

1120 Cooke Boulevard
City of Burlington

PLANNING RATIONALE REPORT ADDENDUM

Official Plan Amendment & Zoning By-law Amendment

WND ASSOCIATES
PLANNING AND URBAN DESIGN

July 2023

WND Project No. 17.519

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1.0 Introduction

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

A Planning Justification Report, dated November 2021, was prepared by WND as part of a first submission for Official Plan Amendment and Zoning By-law in support of the proposed development of the subject site consisting of a mixed-use project with three residential towers of 30, 36, and 36 storeys, and ground-level retail uses (the "original proposal") with a density of 7.8 FSI.

This report serves as an addendum to the November 2021 WND report, the findings of which remain relevant to the revised proposal. The revised proposal retains the three-building scheme and general site layout of the original site plan while incorporating changes into podium massing and the proposed heights of all three buildings. The revised proposal now contemplates a reduced density of 7.7 FSI and building heights of 29, 31, and 33 storeys while expanding ground-level retail spaces, increasing the supply of car and bicycle parking, and improving site circulation and open space design.

This addendum also provides an overview of the revised proposal, expanded policy analysis of the Halton Region Official Plan and a high-level review of the revised proposal relative relative to its conformity and consistency with this statutory policy framework and its regard for relevant non-statutory guideline documents including the emerging policies of the ongoing area-specific study of the Aldershot GO MTSA.

2.0 Summary of Findings

The analysis of the policy framework provided in the 2021 Planning Justification Report, prepared by WND remains relevant to the revised proposal. In our opinion, the revised proposal is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, conforms to the Halton Region Official Plan and key objectives of the City of Burlington Official Plan, and has adequate regard for the relevant guideline documents and non-statutory policies including the draft plan for the Aldershot GO Central precinct.

The proposed development will intensify a vacant brownfield site and supports existing higher-order and local transit. The introduction of new commercial/retail space will contribute to the development of an emerging complete community in the Aldershot GO MTSA while the proposed retail plaza will create placemaking opportunities and an attractive interface with the public realm.

The revised proposal provides new residential uses in a compact form that increases the supply and diversity of the local and regional housing stock while substantially increasing the supply of two-bedroom dwelling units relative to the original proposal. For the above-noted reasons, and as detailed in the comment matrix, plans and reports provided in support of this resubmission, the proposed development represents good planning, warrants the support of City planning staff, and merits approval by City Council.

To implement the proposed development, amendments are required to both the in-force City of Burlington Official Plan and the City of Burlington Zoning By-law 2020 to accommodate height, density, and other site-specific standards, and to facilitate a form of development that better aligns with Provincial and Regional policy objectives and the emerging policies of the Aldershot GO MTSA. Updated draft amendments are included with the submission package to implement the revised proposal.

3.0 Physical Context

3.1 Subject Site

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

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

3.2 Area Development Applications

A significant amount of development activity is occurring in the vicinity of the proposed development that frames the current and emerging land use and built form context in the Aldershot GO MTSA.

Consistent with the proposed development, and generally reflective of the City of Burlington draft precinct plan for the Aldershot GO MTSA area-specific study area, the nearby proposals with the greatest heights and densities are directed to areas in the closest proximity to the Aldershot GO Station, transitioning in scale to mid-rise forms of development along the Plains Road corridor.

A summary of recent and ongoing development applications near the proposed development is provided in **Table 1**.

Table 1. Nearby Development Activity

Address	Application / Status	Height	Density
1085 Clearview Ave., 1082-1090 St. Matthews Ave. 1062-1074 Cooke Blvd.	OPA & ZBA Approved (OLT) OPA & ZBA Appealed to OLT	7 storeys 32 & 30 storeys	164 residential units 9.51 FAR 809 residential units 2 retail units
2 Masonry Court	Pre-application	37 storeys	286 residential units Ground floor commercial
35 Plains Road East	OPA & ZBA Approved (OLT)	8 storeys	4.02 FAR 72 residential units Ground floor commercial
53-71 Plains Road East,	OPA & ZBA	18 & 9 storeys	3.58 FAR

1025 Cooke Blvd.	Approved (OLT)		555 residential units Ground floor commercial
1029-1033 Waterdown Road	OPA & ZBA Appealed to OLT	29 storeys	8.20 FAR 295 dwelling units Ground floor retail

4.0 Revised Proposal

The revised proposal generally retains the three-building site layout of the original proposal, including the landscaped open space at the northeast corner of the subject site, and vehicular access points at Cooke Boulevard and Waterdown Road, respectively. Changes are incorporated into the podium massing and proposed heights of all three buildings (**Figure 1**).

