Urb

# PLANNING JUSTIFICATION REPORT

IN SUPPORT OF

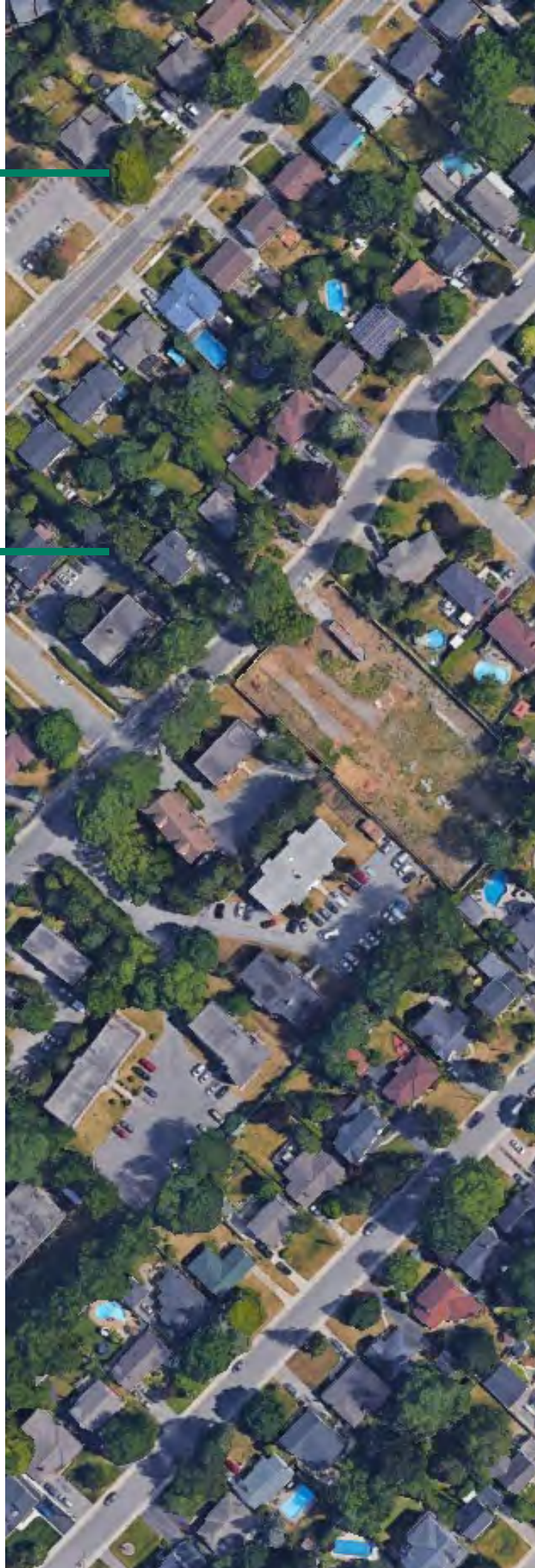
## ZONING BY-LAW AMENDMENT APPLICATION

PREPARED FOR

Northern Cardinal Ghent Limited

2170 Ghent Avenue
City of Burlington
Regional Municipality of Halton

November 2024
GSAI File # 792 – 032



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Planning Justification Report
Northern Cardinal Ghent Limited
Zoning By-law Amendment
2170 Ghent Avenue
City of Burlington

# 1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Northern Cardinal Ghent Limited (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 2170 Ghent Avenue, in the City of Burlington (the 'Subject Lands' or 'Site'). The Subject Lands are located on the south side of Ghent Avenue, east of Brant Street and is legally described as:

PT LT 6, PL 125, City of Burlington

The Site is currently vacant. Mature vegetation is present along the shared eastern, western and southern property lines.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of a Zoning By-law Amendment ('ZBA', or the 'Amendment') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high-quality, compact, residential development that sensitively integrates with the surrounding context. The proposed Amendment has been prepared to implement more contextually appropriate development, in an appropriate location, than the current local policy permissions allow.

This Report demonstrates that the proposal and corresponding Amendment serve to implement the Provincial, Regional and local policy directions which support compact development in proximity to transit services, amenities and services. This Report also demonstrates that the in-effect permissions provided by the City of Burlington Zoning By-law 2020 ('By-law 2020') are outdated with respect to the Subject Lands. Finally, this Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to City of Burlington Zoning By-law 2020 ('By-law 2020') in relation to the current policy and regulatory framework and existing physical conditions.

## 1.1 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Burlington Zoning By-law 2020 ('By-law 2020'), as amended, and are currently zoned as 'Residential Medium Density 2 (RM2)'. The current zoning reflects a previous development approval, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to retain the Site's RM2 zone and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To permit site-specific building envelope standards;
- To permit a site-specific amenity area standard;
- To permit a site-specific private area standard; and,
- To permit a site-specific landscaping standard.

A summary of the in-effect and requested RM2 zone provisions has been prepared. A copy of this summary is provided in Section 5.5 of this Report. A draft ZBA has also been prepared and a copy is provided in Appendix I of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), the Halton Regional Official Plan (2024) and the Burlington Official Plan (2021).

# 2 / PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Burlington's Zoning By-law Amendment process. It is anticipated that the Owner, in collaboration with the City, will host the statutory Public Meeting(s) with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Pre-Application Consultation ('PAC') meeting was held on May 1, 2024 to present a preliminary concept for the Subject Lands and to determine submission requirements. These submission requirements have been prepared and are provided under separate cover. See Section 4.2 of this Report for further detail.

We further note that following receipt of the Submission Checklist and Pre-Consultation Meeting comments, a series of collaborative discussions have occurred with City Staff. The feedback received from these collaborative discussions, combined with the preliminary feedback received from informal conversations with immediate community members have informed the proposed development, as currently contemplated.

# 3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding community.

## 3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the south side of Ghent Avenue, west of Brant Street.

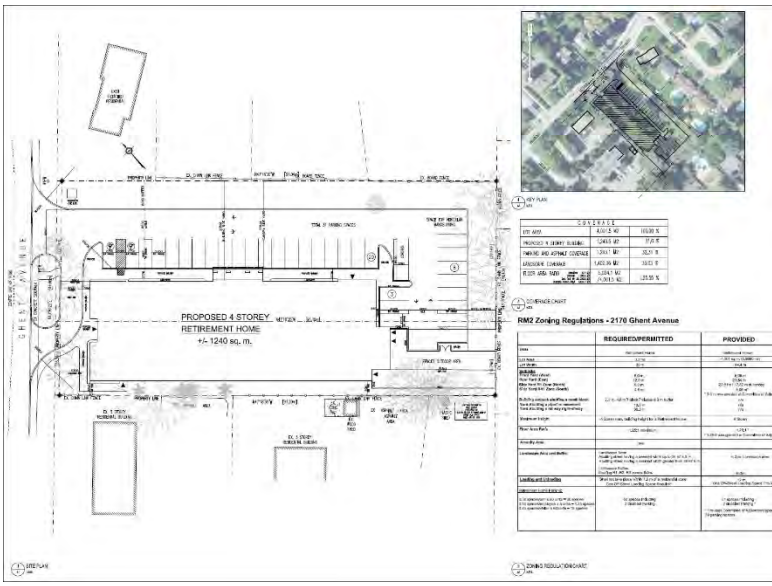
The Subject Lands have an area of approximately 0.41 hectares (1.00 acres), with a frontage of approximately 44.5 metres along Ghent Avenue.

