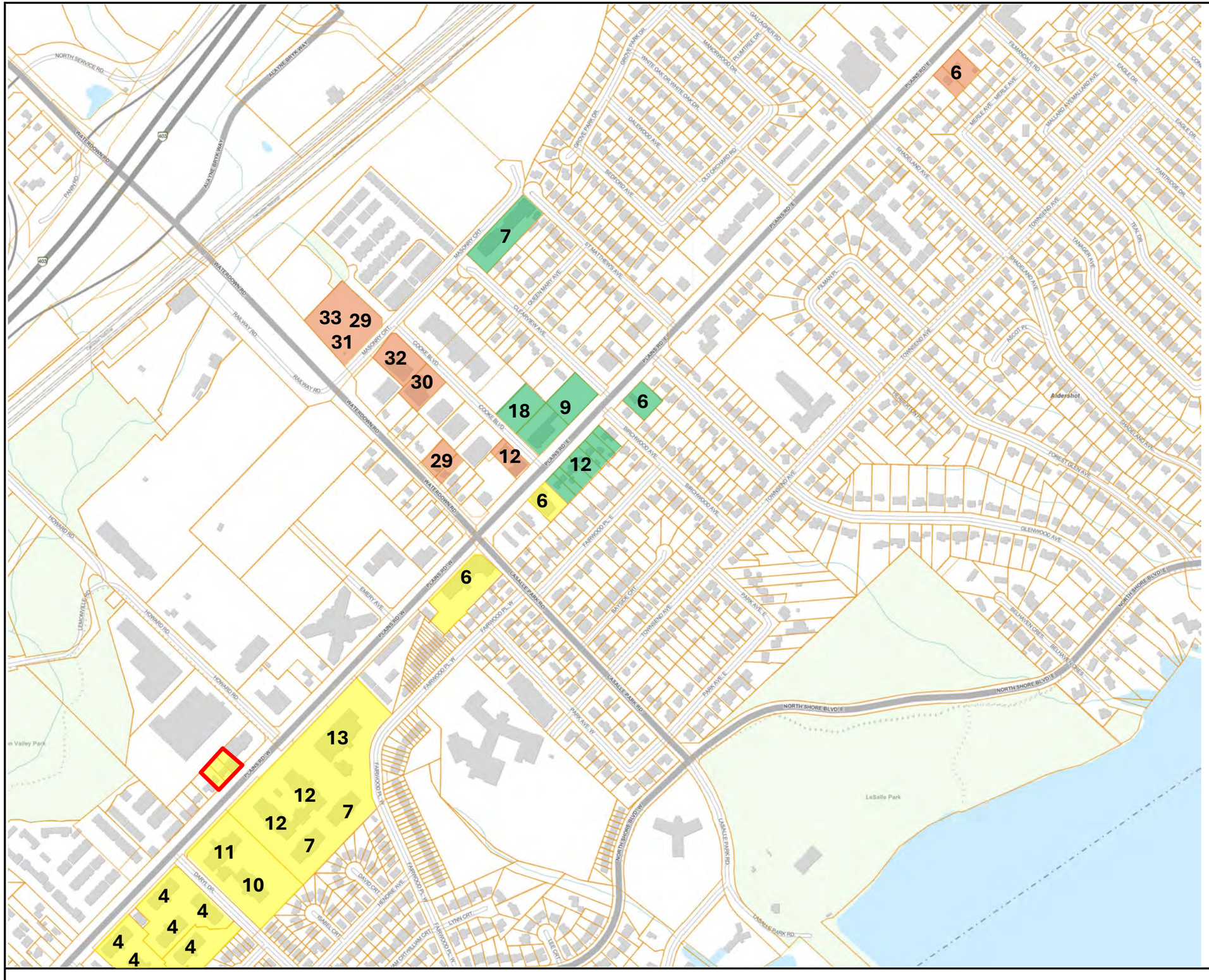


Figure 22

DEVELOPMENTS/ HEIGHT MAP

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