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

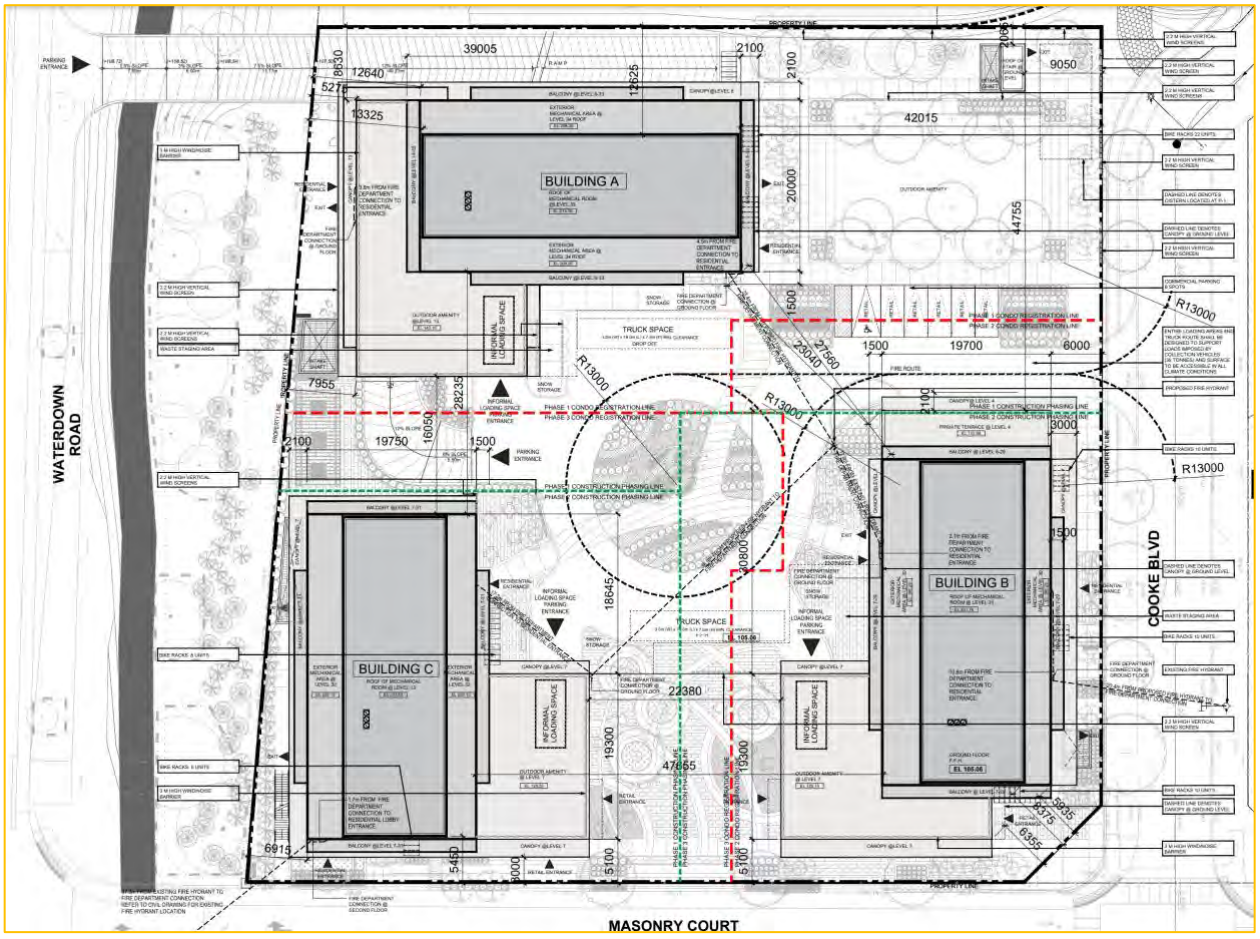


Figure 1. Revised Site Plan

The GFA of the revised proposal is 73,133.94 square metres and its density is 7.7 FSI. A total of 1,165 dwelling units are proposed and at-grade commercial/retail space has been expanded to 494.98 square metres within Buildings B and C.

A statistical comparison of the original proposal (November 2021) and the revised proposal (July 2023) is provided in **Table 2**.

Table 2. Statistical Comparison of Original and Revised Proposals

	Original Proposal (2021)	Revised Proposal (2023)	Change
Site Area (m^2)	9,534.66	9,534.66	-
Ground Floor Area (m^2)	4,035.73	3,256.51	-779.22
Lot Coverage (%)	42.3	34.2	-8.1
Floor Space Index (FSI)	7.8	7.7	-0.1
Gross Floor Area (GFA) (m^2)	74,087.16	73,133.94	-935.79
Floor Area Ratio (FAR)*	-	9.0	-
Gross Building Area (m^2)*	-	85,989.94	-
Retail GFA (m^2)	231.22 (Building B)	494.98 (Building B & C)	+263.76
Residential GFA (m^2)	73,855.94	72,638.96	-1,216.98
Building Heights (m)	119.10 (Building A)	108.70 (Building A)	-10.40
	88.80 (Building B)	96.70 (Building B)	+7.9
	119.10 (Building C)	102.70 (Building C)	-16.4
Building Heights (storeys)	36 (Building A)	33 (Building A)	-3
	26 (Building B)	29 (Building B)	+3
	36 (Building C)	31 (Building C)	-5
Dwelling Units	1,139	1,165	+26
Parking Spaces	1,031 total	1,137 total (0.98/unit)	+106
Bicycle Parking Spaces	574 total	676 total (0.58/unit)	+124
Amenity (m^2)	21,026 total (20.4/unit)	18,169 total (15.6/unit)	-2,857

* FAR calculation provided relative to Gross Building Floor Area, including areas in the underground parking garage not being used as a parking space or driveway/aisle to address Zoning comments, dated May 11, 2023. These statistics were not previously provided in the original application.

At-grade, a new publicly-accessible retail plaza has been provided between these buildings, which is connected to Masonry Court and provides new pedestrian routes to the interior of the subject site (**Figures 2** & **3**).

The separation of the podium component along the Masonry Court frontage creates new opportunities to add at-grade commercial/retail uses. New commercial/retail spaces have been added to Building C, facing the street and retail plaza, while the proposed commercial/retail space in Building B has been extended from the corner of Masonry Court and Cooke Boulevard to the retail plaza.

Hardscaping and landscaping elements are provided in the retail plaza including tree and vegetative plantings and street furniture to create opportunities for social interaction that will enhance the function of retail uses and are accessible for residents and the visitors.



Figure 2. Pedestrian view of retail plaza (looking south)



Figure 3. Oblique aerial view of retail plaza (looking north)

4.1 Built Form and Massing

Building heights of 33 storeys for Building A, 29 storeys for Building B, and 31 storeys for Building C are proposed. The revised building heights are closely aligned to the draft policy context for the Aldershot

Central GO Precinct, which was presented to Burlington City Council in July 2022 and envisions maximum building heights of 30 storeys. The additional height envisioned for Buildings A and C has been evaluated through a shadow study and quantified wind study which demonstrate that the revised proposal does not adversely impact the current and planned land uses in the surrounding area relative to shadowing, wind conditions, privacy, and overlook. Moreover, the staggered height approach provides greater variation that will enhance the skyline presence of the towers.

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

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

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

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

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

4.2 Phasing of Development

Phasing lines for both construction and condominium registration have been applied to the revised proposal and are illustrated on the Phasing Diagram (A102) from the current set of architectural drawings (**Figure 4**).

The proposed development will be constructed and in three stages and the residential components of each building will be registered under three separate condominium corporations. The draft Zoning By-law Amendment additionally applies standards relative to the condominium phasing lines.

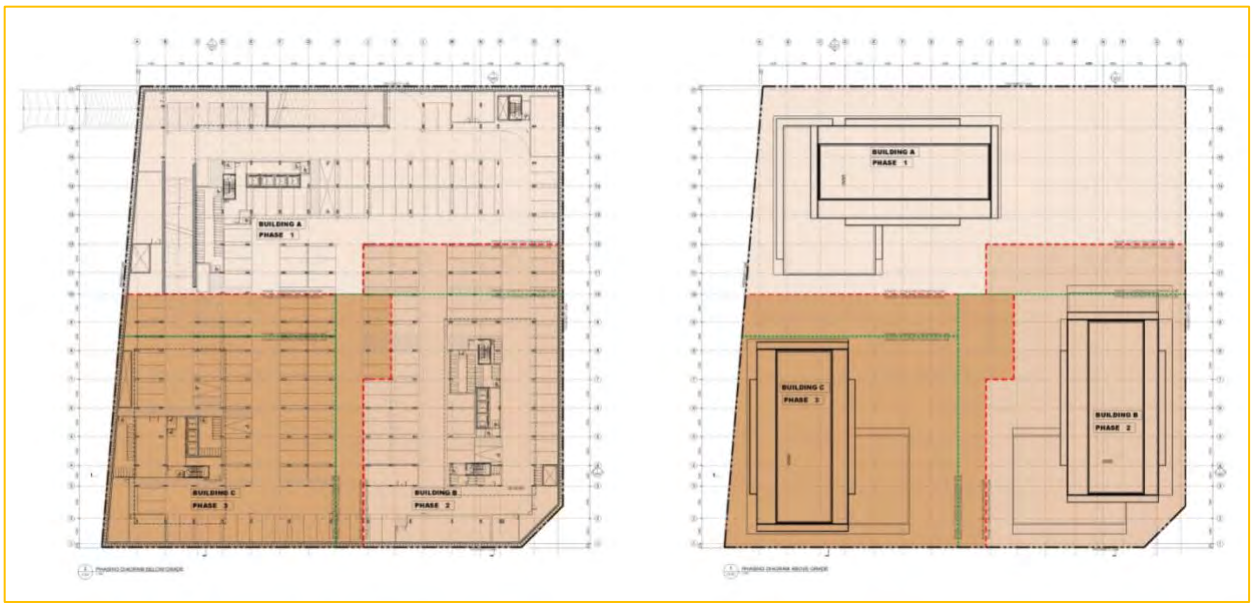


Figure 4. Phasing Diagram for Proposed Development

4.3 Unit Composition

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

Table 3. Dwelling Unit Mix of Original and Revised Proposals

Unit Type	Original Proposal (2021)	Revised Proposal (2023)	Change
Studio	-	6 (0.5%)	+6
One-Bedroom	848 (74.5%)	771 (66.2%)	-77
Two-Bedroom	290 (25.5%)	388 (33.3%)	+98
Three-Bedroom	1 (>0.1%)	-	-1
Total	**1,139**	**1,165**	**+26**

A summary of dwelling unit mix provided within each building across three phases of development is additionally provided in **Table 4**. The distribution of one and two-bedroom units is generally consistent across all three phases of development.