The Site is relatively flat and is currently vacant. Access is provided via a driveway off of Ghent Avenue. There is also an existing sidewalk along Ghent Avenue.

## 3.2 / SITE DEVELOPMENT CONTEXT

The Subject Lands are subject to previous development applications, including a previous Zoning By-law Amendment and Site Plan Approval ('SPA') applications.

Specifically, prior to 2014, the previous Owner received Zoning By-law Amendment approval which introduced the Site's current Residential Medium Density 2 (RM2) zone permissions. Following this, the Owner received conditional Site Plan Approval to facilitate a four (4)-storey senior residence development. As further demonstrated in the image on the top right, the proposed structure was strategically positioned on the Site and was to provide for a range and mixture of dwelling units.

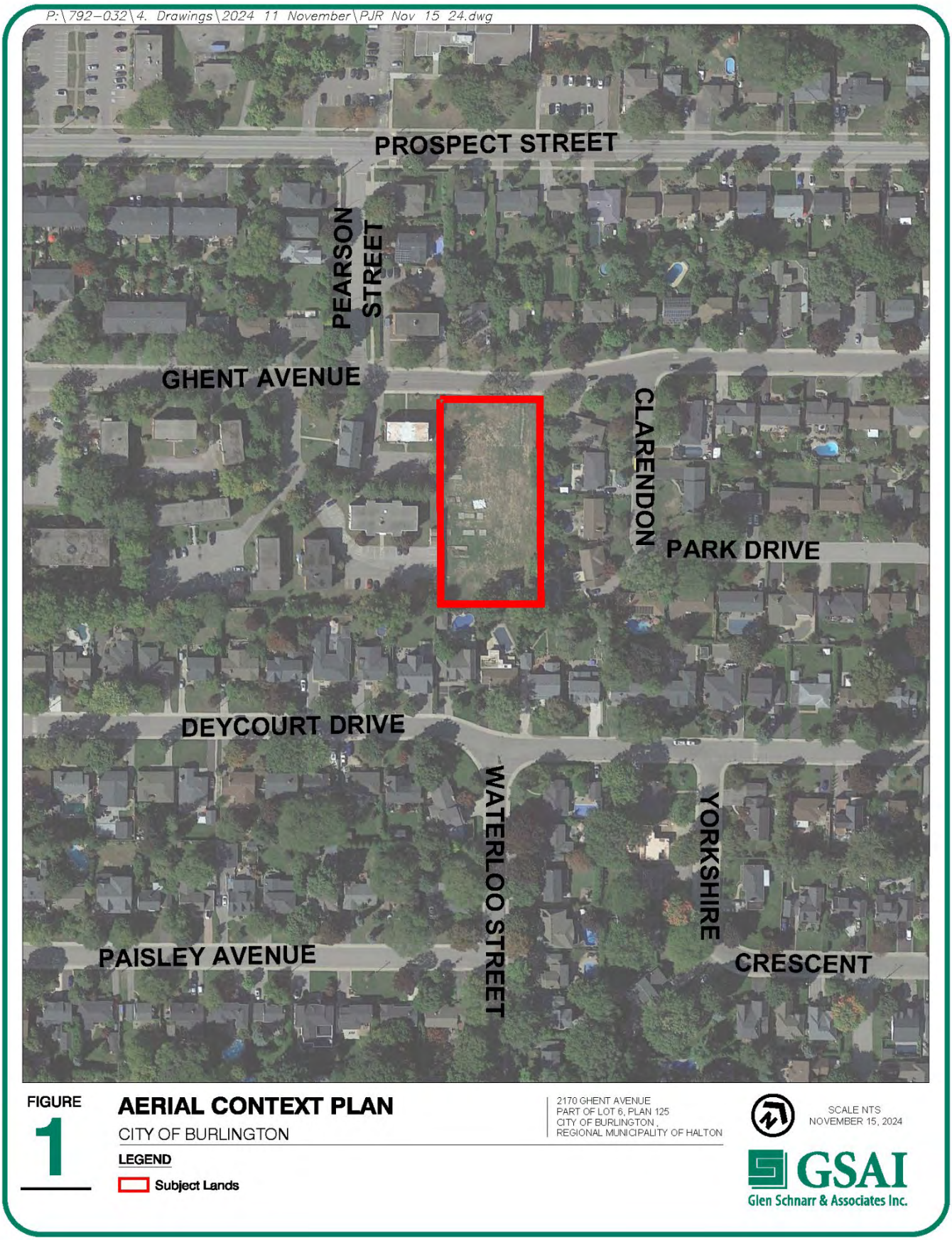



*View of proposed Senior Residence Site Plan (image courtesy of Marianne Meed Ward's website)*

Then in 2021, a revised proposal was presented to City Staff. This revised proposal, as demonstrated in the image below, sought to introduce a residential development. Specifically, a Site Plan Approval application (City File No. 535-005/21) was filed by the previous Owner. The application sought permission to introduce a total of nineteen (19) street-oriented townhouse dwellings, organized into three (3) development blocks. The development blocks were organized around a central private road, surface parking area and private driveways.




*View of proposed Site Plan (image courtesy of City of Burlington Development Application portal)*


P:\792-032\4. Drawings\2024 11 November\PJR Nov 15 24.dwg
PROSPECT STREET
PEARSON STREET
GHENT AVENUE
CLARENDON
PARK DRIVE
DEYCOURT DRIVE
WATERLOO STREET
YORKSHIRE
CRESCENT
PAISLEY AVENUE
FIGURE
1
AERIAL CONTEXT PLAN
CITY OF BURLINGTON
LEGEND
Subject Lands
2170 GHENT AVENUE
PART OF LOT 6, PLAN 125
CITY OF BURLINGTON,
REGIONAL MUNICIPALITY OF HALTON
SCALE NTS
NOVEMBER 15, 2024
GSAI
Glen Schnarr & Associates Inc.

Following financial difficulties, the Site entered into receivership. As a result, the Site was sold to the current Owner.

The above-noted approvals culminated in the current policy permissions for the Site. They also established a low-rise residential development vision for the Site that was accepted by the surrounding community. The residential development vision for the Subject Lands, as established by these previous approvals, remains unchanged.

The proposed development, as currently contemplated and as further described in Section 4.1 of this Report, seeks to implement a revised, high-quality, refined development concept for the Subject Lands that continues to respect the established character of the surrounding community.

## 3.3 / AREA CONTEXT

The Subject Lands are located within the Central community of the City. Surrounding land uses are as follows:

**NORTH** Ghent Avenue is immediately north. Further north is a segment of the Central community predominantly comprised of low-rise residential dwellings. Optomist Park and a school, as well as mid-rise (8 – storey) apartment structures with frontage on Prospect Street are also interspersed. A mixed-use area along Fairview Street, which is also part of the Burlington GO Major Transit Station Area, is present north of the Central community area.

**SOUTH** Low-rise, detached dwellings are immediately south. Further south is a continuation of the established Central community comprised of low-rise residential dwellings of varying size and architectural styles.

**WEST** Two (2) low-rise (2-storey) apartment structures and a surface parking area are immediately west. Further west is a continuation of the Central community predominantly comprised of low-rise residential built forms, including townhouse developments along Ghent Avenue and Prospect Street.

**EAST** Low-rise detached dwellings are immediately east. Further east is a further continuation of the established Central community comprised of low-rise residential dwellings of varying size and architectural styles.

## 3.3 / SURROUNDING DESTINATIONS

As demonstrated on Figure 2 on the next page, the Subject Lands are well-served by a multitude of recreational and commercial amenities. There are several parks and greenspaces located within a comfortable walking distance of the Subject Lands, including Optomist Park and Central Park. The Site is also located within a 500 metre radius of retail areas along the Brant Street and Fairview Street corridors. These retail areas includes a diversity of uses which support the day-to-day needs of residents.

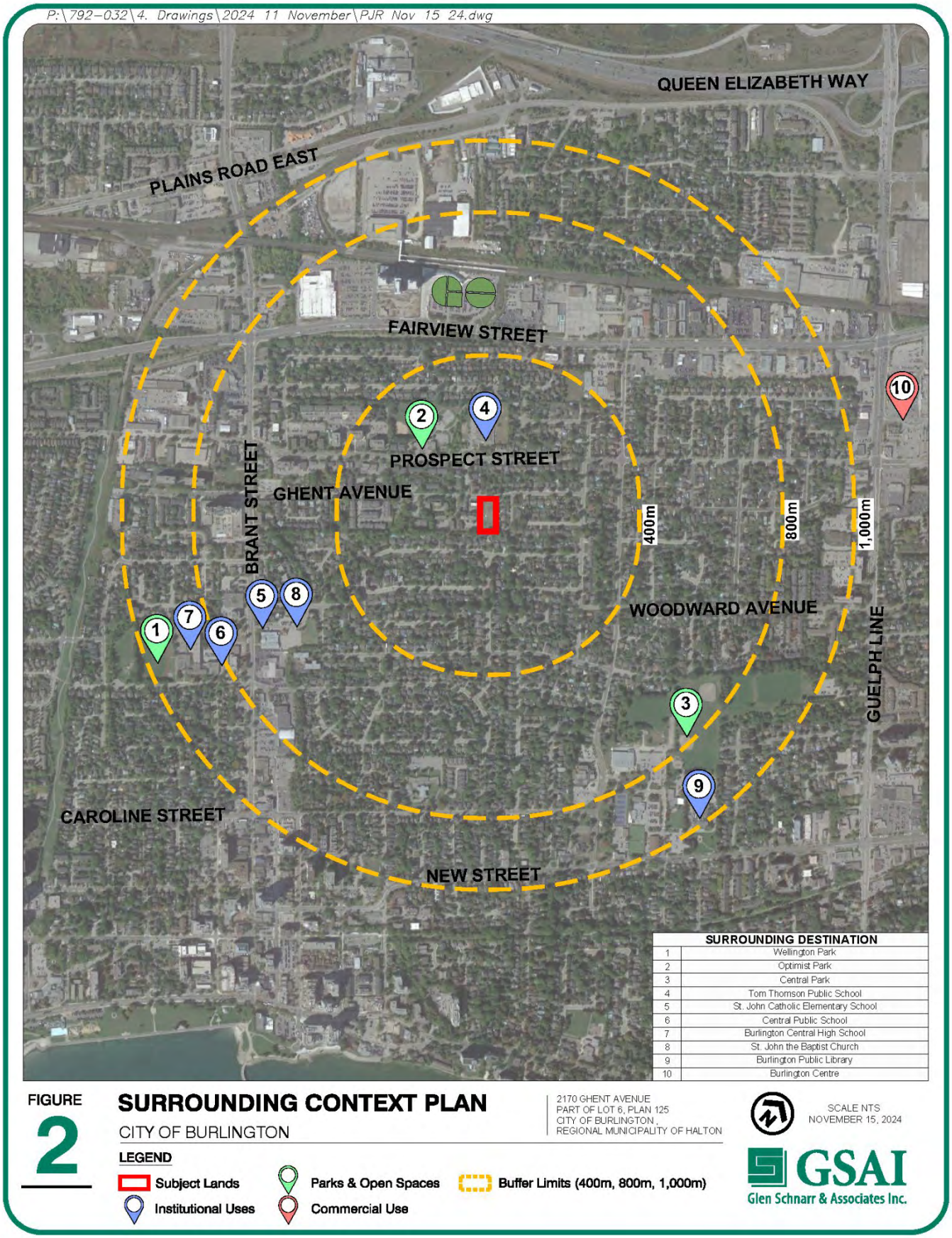



FIGURE **2**

## SURROUNDING CONTEXT PLAN

CITY OF BURLINGTON

2170 GHENT AVENUE
PART OF LOT 6, PLAN 125
CITY OF BURLINGTON,
REGIONAL MUNICIPALITY OF HALTON

SCALE NTS
NOVEMBER 15, 2024

**LEGEND**

- Subject Lands
- Institutional Uses
- Parks & Open Spaces
- Commercial Use
- Buffer Limits (400m, 800m, 1,000m)

GSAI
Glen Schnarr & Associates Inc.

## 3.4 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on page 7, the Subject Lands are well-served by transit services. A summary of these transit services is provided below.