Table 4. Dwelling Units Mix within each Building/Phase of Development

Unit Type	Building A (Phase 1)	Building B (Phase 2)	Building C (Phase 3)
Studio	-	-	6 (1.6%)
One-Bedroom	288 (66.1%)	247 (69.0%)	236 (63.6%)
Two-Bedroom	148 (33.9%)	111 (31.0%)	129 (34.8%)
Total	436	358	371

4.4 Parking, Loading, and Vehicular Access

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

A total of 1,137 parking spaces are provided in the revised proposal. Residential and visitor parking consists of 1,131 parking spaces located within six (6) levels of underground parking. This total includes 31 barrier-free spaces and 25 tandem parking spaces. Residential parking is provided at a rate of 0.89 spaces per unit and visitor parking spaces are provided at a rate of 0.08 spaces per units for a total rate of 0.97 spaces per unit. Commercial parking consists of six (6) at-grade spaces, located north of Building B, and includes one (1) barrier-free space.

Bicycle parking consists of 676 spaces, including 596 long-term residential spaces located within secure ground level and underground rooms, 62 short-term residential spaces located outdoors, and 18 commercial spaces, also located outdoors. Residential bike parking is provided at a rate of 0.58 spaces per unit.

A summary of parking statistics is provided in **Table 5**.

Table 5. Statistical Summary of Parking in Original and Revised Proposals

	Original Proposal (2021)	Revised Proposal (2023)	Change
Parking Spaces	1,031 total	1,137 total	+106
	1026 residential (0.90/unit)	1,131 residential (0.98/unit)	+105
	5 commercial	6 commercial	+1
Bicycle Parking Spaces	574 total	676 total	+102
	513 long-term res.	596 long-term res.	+83
	56 short-term res.	62 short-term res.	+6
	5 commercial	18 commercial	+13

A summary of parking provided within each building across three phases of development is additionally provided in **Table 6**.

Table 6. Statistical Summary of Parking within each Building/Phase of Development

Parking Spaces	Building A (Phase 1)	Building B (Phase 2)	Building C (Phase 3)
Car			
Residential	389 (0.89/unit)	317 (0.89/unit)	331 (0.89/unit)
Visitor/Retail	35 (0.08/unit)	29 (0.08/unit)	30 (0.08/unit)
Total	**424* (0.97/unit)**	**346** (0.97/unit)**	**361 (0.97/unit)**
Bicycle			
Residential, Long-Term	220 (0.5/unit)	190 (0.5/unit)	186 (0.5/unit)
Residential, Short-Term	22 (0.05/unit)	20 (0.05/unit)	20 (0.05/unit)

Retail, Long-Term	-	5	4
Retail, Short-Term	-	5	4
Total	242	220	214

* One parking space to be transferred to Phase 2, prior to condominium registration.
** One parking space to be added from Phase 1, prior to condominium registration.

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

4.5 Amenity Space

Indoor amenity space is provided at various locations within the three buildings which will be programmed to meet the needs of future residents. All three buildings have ground-level amenity which is closely connected to the respective residential lobbies, providing safe and convenient access while encouraging interactions for future residents. A statistical summary of amenity space is provided in **Table 7**.

Table 7. Amenity Statistics

	Original Proposal (2021)	Revised Proposal (2023)	Change
Amenity (m^2)	18,538 total (16.3/unit)	18,169 total (15.6/unit)	-369
Indoor (m^2)	2,735	1,309	-1,426
Outdoor (m^2)	1,412	1,292	-94
'Park' (m^2)	1,244	1,259	-2,247
Balconies/Terraces (m^2)	13,147	13,877	+730
Retail Plaza (m^2)	-	432	+450

A summary of amenity provided within each building across three phases of development is additionally provided in **Table 8**. The provision of amenity space will be slightly front-loaded to the first phase of development relative to phases 2 and 3.

Table 8. Statistical Summary of Amenity within each Building/Phase of Development

Amenity Type	Building A (Phase 1)	Building B (Phase 2)	Building C (Phase 3)
Indoor (m^2)	545	464	300
Outdoor (m^2)	391	403	498
Balconies/Terraces (m^2)	5,172	4,442	4,263
"Park" (m^2)	1,259	-	-
Retail Plaza (m^2)	-	216	216
Total (m^2)	7,367 (16.90/unit)	5,525 (15.43/unit)	5,277 (14.22/unit)

Building A has additional amenity space at Level 12 consisting of an indoor amenity room, and connected outdoor amenity terrace. Buildings B and C both have indoor amenity rooms and outdoor terraces at Level 7.

At-grade, the landscaped open space at the northeast quadrant of the subject site has been retained and a new retail plaza, fronting Masonry Court between Buildings B and C has been introduced to create new opportunities for social interaction and programming to enhance the function of both the residential and commercial components of the development.

5.0 Planning Framework

A policy analysis of the proposed development was provided in the November 2021 Planning Justification Report, prepared by WND Associates, and remains relevant to the revised proposal. In our opinion, the revised proposal remains consistent with the *Provincial Policy Statement, 2020* and conforms to the *Growth Plan for the Greater Golden Horseshoe, 2019*.

An expanded analysis of key policies of the Halton Region Official Plan is provided herein, responding to formal comments providing by Halton Region staff. This includes an evaluation of policies implemented by Regional Official Plan Amendment 48 ("ROPA 48") which are statutory policies relative to the proposed development, and ROPA 49 which are non-statutory as they were not yet in-force at the time that the original application was submitted and deemed complete. The additional policy analysis of the Halton Region Official Plan provided in the November 2021 Planning Justification Report remains relevant to the revised proposal.

The revised proposal continues to achieve the key policy directives of the in-force Burlington Official Plan while an amendment to the Official Plan is still required to implement the proposed development at its proposed height and density which supports Provincial and Regional policy directives. Revisions to the draft amendment to the Official Plan will implement the revised proposal, in a manner that appropriately applies the feedback provided by municipal staff and external agencies. An amendment to the City of Burlington Zoning By-law 2020 is additionally required to enable the revised proposal and has been updated to reflect the revised proposal and anticipated development phases.

The City of Burlington continues to advance its area-specific study of the Aldershot GO MTSA. The proposed development has appropriate regard for the emerging policy context of the subject site and surrounding area based on the precinct plan for the MTSA from the June 2022 Major Transit Station Area (MTSA) Area Specific Planning Study and specifically the Aldershot GO Central Precinct. A high-level evaluation of the proposed development in this emerging policy context is provided herein.