### LOCAL PUBLIC TRANSIT

The Subject Lands are serviced by an existing bus route (Route 2) operated by Burlington Transit. Route 2 (Brant) has an existing bus stop at the intersection of Brant Street and Ghent Avenue, approximately 634 metres west of the Subject Lands. Route 2 has a service frequency of approximately 25 minutes and operates between the Downtown Burlington bus terminal and the Highway 407 Carpool Lot.

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services. As such, residents are able to easily transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Burlington and beyond.

### REGIONAL PUBLIC TRANSIT

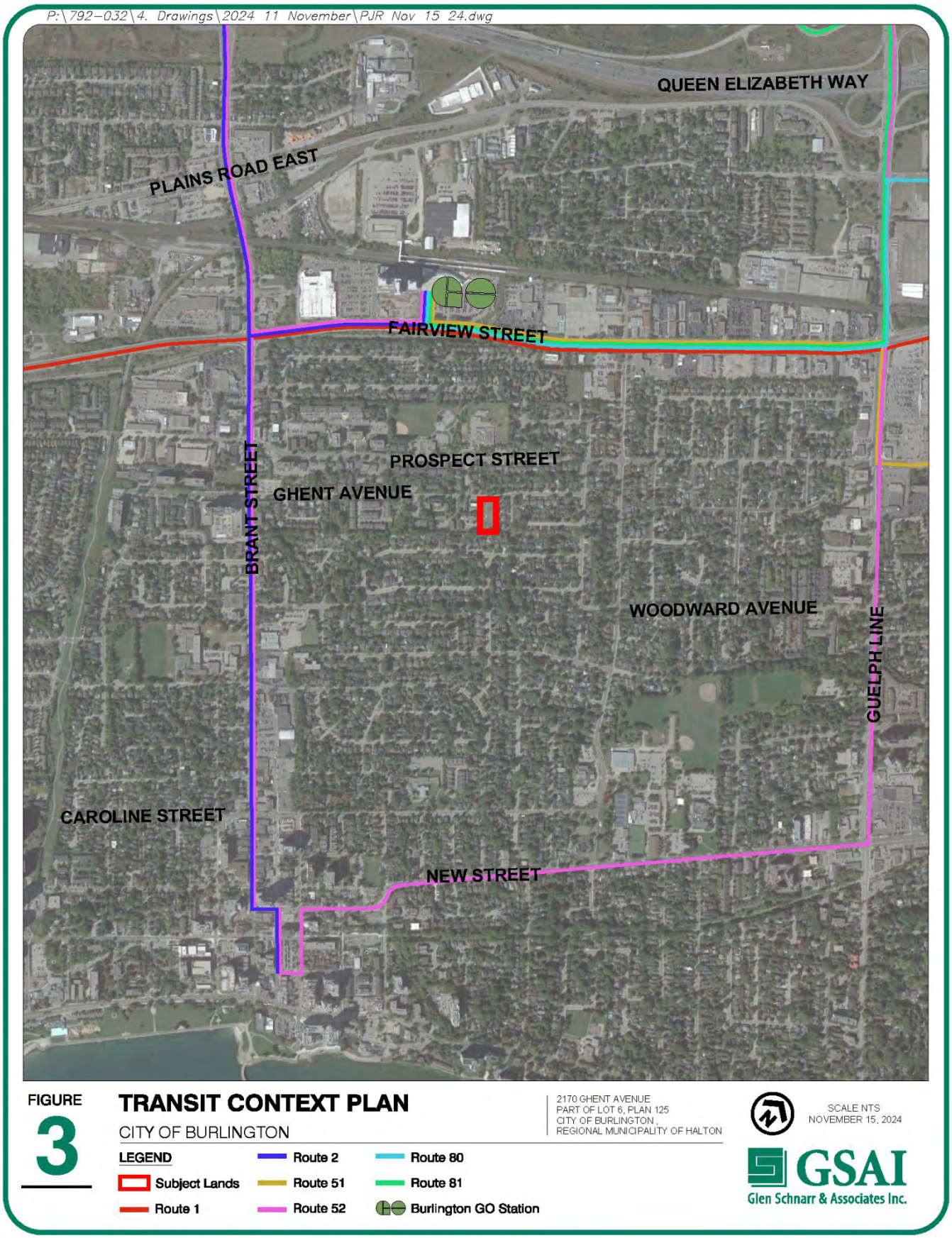
The Burlington GO Station, located approximately 508 metres northwest of the Subject Lands, is on the Lakeshore West GO Transit Line (Route 18) with service to Downtown Toronto. Route 18, operated by Metrolinx, has a service frequency of approximately 20 minutes during the a.m. and p.m. peak periods, and a service frequency of approximately 60 minutes during the off-peak periods, daily.

Based on the above, the Subject Lands are connected by existing regional transit networks. As such, residents are able to easily transfer to a variety of inter-regional areas and destinations.

### ROAD NETWORK

Ghent Avenue is classified as a 'Local Street' and an ultimate Right-of-Way ('ROW') width is not specified by the in-effect Burlington Official Plan ('OP'). The Subject Lands are surrounded by and have frontage on Ghent Avenue The current approximate width of Ghent Avenue is 15.9 metres.

Additionally, Brant Street is identified as a 'Main Street', ''MTSA Primary Connector' and a 'Mixed Use Street' by the in-effect Burlington OP. Collectively, these classifications recognize that Brant Street is to incorporate transit connections and accommodate high pedestrian activity. Furthermore, this supports use of transit and active transportation networks in the surrounding area.


P:\792-032\4. Drawings\2024 11 November\PJR Nov 15 24.dwg
QUEEN ELIZABETH WAY
PLAINS ROAD EAST
FAIRVIEW STREET
PROSPECT STREET
GHENT AVENUE
BRANT STREET
WOODWARD AVENUE
GUELPH LINE
CAROLINE STREET
NEW STREET
FIGURE
3
TRANSIT CONTEXT PLAN
CITY OF BURLINGTON
2170 GHENT AVENUE
PART OF LOT 6, PLAN 125
CITY OF BURLINGTON,
REGIONAL MUNICIPALITY OF HALTON
SCALE NTS
NOVEMBER 15, 2024
LEGEND
Subject Lands
Route 1
Route 2
Route 51
Route 52
Route 80
Route 81
Burlington GO Station
GSAI
Glen Schnarr & Associates Inc.

# 4 / PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

## 4.1 / THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, and the evolving physical landscape of Burlington and the Central community context.

The proposed development contemplates redevelopment of the Subject Lands for a high-quality, compact residential development comprised of twenty (20) street-oriented townhouse units, organized around a private road network, the public realm and landscape enhancements.