5.1 Halton Region Official Plan

The interim office consolidation of the Halton Region Official Plan is dated November 4, 2022 and includes Regional Official Plan Amendments 48 and 49.

ROPA 48 was approved for implementation by the Ministry of Municipal Affairs and Housing on November 10, 2021. It was in force when the original applications for Official Plan Amendment and Zoning By-law Amendment were submitted and subsequently deemed complete. ROPA 48 establishes a hierarchy of strategic growth areas in the Region including the delineated boundary of the Aldershot GO MTSA.

Responding to formal comments provided by Regional staff, an analysis of the proposed development relative to Section 81.2, Policy 4, which was implemented by ROPA 48, is provided herein.

ROPA 49 is non-statutory relative to the proposed development, as it was approved by MMAH on November 4, 2022. It includes Section 77, Policy 5, which was additionally identified by Regional staff as a key policy relative to local municipal area-specific plans, including the ongoing study of the Aldershot GO MTSA. An analysis of the revised proposal is provided herein relative to its appropriate regard to this policy section.

Urban Area and the Regional Urban Structure

Section 77, Policy 5 was implemented through ROPA 49 and is a non-statutory policy relative to the proposed development that nevertheless provides valuable direction for development in area-specific policy areas, including the Aldershot GO MTSA. Policy 5 specifically requires that local municipalities "*prepare Area-Specific Plans or policies for major growth areas, including the development or redevelopment of communities*" and "*such plans or policies shall be incorporated by amendment into the Local Official Plan and shall demonstrate how the goals and objectives of this Plan are being attained*." The goals and objectives of area-specific plans shall include the items discussed below.

a) a general statement of the intended character of the area or community,

b) boundaries of the area or community,

The proposed development is located within the delineated boundaries of the Aldershot GO MTSA as implemented by ROPA 48, which is a statutory policy applying to the proposed development. In the City of Burlington's Major Transit Station Areas, Area Specific Plans & Final Report ("MTSA Final Report"), dated June 2022, the Aldershot GO Central precinct, where the subject site is located, is identified as the "*focus area for the MTSA area's highest density*" with the tallest buildings, up to 30 storeys, near the GO station. The proposed development has appropriate regard of this draft policy direction by directing buildings with heights at or around 30 storeys to an area where shadowing impacts are negligible on the nearest sensitive lands uses. The proposed land uses, consisting of residential and retail, are consistent with the proposed uses in the MTSA Final Report (Section 6.4.1.1.).

c) policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within hazard lands,

The proposed development is not impacted by or impactful on any natural heritage systems in the surrounding area.

d) capacity targets of population, housing units and employment, including targets for Affordable Housing,

A minimum density of 150 people and jobs per hectare is envisioned for the Aldershot GO MTSA in the MTSA Final Report, consistent with provincial policy direction regarding intensification for development within MTSAs oriented around GO train stations. The proposed development will contribute to the achievement of both residential and employment intensification goals for the area. Approximately 12 retail jobs are expected to be introduced to the subject site, according to the Fiscal Impact Study, prepared by Altus Group. Based on information provided by the owner's property management team at FirstService Residential and a comparative evaluation the proposed development with proxy Adi Developments

project, the residential component of the proposal is expected to generate several jobs as summarized in **Table 9**.

Table 9. Proposed Jobs Associated with Residential Uses

Role	Estimated Total Jobs	Job Tenure
Property Manager	3	Full-Time
Site Administrator	3	Full-Time
Concierge	9	Full-Time
Concierge	6	Part-Time
Cleaning & Maintenance	9	Full-Time
Cleaning & Maintenance	3	Part-Time
Landscape & Snow Removal	3	Seasonal
Total	**36 (24 full-time; 9 part-time; 3 seasonal)**	

e) land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes,

f) location, types and density of residential and employment lands that contribute to creating healthy communities through:

[i] urban design,

[ii] diversity of land uses,

[iii] appropriate mix and densities of housing,

[iv] provision of local parks and open space,

[v] strengthening live-work relationship through a proper balance of residential and employment land uses, and

[vi] promoting active transportation and public transit use.

The proposed development intensifies a vacant brownfield site in a compact form with a mix of uses. The density envisioned for the subject site will supportive existing and planned transit services, including GO train service on the Lakeshore West line, and add significant new housing options to Regional housing stock, two-thirds of which will be two-bedroom units – a substantial increase from the original proposal.

The revised proposal improves pedestrian site access and permeability relative to the original proposal through the introduction of a retail plaza that will support its retail and commercial function while adding new open space and reducing overall lot coverage. The provision of bicycle parking that exceeds the suggested standards of the Burlington City-Wide Parking Standards Review will additionally promote active modes of transportation.

f.1) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines,

Regional and Ministerial land use compatibility guidelines are considered relative to the proposed development and are addressed in the peer review letters for D-6 Compatibility – Air Quality Response, prepared by EXP Services Inc. and Environmental Noise Study, prepared by SLR Consulting (Canada) Ltd.

h) a transportation network that promotes public transit and active transportation, including a strategy for early introduction of transit services,

In the Traffic Impact Study, prepared by BA Group, it is acknowledged that as of July 2023, the City of Burlington continues to advance a Transportation Assessment study as part of its area-specific study of the Aldershot GO MTSA. The proposed development contemplates reduced and unbundled parking to encourage non-auto modes of travel, reinforced by the proximity of the subject site to higher-order transit at Aldershot GO Station and access to numerous local bus routes. The provision of a considerable supply of bike parking and other recommended TDM measures including subsidized transit passes for first time residents will contribute to achieving this policy objective.

i) development phasing,

It is anticipated that ongoing consultation with the City of Burlington and Halton Region will occur to ensure the timely and orderly development of the subject site within the overall development context of the Aldershot GO MTSA. On a macro level, the proposed development itself is envisioned as a three-phase construction model, which will be addressed during the Site Plan Approval and permitting stages of this project.

j) storm water management or, if the scale of development justifies, a Subwatershed Study as per Section 145(9),

MTE Consultants Inc. ("MTE") prepared a memorandum, responding to City of Burlington engineering comments related to external storm flows on Waterdown Road and the capacity of suggested infrastructure to handle overland flow. A summary of the MTE memorandum is provided in Section 6.4 of this addendum, indicating that recommended infrastructure is sufficient.

k) Environmental Impact Assessments, if any part of the Regional Natural Heritage System is affected in an area not covered by a Sub-watershed Study,

The proposed development is supported by Record of Site Condition – No. 222207.

l) an Air Quality Impact Assessment based on guidelines under Section 143(2.1),

As above-noted, a D-6 Compatibility – Air Quality Response, prepared by EXP Services Inc. has been provided in support of this resubmission, further to a November 2021 study provided in support of the original proposal. The materials provided by EXP have evaluated the relevant Regional air quality impact assessment guidelines reference in Section 143, Policy 2.1 (inset).

PART IV HEALTHY COMMUNITIES POLICIES

ENVIRONMENTAL QUALITY

143. It is the policy of the Region to:

(2.1) Establish Air Quality Impact Assessment Guidelines to assist with the review of development applications to protect the health of Halton residents.

m) water and wastewater servicing plans,

The proposed development is supported by functional servicing plans, including a Sanitary Drainage Update memorandum, prepared by MTE Consultants for this resubmission. It is understood that the City of Burlington is engaged in ongoing work on its area servicing plan for the Aldershot GO MTSA as part of its area-specific study. In the interim, the sanitary update indicates that the with forecasted area populations in the sanitary catchment area, the replacement of segments of the sewer on Cooke Boulevard and Plains Road East will achieve municipal requirements.

n) provision of utilities,

It is anticipated that provision of utilities will be discussed during the detailed design stage of this project during the site planning application process.

o) a fiscal impact analysis,

A Fiscal Impact Study, prepared by Altus Group has been prepared to support the proposed development as the City advances its own area-specific study.

p) a community infrastructure plan, based on Regional guidelines, describing where, how and when public services for health, education, recreation, sociocultural activities, safety and security and Affordable Housing will be provided to serve the community.

It is anticipated that matters related to complete communities and a community infrastructure plan will be subject to further public engagement through the City's area-specific study of the Aldershot GO Area. In the interim, the proposed development introduces new housing to a vacant site along with space for community-oriented retail and commercial uses and new open space in the form of the retail plaza. The proposed development will complete Phase 2 of the Stationwest project, which previously introduced a new public park which will provide new recreational space for the growing community.

Protected Major Transit Station Areas

Section 81.2 of the in-force Halton Region Official provides policies direction pertaining to the growth and intensification of Protected Major Transit Station Areas within local municipalities. The ROP specifically provides that "*development with higher densities and mixed uses*" be directed to "*Major Transit Station Areas in accordance with the hierarchy of Strategic Growth Areas identified in Section 79.2*" of the ROP (Section 81.2). As noted in Section 79.2 (inset) MTSAs on commuter rail corridors, including the Aldershot GO MTSA, are priority areas to accommodate the growth in the City of Burlington, trailing only Urban Growth Centres and MTSAs on *Priority Transit Corridors*.

In accordance with Section 81.2 (2), the City of Burlington is advancing its area-specific plan (ASP) for Aldershot GO and released its final report, prepared by Dillon Consulting, in June 2022 for public comment. The report, which is non-statutory, envisions a minimum density of 150 people and jobs per

hectare in the Aldershot GO MTSA with a ratio of 80% people and 20% jobs, which would address ROP policy 81.2 (2).

The subject site is located within the delineated boundary of the Aldershot GO MTSA and is within the proposed Aldershot GO Central precinct (Figure 6.1 of the Final Report). In accordance with Policy 3, it is anticipated that that the MTSA delineation will be integrated into the Burlington Official Plan. The revised proposal introduces 1,165 new dwelling units and 494 square metres of retail space, contributing to the preliminary density targets of the MTSA. The proposed development is anticipated to support approximately 12 retail jobs and approximately 36 jobs associated with the proposed residential uses, including management, concierge, and maintenance roles.

Strategic Growth Areas

79.2 The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:

(1) Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;
(2) Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;
(3) Major Transit Station Areas on a Priority Transit Corridor;
(4) Major Transit Station Areas on a Commuter Rail Corridor;
(5) Primary Regional Nodes;
(6) Secondary Regional Nodes; and,
(7) Regional Corridors.

The Regional Urban Structure is supported by the Local Urban Structures identified in Local Official Plans which reflect this hierarchy of Strategic Growth Areas and may include additional Local Nodes.

Policy 4 of this section requires that local municipalities "*prepare detailed official plan policies or an Area-Specific Plan for a Major Transit Station Area, in accordance with Sections 48 and 77(5) of this Plan*." Section 48 is provide below (inset).

Halton And The Local Municipalities

48. Area-Specific Plans such as secondary plans are to be prepared by the Local Municipalities for settlement areas such as new communities, Strategic Growth Areas and Hamlets in accordance with policies of this Plan.

It is understood that the City of Burlington continues to advance its area-specific study of the Aldershot GO MTSA. The revise proposal has appropriate regard for the emerging policies of this area-specific study.

Policy 4 additionally requires that area-specific plans implement a policy framework that:

a) identifies the minimum density target to be achieved expressed as the number of residents and jobs per hectare in accordance with Table 2b.

b) identifies a target proportion of residents and jobs to be planned for in accordance with Section 55.3 and Table 2b of this Plan.

c) identifies land uses to support complete communities.

d) prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established in Table 2b.

e) identifies and protects lands that may be needed for future enhancement or expansion of transit infrastructure, as appropriate.

f) achieves land use compatibility, by ensuring that the planning and development of sensitive land uses or major office uses, avoids, or where avoidance is not possible, minimizes and mitigates adverse effects and potential adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment […].

The proposed development supports the above-noted objectives by contributing to the planned minimum density of 150 people and jobs in the Aldershot GO MTSA, and introducing a mix of land uses to support employment opportunities and the creation of complete communication. As indicated by the supporting reports and peer review responses provided by EXP and SLR, the revised proposal can achieve compatibility with nearby employment and transportation facilities and operations.

g) identifies transportation and transit networks which are transit-supportive and achieve multimodal access to the stations, ensure connections to all transit service, and provide infrastructure to support active transportation.

h) encourages alternative development standards, including reduced parking standards in Major Transit Station Areas.

The TIS prepared by BA Group provides a detailed overview of the existing and planned transportation and transit infrastructure that is supported by the proposed development, including the Lakeshore West GO Line. Reduced parking standards, which are endorsed by municipal staff will contribute to Regional policy objectives. The expanded supply of bicycle parking spaces in the revised proposal exceeds the recommended minimum target as per the Burlington City-Wide Parking Standards Review, and a TDM framework is proposed to support the use of non-auto modes of travel and reduce auto-dependence. The TDM strategy consists of reduced and unbundled parking, the provision of on-site bicycle storage and repair facilities, enhancement to the pedestrian network along Cooke Boulevard and programs related to car-sharing and car-pooling, travel information and marketing, and subsidized transit passes to first time residents.

i) establishes Affordable Housing targets in accordance with the applicable policies of Section 86 of this Plan, and inclusionary zoning policies authorizing a minimum number of Affordable Housing units, and/or a minimum gross floor area of Affordable Housing, within residential and mixed use buildings, and providing for their maintenance as

> *Affordable Housing units over a period of time where appropriate. The Inclusionary Zoning policies will be based on the completion of an assessment report in accordance with the Planning Act, which is to the satisfaction of the Region.*

The proposed development will contribute a significant supply of new housing to the Aldershot GO MTSA, including a greatly increased number of two-bedroom units relative to the original proposal. Market units are contemplated for the proposed development, which represent a more attainable form of housing than the current housing stock in the immediate area, which consists largely of single-detached dwellings.

In summary, the revised proposal conforms to Section 81.2, Policy 4 of the Halton Region Official Plan which was implemented by ROPA 48, and has appropriate regard for Section 77, Policy 5, as implemented by ROPA 49. The planning analysis of the remaining statutory policies of the Halton Region Official remains relevant to the revised proposed.