As demonstrated in **Figure 4** on the next page, the proposed development is to provide for twenty-one (21) high-quality, refined, family-sized townhouse dwelling units within three (3) development blocks (Blocks 'A', 'B' and 'C'). Each dwelling is situated along a new private road network extending from Ghent Avenue as well as around landscaped areas. Each dwelling has a private driveway off of the proposed private road network. Streetscape enhancements are to be provided in order to provide for a safe, comfortable and attractive public realm that is complimentary to the surrounding context and neighbourhood character.

Each dwelling is to feature a high-quality, refined 3-storey built form and integral private garage area. Six (6) visitor parking spaces, including one (1) accessible space, are to be provided within two parking areas that are provided along the planned private road network. Landscaped open spaces are also to be provided.

As further demonstrated on the Concept Plan (see **Figure 4**), the proposed development is organized around landscaped open spaces, outdoor amenity areas and public realm enhancements. A variety of landscaped open spaces are to be provided. Landscaping and streetscape enhancements are also to be provided. This includes streetscape treatments along the Site's frontage and new fine-grain road network so that a high-quality, inviting, pedestrian environment is provided.

48 parking spaces are to be provided including two (2) resident spaces per dwelling unit and 6 visitor parking spaces, located across two (2) surface parking areas. Access is to be provided via a new fine grain private road network, extending off of Ghent Avenue.

Overall, the proposed development has been designed to integrate with the planned evolution of the Subject Lands and with the surrounding community. This includes consideration being given to the existing and future uses both on the Subject Lands and in the surrounding area as well as the creation of the Central Neighbourhood as a complete community. The proposed development has, to the greatest extent possible, provided an appropriate interface with and transition to the surrounding area. The components of the proposed development are identified in **Table 1** below.

**Table 1 / Summary of Proposed Development Statistics**

| *DEVELOPMENT CHARACTERISTIC* | *DESCRIPTION* |
|---|---|
| Total Site Area | 0.41 hectares (1.00 acres) |
| No. of Proposed Dwellings | 21 |
| Proposed Parking Spaces | 48 spaces |
| *Residential Spaces* | 42 spaces |
| *Visitor Spaces* | 6 spaces |

TOWNHOMES

| TYPE | FOOTPRINT | FLOOR AREA | # OF UNITS |
|---|---|---|---|
| A | 877.99 SQF | 2,633.97 SQF | 4 UNITS |
| B | 571.28 SQF | 1,713.84 SQF | 6 UNITS |
| C | 685.54 SQF | 2,056.62 SQF | 5 UNITS |
| D | 597.16 SQF | 1,791.48 SQF | 2 UNITS |
| E | 597.16 SQF | 1,791.48 SQF | 4 UNITS |
| | | | 21 UNITS |

SETBACKS

| YARD | REQUIRED | PROPOSED |
|---|---|---|
| STREET | 7.50m | 4.00m |
| SIDE (EAST) | 9.00m | 6.00m |
| SIDE (WEST) | 4.50m | 3.00m |
| REAR | 9.00m | 6.00m |

PRIVACY AREA REQUIRED
20 SQM PER UNIT
TOTAL REQ. PRIVACY AREA = 20 UNITS x 20 SQM = 400 SQM

| PRIVACY AREA PROPOSED | BLOCK A UNIT A | BLOCK A UNIT C | BLOCK B UNIT A | BLOCK B UNIT B | BLOCK C UNIT D | BLOCK C UNIT E |
|---|---|---|---|---|---|---|
| AT FRONT COVERED PORCH | 3.66 | 3.83 | 3.66 | 3.83 | 4.35 | 4.35 |
| AT FRONT YARD | 7.32 | 7.66 | 7.32 | 7.66 | 8.70 | 8.70 |
| AT REAR RAISED DECK | 11.70 | 9.09 | 9.36 | 5.38 | 6.75 | 6.75 |
| AT REAR YARD | 39.34 | 30.72 | 17.22 | 11.20 | 17.70 | 17.70 |
| TOTAL (SQM) | 62.02 | 51.30 | 37.56 | 28.68 | 37.50 | 37.50 |

AMENITY AREA REQUIRED
25 SQM PER 3 BEDROOM UNIT
TOTAL REQ. AMENITY AREA = 20 UNITS x 3 BDRMS x 25 SQM = 1,500 SQM

AMENITY AREA PROPOSED

| | |
|---|---|
| AREA A | 82.78 SQM |
| AREA B | 75.68 SQM |
| AREA C | 176.07 SQM |
| AREA D | 140.70 SQM |
| AREA E | 125.60 SQM |
| AREA F | 61.97 SQM |
| TOTAL AMENITY AREAS | 662.80 SQM |
| TOTAL PRIVACY AREA | 852.74 SQM (SEE TABLE BELOW FOR UNIT CALCS) |
| GRAND TOTAL | 1,515.54 SQM |




1 SITE PLAN
3/32" = 1'-0"

FIGURE
4

LIMBERLOST BUILDING DESIGN
EMAIL: office@limberlostdesign.com
TORONTO OFFICE: (647) 607-3693
887 DUNDAS STREET WEST
TORONTO, ON M6J 1V3
MUSKOKA OFFICE: (705) 704-9615
1038 FIELDALE ROAD
HUNTSVILLE, ON P1H 2J6

| NO. | DATE | REVISION |
|---|---|---|
| 0 | 08/08/2024 | PRELIMINARY DESIGN |

PROJECT:
2170 GHENT AVENUE
BURLINGTON, ON L7R 1Y6

DRAWING TITLE:
SITE PLAN

DATE: 08/08/2024
SCALE: 3/32" = 1'-0"
DRAWN BY: AG
PROJECT NO.: 2413
DRAWING NO.: SP1

## 4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed and are provided under separate cover. These include the following:

- A Functional Servicing Report, prepared by C.F. Crozier & Associates Inc.;
- A Geotechnical Assessment, prepared by DS Consultants Ltd.;
- A Noise Feasibility Study, prepared by Howe Gastmeier Chapnik Limited;
- A Phase One Environmental Site Assessment, prepared by DS Consultants Ltd.;
- A Stormwater Management Report, prepared by C.F. Crozier & Associates Inc.; and,
- A Transportation Brief, prepared by C.F. Crozier & Associates Inc.

A summary of the above-noted supporting studies is provided below.

*Functional Servicing Report*

A Functional Servicing Report ('FSR') has been prepared by C.F. Crozier & Associates Inc. ('Crozier') and is provided under separate cover. The FSR was undertaken to analyze existing servicing infrastructure and capacities in order to identify a servicing scheme for the proposed development. It also identifies a contextually appropriate stormwater management scheme for the proposed development.

Overall, the FSR found that municipal services (water and wastewater) are available and capable of accommodating the proposed development. The Report concludes that the proposed development is appropriate from a functional servicing perspective.