5.2 Area-Specific Study of the Aldershot GO MTSA

Concurrent with the advancement of planning applications in support of the proposed development, the City of Burlington continues its area-specific study of the Aldershot GO MTSA (or "Aldershot Corners"). In June 2022, the Dillon Consulting completed its final report of the MTSA (the "Dillon Report") on behalf of the City, which was subsequently presented to local Council.

It is anticipated that the MTSA team will continue to prepare draft official plan policies and a draft community planning permit by-law for the MTSA, based on the direction of City Council on July 11, 2023. Although these new OP policies will be non-statutory relative to the proposed development, the revised proposal appropriately considers the emerging policy context of the Aldershot GO MTSA.

Section 6.3 of the Dillon Report provides the general land use policies for Aldershot Corner and indicates in Policy b) that the subject site will be located within an area known as the Aldershot GO Central precinct (**Figure 5**). Policy c) adds that maximum building heights of 30 storeys are recommended for Aldershot GO Central while policy d) plans for a minimum density of 150 people and jobs per hectare in the MTSA, comprised of 80% residents and 20% jobs.

The proposed development envisions building height ranging between 29 to 33 storeys, which is generally in line with the proposed maximum building heights (**Figure 6**). The additional height contemplated for Buildings A and C is supported by studies of shadowing and pedestrian wind conditions, which indicate the appropriateness of the built form which does not create any undue impacts on surrounding land uses.

Section 6.4 includes land use policies for the Aldershot GO Central precinct which is the "focus area for the MTSA area's highest density" and where the "tallest buildings are planned to be located along the rail corridor, where shadows will have the least impact, and the height peak of the precinct is planned to be where Waterdown Road intersects the rail line."

The revised proposal achieves this overarching policy directive of the Dillon Report.

Section 6.4.1.1 a) prescribes land uses for the Aldershot GO Central precinct, which include the residential, retail and service commercial uses proposed for the subject site.

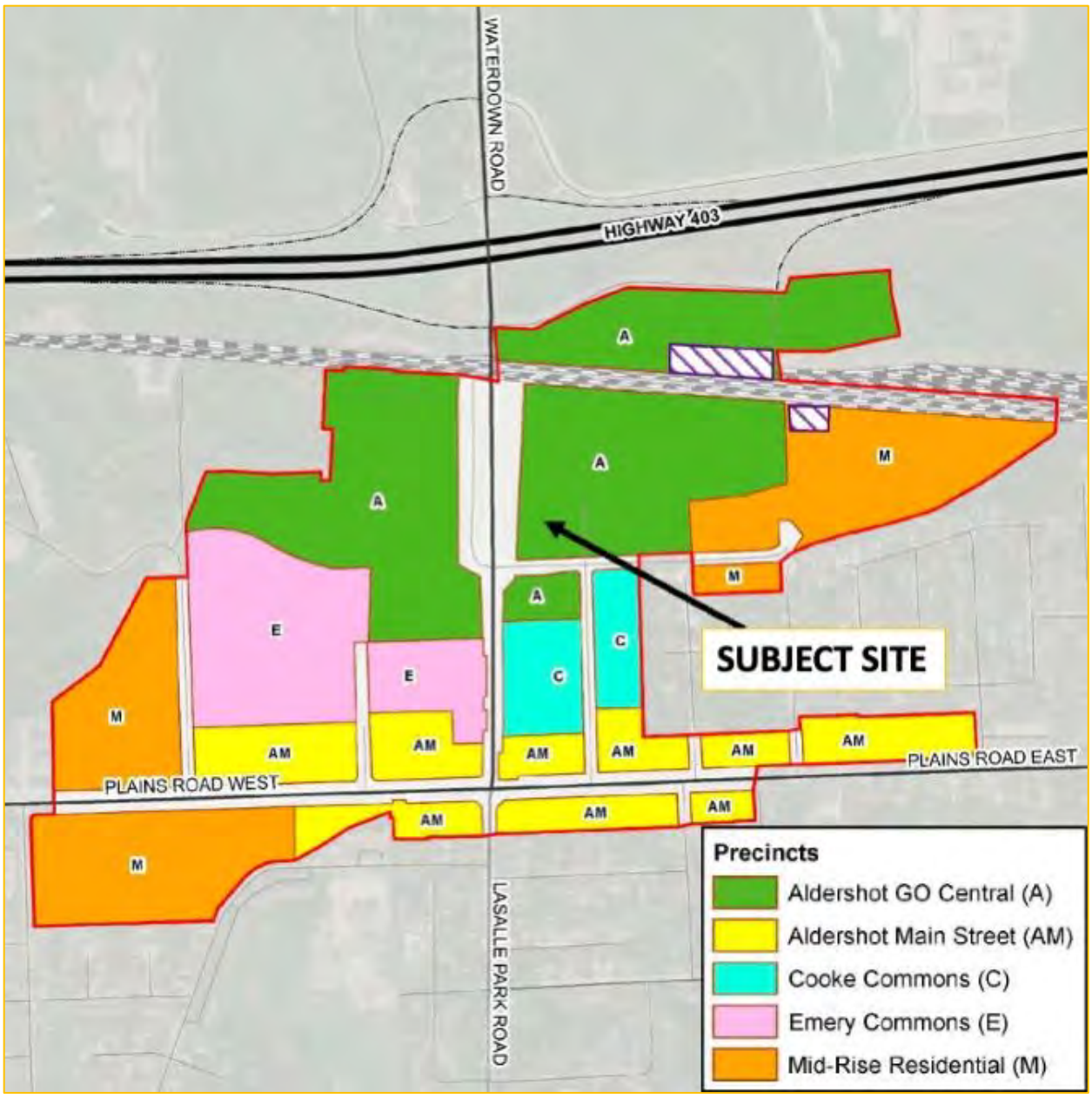


Figure 5. Proposed Precinct Plan for Aldershot GO MTSA (Source: Major Transit Station Area Area Specific Plan Planning Study, June 2022)

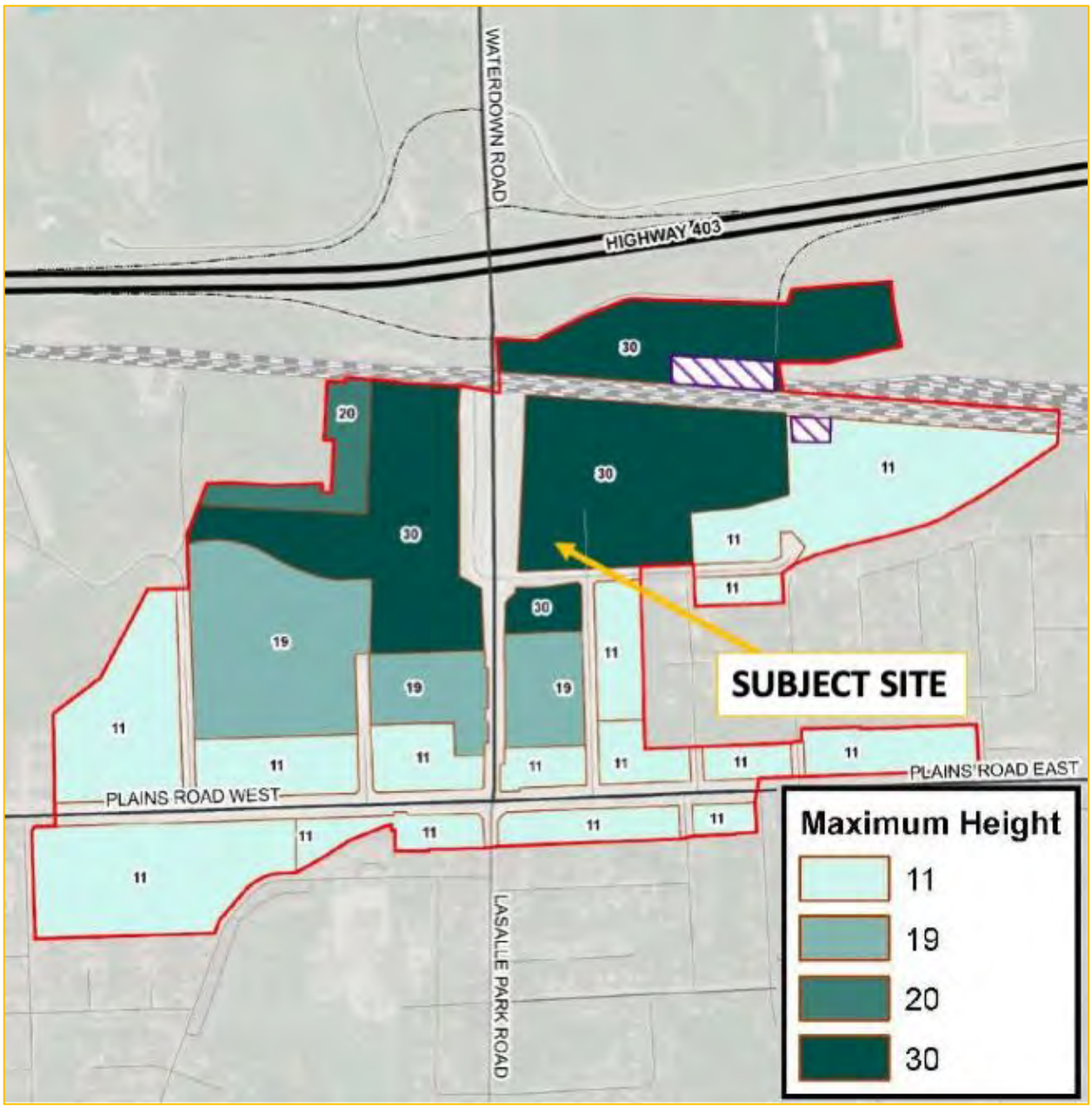


Figure 6. Proposed Maximum Building Heights for Aldershot GO MTSA (Source: Major Transit Station Area Area Specific Plan Planning Study, June 2022)

In summary, the proposed development has appropriate regard for the emerging policies of the Aldershot GO MTSA.

6.0 Supporting Studies

In the intervening time since the first resubmission of the applications for Official Plan Amendment and Zoning By-law Amendment in March 2023, the project team for the proposed development has engaged in consultation with staff from the City of Burlington, Halton Region, Ministry of Transportation and other agencies to address a variety of technical items. As a result of this engagement, the supporting materials

summarized herein have been provided, constituting a second resubmission of applications in support of the proposed development

6.1 AutoTurn Analysis

BA Group prepared a set of vehicle maneuvering diagrams (VMD-01 to VMD-07) to support the internal driveway and loading space design for the proposed development and respond to comments from the City of Burlington Transportation Services Department. The diagrams, dated May 19, 2023, illustrate the turning paths for a range of waste collection and service vehicles including Halton Region front-loading garbage truck, single unit truck and Ford 350 Cube Van.

The autoturn analysis is supplemented by a letter from Adi Development Group to provide a strategy to mitigate conflicts in the functions of the formal loading area for Buildings B and C and the informal loading space for Building B.

The Vehicle Manoeuvring diagrams were circulated to City staff on June 21, 2023.

6.2 D-6 Compatibility – Air Quality Letter (comment response)

EXP Services Inc. ("EXP") provided a letter, dated June 20, 2023, that responds to the City of Burlington Community Planning Department Staff letter, dated December 8, 2022.

The letter addresses comments provided by the City of Burlington, Metrolinx, and CN Rail. As referenced in the letter, wind roses with historical meteorological data from the "Hamilton" stations has been provided in the appended revise report, and EXP advises that all industries within a 1,000 metre radius of the subject site were analyzed "*based on their minimum separation distance, Ontario D-6-1industrial categorization criteria and EXP's Environmental Scientist visual examination*." It is additionally noted that CN's comment related to noise and vibration are addressed in the supporting report and peer review response provided by SLR.

The Air Quality letter was circulated to City staff on June 30, 2023.

6.3 Environmental Noise Study Letter (peer review response)

SLR Consulting (Canada) Ltd. ("SLR") received peer review comments concerning its February 23, 2023 Environmental Noise Study, prepared by Jade Acoustic Inc. ("Jade") on behalf of CN Rail, dated May 12, 203. In support of this resubmission, SLR has provided a response letter to the peer review, dated June 26, 2023.

In its response letter, SLR opines that the potential for noise and vibration impacts detailed in its report remains unchanged and that the proposed development can be compatible with the surrounding land uses.

The SLR peer review response letter was circulated to City staff on June 30, 2023.

6.4 External Drainage Memorandum

MTE Consultants Inc. ("MTE") prepared a memorandum, dated June 30, 2023, responding to City of Burlington engineering comments related to external storm flows on Waterdown Road to ensure that they would not enter the subject site at the proposed entrance driveway along that frontage. Additionally, staff requested verification that the proposed CSP culvert can handle the 25-year flow from the east boulevard, assuming 50% blockage and to demonstrate the upstream 100-year ponding limits.

In its memorandum, MTE concludes that there is minimal risk of overland flow entering the subject site at the proposed Waterdown Road driveway. It is additionally advised that the proposed 500 mm CSP culvert can convey not only the 25-year, but also the 100-year overland flow, even with 50% blockage, meaning that there will not be any upstream ponding during the 100-year storm.

The External Drainage memorandum was circulated to City staff on June 30, 2023 along with a Site Grading Plan (C2.1) and Cross Sections (C2.5 and C2.6).

6.5 Fiscal Impact Study

Altus Group Economic Consulting ("Altus Group") was retained to review the fiscal impacts of the proposed development on the finances of the City of Burlington. A Fiscal Impact Study, dated November 16, 2021, was submitted to the City of Burlington in support of the proposed development and was subsequently reviewed by Watson & Associates ("Watson") on behalf of the municipality.

A response letter to the peer review comments from Watson, dated June 26, 2023, has been prepared by Altus Group to support this resubmission and clarifies development statistics included residential unit counts, retail GFA, and the anticipated residential population and jobs generated by the proposed development. Additionally, a summary of DC-eligible road improvements related to the proposed development is provided.

The letter has been circulated to City staff concurrently with this planning rationale addendum.

6.6 Loading Letter

As reference in Section 6.1, Adi Development Group prepared a letter, dated June 16, 2023, to City staff with a strategy to mitigate potential conflicts in the function of the formal loading area for Buildings B and C and the informal loading space for Building B.

The letter advises that condominium documentation (or property management practice requirements) will require that use of the informal and formal loading spaces for Building B are scheduled to avoid conflict.

The letter was circulated, with the AutoTurn analysis, to City staff on June 21, 2023.