*Geotechnical Investigation*

A Geotechnical Investigation ('Investigation') has been prepared by DS Consultants Limited ('DS') and is provided under separate cover. The Investigation was undertaken to assess subsurface conditions and provide recommendations for accommodating the proposed development. Overall, the Investigation determined that the Site has favourable subsurface conditions and a series of site-specific construction considerations are recommended.

*Noise Feasibility Study*

A Noise Feasibility Study ('Study') has been prepared by Howe Gastmeier Chapnik Limited ('HGC') and is provided under separate cover. The Study was undertaken to assess the potential noise sources that may impact the proposed development and recommend mitigation measures. Overall, the Study found that the proposed development is feasible with the integration of noise control measures, as outlined in Section 8 of the Study.

*Phase 1 Environmental Site Assessment*

A Phase One Environmental Site Assessment ('ESA') has been prepared by DS and is provided under separate cover. The ESA was undertaken to assess the environmental condition of the Subject Lands, including whether any Potentially Contaminating Activities ('PCAs') may be present on the Subject Lands as well as whether there were any Areas of Potential Environmental Concern ('APECs') due to the presence of PCAs on the Site or within 250 metres.

Overall, the ESA found the Site was previously used for agricultural purposes until the late 1950s. The Site was subsequently used for residential purposes. A previous detached dwelling was demolished in 2009. Given the past uses of the Site, the proposed development and further evaluation of the Site, no PCAs and no APECs were identified. Therefore, no further investigation was recommended. As stated in Section 7.2, it was identified that given the Subject Lands will be continuing to be used for residential purposes and therefore not a more sensitive use, a Record of Site Condition may not be mandated by the Ministry of Environment, Conservation and Parks (MECP).

*Stormwater Management Report*

A Stormwater Management ('SWM') Report has been prepared by Crozier and is provided under separate cover. The SWM Report was undertaken to analyze and identify a contextually appropriate stormwater management scheme for the proposed development.

Overall, the Report found that infiltration and water re-use strategies were found to be required to accommodate on-site storage and maintain conformity with the required stormwater management criteria. A range of other contextually appropriate low impact design features are also highlighted in Table 4. The Report concludes that the proposed development is appropriate from a stormwater management perspective.

*Transportation Brief*

A Transportation Brief ('Brief') has been prepared by Crozier and is provided under separate cover. The Brief was undertaken to assess the traffic impacts of the proposed development on the nearby road network and if required, provided recommendations for enhancement. It also analyzed the proposed parking and loading spaces as well as reviewed the site

circulation pattern. Finally, the Brief analyzed and includes recommendations for potential Transportation Demand Management ('TDM') measures.

Overall, the Brief found that there is sufficient capacity in the surrounding road network to accommodate the traffic generated by the proposed development. It also found that the proposed site circulation patterns are appropriate and desirable. Finally, it found that the proposed parking standard is appropriate. As further described in Sections 4.3 and 4.4, it is highlighted that given the nature of the proposed development, no bicycle or loading space requirements are triggered. Finally, the Brief provides a series of recommendations in Section 6 on TDM measures.

# 5 / POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

## 5.1 / PROVINCIAL PLANNING STATEMENT, 2024

The Provincial Planning Statement ('PPS'), 2024 was issued under Section 3 of the *Planning Act*, as amended, and declared in force on October 20, 2024. It replaces the former Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020.

Overall, the PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Homes, Sustaining Strong and Competitive Communities (Section 2), Infrastructure (Section 3), the Wise Use and Management of Resources (Section 4) and Protecting Public Health and Safety (Section 5). When considered collectively, the PPS strongly encourages developments that provide for long-term prosperity, environmental health, and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendment, are consistent with these policies is provided below.

### *2 / Building Homes, Sustaining Strong and Competitive Communities*

Section 2 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, competitive and resilient communities are implemented. This is to be achieved by directing growth and development to appropriate locations. The following policies apply to redevelopment of the Subject Lands.

#### *2.1. Planning for People and Homes*

'*2.1.6. Planning authorities should support the achievement of complete community 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…recreation, parks and open space, and other uses to meet long-term needs;*

b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;*

c) *Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.'*

The proposed development supports the achievement of complete communities by providing for a compact development, located in proximity to transit, services and amenities to meet daily needs. It will also further support the availability of local stores and services to meet the daily needs of residents, visitors and community members within a comfortable walking distance.

Additionally, the proposal will provide for 21 new family-sized dwelling units in order to support housing options and choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of ground-related housing units will support housing options and facilitate the ability for residents to remain in their community of choice.

Finally, the proposed development contemplates a high-quality, compact built form that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages. A series of landscaped open spaces are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces.

*2.2. Housing*

'*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:*

b) *Permitting and facilitating:*

1. *All housing options required to meet the social, health, economic and well-being requirements of current and future residents…;*
2. *All types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites…, 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;'*

As stated throughout this Report, the Subject Lands are located within an established community and are located within a previously developed area of the City of Burlington. As such, the proposed development supports the above-noted policy objectives through the introduction of residential intensification in an appropriate location that will also support housing choice and housing options. Redevelopment of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure and transit services and will support the achievement of sufficient residential density to efficiently use land, resources and infrastructure networks.

*2.3. Settlement Areas & Settlement Area Boundary Expansions*

'*2.3.1.1.* *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.'*

'*2.3.1.2.* *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; and,*
e) *Are freight-supportive.'*

'*2.3.1.3.* *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.'*

'*2.3.1.4.* *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.'*

The Subject Lands are located within a Settlement Area, as defined by the PPS. The Site is also located within a Built-Up Area of the City of Burlington. As such, the proposed development has been planned and designed to facilitate high-quality, compact built forms that make efficient use of land, infrastructure and public service facilities. It will provide for development that provides for residential intensification at an appropriate location, at an appropriate density, to make efficient use of existing networks and supports the provision of housing options.

### *2.9. Energy Conservation, Air Quality & Climate Change*

'*2.9.1.* *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

*a) Support the achievement of compact, transit-supportive, and complete communities;*
*b) Incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
*c) Support energy conservation and efficiency;*
*d) Promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
*e) Take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.'*

As stated above, the Subject Lands are well-served by transit services and active transportation networks. Furthermore, the proposal will facilitate a compact development, at an appropriate location and at an appropriate density. Based on the Site's locational characteristics, the proposed development will support compact development in proximity to transit, active transportation and energy conservation objectives. Opportunities to provide a variety of sustainable design features in efforts to maximize conservation efforts have been incorporated, as further detailed in the accompanying Sustainability Matrix. Opportunities to provide additional or alternative sustainable strategies will be further explored during the detailed design stage.