6.7 Pedestrian Wind Comfort – Wind Control Measures Recommendations

SLR prepared visual figures to demonstrate recommended wind control measures at grade and at amenity terraces, dated May 17, 2023, to address informal comments related to wind conditions provided by City planning staff on May 3, 2023.

Staff feedback indicated concerns with the originally proposed wind screens located along the Cooke Boulevard frontage and within the site at key pedestrian walkway and driveway interfaces. SLR and the project team engage in consultation with staff to demonstrate enhance wind mitigation strategies that would alleviate issues related to pedestrian safety and sightlines. Following this consultation, the visual materials were prepared to provide greater detail on acceptable measures to mitigate wind, which will be applied as detailed design is advanced during the Site Plan Approval process.

The SLR wind control recommendations document was circulated to City staff on May 18, 2023.

6.8 Sanitary Drainage Update

MTE prepared a memorandum based on a review of downstream sanitary sewer connectivity in support of this resubmission. The memorandum summarizes proposed updates to the localized sewer network to accommodate forecasted populations within the tributary area based on a parcel inventory compiled by WND Associates. The parcel inventory accounts for proposed development and other recent development approvals and applications, and the expected built form context of the area based on the City's precinct plan for the Aldershot GO MTSA.

MTE conducted six stage of sanitary analysis including ranging from existing conditions at the start of the project to the full build-out of the study area.

Based on the forecasted population growth in the study area, it is expected that the replacement of two segments of sewer infrastructure on Cooke Boulevard with 375 mm diameter pipe, and three legs further downstream on both Cooke Boulevard and Plains Road East, respectively with 450 mm diameter pipe will reduce flows to less than 60% and meeting the City's requirement for a sanitary update.

It is understood that the City of Burlington is engaged in ongoing work on its area servicing plan for the Aldershot GO MTSA as part of its area-specific study and anticipated that municipal work will be evaluated relative to the MTE materials.

The Sanitary Drainage Update memorandum was circulated to City staff on July 21, 2023.

6.9 Traffic Impact Study

BA Group was retained to provide transportation consulting services relative to the proposed development. An updated Traffic Impact Study ("TIS") was prepared in support of the resubmission, further to a TIS prepared by BA Group in November 2021 and provides update analysis relative to the revised proposal. In addition to assessing the transportation related aspects of the subject site, the updated TIS includes responses to agency comments pertaining to the November 2021 TIS.

BA Group advises that the proposed parking supply exceeds the rate of 0.97 spaces per dwelling unit which has been supported by City staff and will be reinforced by a transportation demand management ("TDM") plan and implemented through an amendment to Zoning By-law 2020.

The proposed loading scheme, consisting of two (2) formal lay-by waste collection spaces and three (3) informal moving spaces are supported by BA Group and can accommodate the manoeuvring requirements of a Halton Region garbage truck, single unit truck, and Ford 350 Cube Van.

The supply of bicycle parking spaces has been expanded from the original proposal and consists of 676 spaces, including 596 residential long-term spaces, 62 short-term spaces, and 18 commercial spaces. The proposed bicycle parking supply exceeds the recommended minimum target as per the Burlington City-Wide Parking Standards Review.

BA Group proposes a robust TDM framework to support the use of non-auto modes of travel and reduce auto-dependence. The TDM strategy consists of reduced and unbundled parking, the provision of on-site bicycle storage and repair facilities, enhancement to the pedestrian network along Cooke Boulevard and programs related to car-sharing and car-pooling, travel information and marketing, and subsidized transit passes to first time residents.

A traffic volumes forecast accounting for weekday morning and afternoon peak hours was prepared under existing conditions, future background traffic conditions 15 years into the future including allowances for corridor growth and background developments, and future total traffic activity 15 year into the future with site generated traffic from the completed proposed development added to the road network.

Traffic operations were evaluated at key locations including: 1. Highway 403/Waterdown Road Interchange & North Aldershot GO Entrance; 2. Waterdown Road / Masonry Court & South GO Entrance; and 3. Plains Road Corridor. The Highway 403 interchange has been identified by MTO and the City as an existing constrained area and a bridge widening is planned for 2028 to accommodate 5-lanes and active transportation facilities. The bridge widening is not necessitated by the proposed development. The intersection of Waterdown Road and Masonry Court has insufficient southbound left lane storage during morning peak hours related to inbound commuters. Traffic activity is expected to increase at this intersection with the buildout of the proposed development and the Aldershot South GO expansion. Site traffic can be acceptably accommodated at the intersection of Plains Road and Cooke Boulevard.

BA Group recommends the following local road improvements to support the proposed development and short-term growth in the areas including:

- *Converting the single northbound left to a dual northbound left at Waterdown Road / N Service Road & Highway 403 WB On-Ramp;*
- *Extending the southbound left lane to 135 metres of storage at Waterdown Road / Masonry Court;*
- *Converting the westbound left / through-right to a westbound through-left / right at Waterdown Road / Masonry Court and extend the westbound curb lane to Cooke Boulevard;*
- *Protecting for signalization of Masonry Court / Cooke Boulevard if required by expansion of Metrolinx lands (otherwise provide all-way stop control); and,*
- *Providing new site driveways.*

Additional long-term regional road improvement to mitigate existing constraints and address regional growth are recommended at the Waterdown Road interchange at Highway 403, which are not instigated by the proposed development.

Overall, BA Group notes that "*the traffic demands of the site can be acceptably accommodated with the proposed local road network improvements and development of the site does not preclude the ability for the municipalities to provide long term improvements at the Highway 403 interchange to address regional growth*."

The revised TIS was circulated to City staff on July 21, 2023.

7.0 Conclusion

The planning rationale provided by WND in its Planning Justification Report (November 2021) remains relevant to the revised proposal. In our opinion, the revised proposal is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, conforms to the Halton Region Official Plan and key objectives of the City of Burlington Official, and has adequate regard for the relevant guideline documents and non-statutory policies including the draft plan for the Aldershot GO Central precinct.

The proposed development will intensify a vacant brownfield site and support existing higher-order and local transit. The introduction of new commercial/retail space will contribute to the development of an emerging complete community in the Aldershot GO MTSA while the proposed retail plaza will create placemaking opportunities and an attractive interface with the public realm. The revised proposal provides new residential uses in a compact form that increases the supply and diversity of the local and regional housing stock while increasing the supply of two-bedroom dwelling units relative to the original proposal.

The revised proposal conforms to Section 81.2, Policy 4 of the Halton Region Official Plan which was implemented by ROPA 48, and has appropriate regard for Section 77, Policy 5, as implemented by ROPA 49. The planning analysis of the remaining statutory policies of the Halton Region Official remains relevant to the revised proposed.

The proposed development also has appropriate regard for the emerging policy context of the Aldershot GO MTSA which is subject to an ongoing area-specific study by the City of Burlington.

To implement the proposed development, amendments are required to both the in-force City of Burlington Official Plan and the City of Burlington Zoning By-law 2020 to accommodate height, density, and other site-specific standards, and to facilitate a form of development that better aligns with Provincial and Regional policy objectives and the emerging policies of the Aldershot GO MTSA. Updated draft amendments are included with the submission package to implement the revised proposal.

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

WND associates

planning + urban design



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Principal