## *3 / Infrastructure & Facilities*

Section 3 of the PPS establishes the Provincial policy framework on infrastructure and facilities is to be managed. The following policies apply.

### *3.6. Sewage, Water & Stormwater*

*'3.6.1. Planning for sewage and water services shall:*

*a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*

*b) ensure that these services are provided in a manner that:*

1. *can be sustained by the water resources upon which such services rely;*
2. *is feasible and financially viable over their life cycle;*
3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and,*
4. *aligns with comprehensive municipal planning for these services, where applicable'*

*'1.6.6.2. 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.'*

As further demonstrated in the accompanying Functional Servicing Report, the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing municipal sewage and water systems.

### *3.9. Public Spaces, Recreation, Parks, Trails & Open Space*

*'3.9.1. Healthy, active and inclusive communities should be promoted by:*

*a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

*b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources; ...'*

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of landscaped open spaces across the Site.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated on the accompanying Conceptual Site Plan, landscaped areas have been strategically located to facilitate space for the use and enjoyment of residents and visitors and to foster social interaction.

Furthermore, the proposed development is to provide for a network of pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Finally, an active streetscape is to be provided. This will enable direct pedestrian connections and front doors that face the street and other public realm enhancements to be provided. It will also facilitate connections with the surrounding components of the Subject Lands and active transportation network in the surrounding area.

Overall, the Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating pedestrian activity and the daily needs of residents, visitors and community members.

*SUMMARY / CONFORMITY STATEMENT*

The Provincial Planning Statement ('PPS'), 2024 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It is our opinion that the proposal and corresponding Amendment are consistent with the policies of the PPS.

## 5.3 / HALTON REGIONAL OFFICIAL PLAN, 2022

The Halton Regional Official Plan ('ROP'), as amended, serves as Halton's long-term guiding document for how land use planning and growth is to be managed across the four (4) member municipalities (City of Burlington, Town of Oakville, Town of Milton, Town of Halton Hills).

Overall, the ROP outlines strategies for managing growth and development across Halton up to the year 2051 in accordance with a Regional Structure (Map 1). Map 1 designates the Subject Lands as 'Urban Area' (see Figure 5 on the next page).

'Urban Area' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban Area goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by its location in within the Built-Up Area.

For the purpose of this Report, the approved November 2022 Halton Regional Official Plan, as modified by Bills 150 and 162, was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposal and corresponding Zoning By-law Amendment work to implement the ROP.

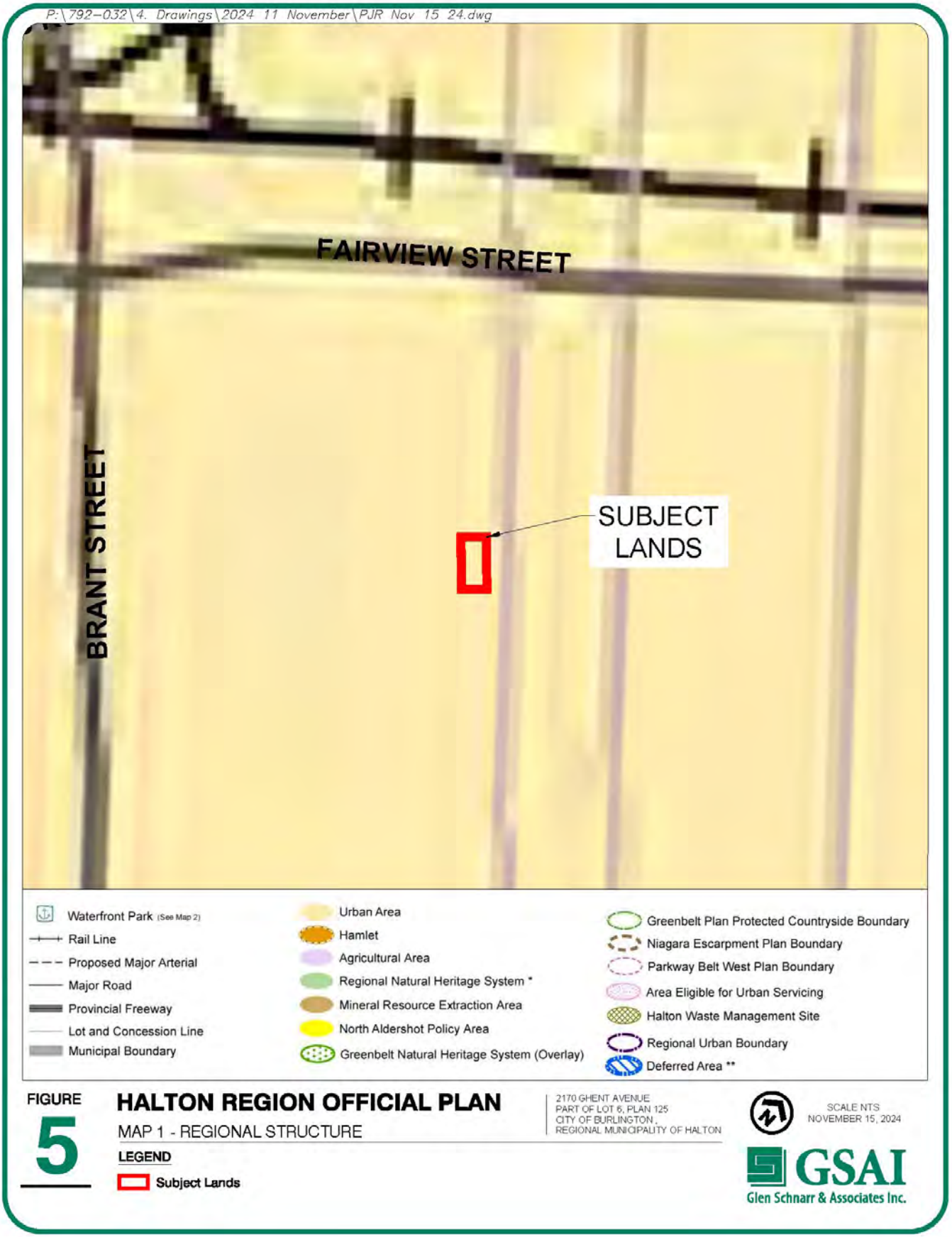



FIGURE 5

**HALTON REGION OFFICIAL PLAN**

MAP 1 - REGIONAL STRUCTURE

2170 GHENT AVENUE
PART OF LOT 6, PLAN 125
CITY OF BURLINGTON,
REGIONAL MUNICIPALITY OF HALTON

SCALE NTS
NOVEMBER 15, 2024

**LEGEND**

Subject Lands

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*Part II / Basic Position*

Part II of the ROP establishes the Regional policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for growth and development to be consistent with the Regional Structure. This is to be achieved by directing growth and development to appropriate locations. The following policies apply.

*Halton's Regional Structure*

*'50.2. The Regional Structure implements Halton's planning vision of its future landscape as described in Section 27 by organizing land uses into the following broad categories:*

*(1) Settlement Areas, consisting of the Urban Area within the Regional Urban Boundary as well as Hamlets and Rural Clusters, as shown on Map 1'*

*'51. The Regional Structure consists of the following mutually exclusive land use designations:*

*(1) Urban Area, where urban services are provided to accommodate concentrations of existing and future development,'*

*'51.3. Within the Urban Area designation as shown on Map 1, this Plan defines a Regional Urban Structure consisting of the following:*

*(3) The Built-Up Area as shown on Map 1H and the Designated Greenfield Area…'*

*'55. The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment as contained in Table 1, which has been updated to the planning horizon year of 2051 through the municipal comprehensive review, and in accordance with the Regional phasing outlined on Map 5, as well as by other infrastructure elements such as transportation systems and urban services and other policies of this Plan.'*

*'55.1. The Regional Structure also sets out targets for intensification within the Built-Up Area… as contained in Table 2.'*

*'55.4. The Regional Structure is based on a strategy to accommodate population and employment growth in Halton to 2051 by directing growth to the Urban Areas within the Regional Urban Boundary as shown on Map 1 and in accordance with the distribution of population and employment in Table 1.'*

Table 2: Intensification and Density Targets

| *Target* | *Municipality (Burlington)* |
|---|---|
| *Intensification Target – Housing Units in Built-Up Areas* | *20,500* |

In accordance with Map 1, the Subject Lands are located within the Urban Area of Halton and are further located within the Built-Up Area of the Regional Structure. As such, the Subject Lands are an appropriate and desirable location for growth to occur as Urban Area lands are where future development is to be directed.

Furthermore, the proposal as contemplated will contribute to achievement of Built-Up Area intensification targets for the City of Burlington as

specified by Table 2. Given the proposed development will facilitate the introduction of 20 new ground-oriented, townhouse-style dwelling units on lands within the Built-Up Area, it is our opinion that the proposal supports achievement of the above-noted Regional policy objectives.

*Part III / Land Stewardship Policies*

Part III of the ROP establishes the Regional policy framework on how lands are to used and managed. The following policies apply.

Urban Area and the Regional Urban Structure

*'72. The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.:'*

*'72.1 The objectives of the Urban Area are:*

*(1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*

*(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobility, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*

*(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*

*(4) To ensure that growth takes place commensurately both within and outside the Built Boundary.*

*(5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.*

*(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.'*

As stated, the Subject Lands are located within the Urban Area component of the Regional Structure. As such, the proposed development conforms to the above-noted Urban Area policy objectives by providing for high-quality, compact built forms that make efficient use of land, infrastructure and public service facilities. It will provide for development that provides for residential intensification at an appropriate location, at an appropriate density, to support the achievement of Burlington and the Central Neighbourhood as a complete community.

Housing

*'84. 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.'*

*'86. It is the policy of the Region to:*

*(6) Adopt the following housing targets:*

*a. that the percent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 percent to 2031 and at least 75 percent each year thereafter…*

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

The proposal supports the above-noted Regional housing policy objectives through the provision of 21 new townhouse-style dwelling units. Furthermore, the proposal supports housing choice for households of varying size, incomes and lifestyle preferences, while also enabling residents to remain in their communities. Finally, the proposal contemplates compact, high-quality, refined built forms that incorporate various architectural and urban design elements to ensure an appropriate mass, scale and character is provided. These elements, combined with the site design components, will also contribute to development that respects and sensitively responds to the established character of the surrounding Central community.

Urban (Water Supply and Wastewater Treatment) Services

*'87. The goal for urban services is to ensure the adequate provision of an economic level of urban services to achieve Regional development objectives while conscious of the need to protect the environment.'*

*'88. The objectives for urban services are:*

*(1) To provide satisfactory level of urban services in the Urban Area to meet existing and future requirements.'*

*'89. It is the policy of the Region to:*

*(1) Provide urban services only within the Regional Urban Boundary as delineated on Map 1 of this Plan, unless otherwise permitted by specific policies of this Plan.*

*(3) Require that approvals for all new development within the Regional Urban Boundary as delineated on Map 1 of this Plan, be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.'*

As further demonstrated in the accompanying Functional Servicing Report, the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing urban services (water and wastewater).

*SUMMARY / CONFORMITY STATEMENT*

The Halton Regional Official Plan ('ROP') guides land use planning and development across Halton. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the ROP, as amended, by providing for a high-quality, compact development that facilitates intensification at an appropriate location. Furthermore, the proposed development will result in a built form that is compatible with and respects the surrounding community character. In our opinion, the proposed development and corresponding Amendment are in conformity with the applicable polices and objectives of the Halton Regional Official Plan.

## 5.4 / BURLINGTON OFFICIAL PLAN, 2021

The Burlington Official Plan ('OP') was adopted by City Council in April 2018 and was approved by Halton Region in November 2020. Subsequently, the OP was appealed to the Ontario Land Tribunal ('OLT') and has been partially approved via various Tribunal Orders. Since this time, the OP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect OP (February 2021) identifies where and how the City of Burlington is to grow up to the year 2031 based on an Urban Structure (Schedule B) comprised of various components. The Subject Lands are located within the Urban Area, within the Community Area component of the Urban Structure (see Figure 6) and are located within the City's Central community.

We note that the City of Burlington is presently completing an Official Plan Review exercise, that will culminate in a City-initiated Official Plan Amendment ('OPA') to ensure the OP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the recent Halton Regional Official Plan review initiative, and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives.

The following is an analysis of the applicable in-effect OP policies and an evaluation of how the proposed development and corresponding Zoning By-law Amendment serve to implement these policies.

*2 / Sustainable Growth*

Chapter 2 of the OP establishes the local policy framework on how growth and development is to be managed. The following policies apply.

*'2.2.1. Urban Area*

*a) The Urban Area represents the lands where forecasted population and employment growth will be accommodated.*

*b) Within the Urban Area, municipal water and/or waste water will be provided to accommodate concentrations of existing and future development, in accordance with the policies of this Plan and the Regional Official Plan.'*

In accordance with Schedule A, City System, the Subject Lands are identified as being located within the Urban Area component of the City Structure. As such, the Subject Lands are an appropriate and desirable location for compact, residential development to occur. Furthermore, the proposal represents an opportunity

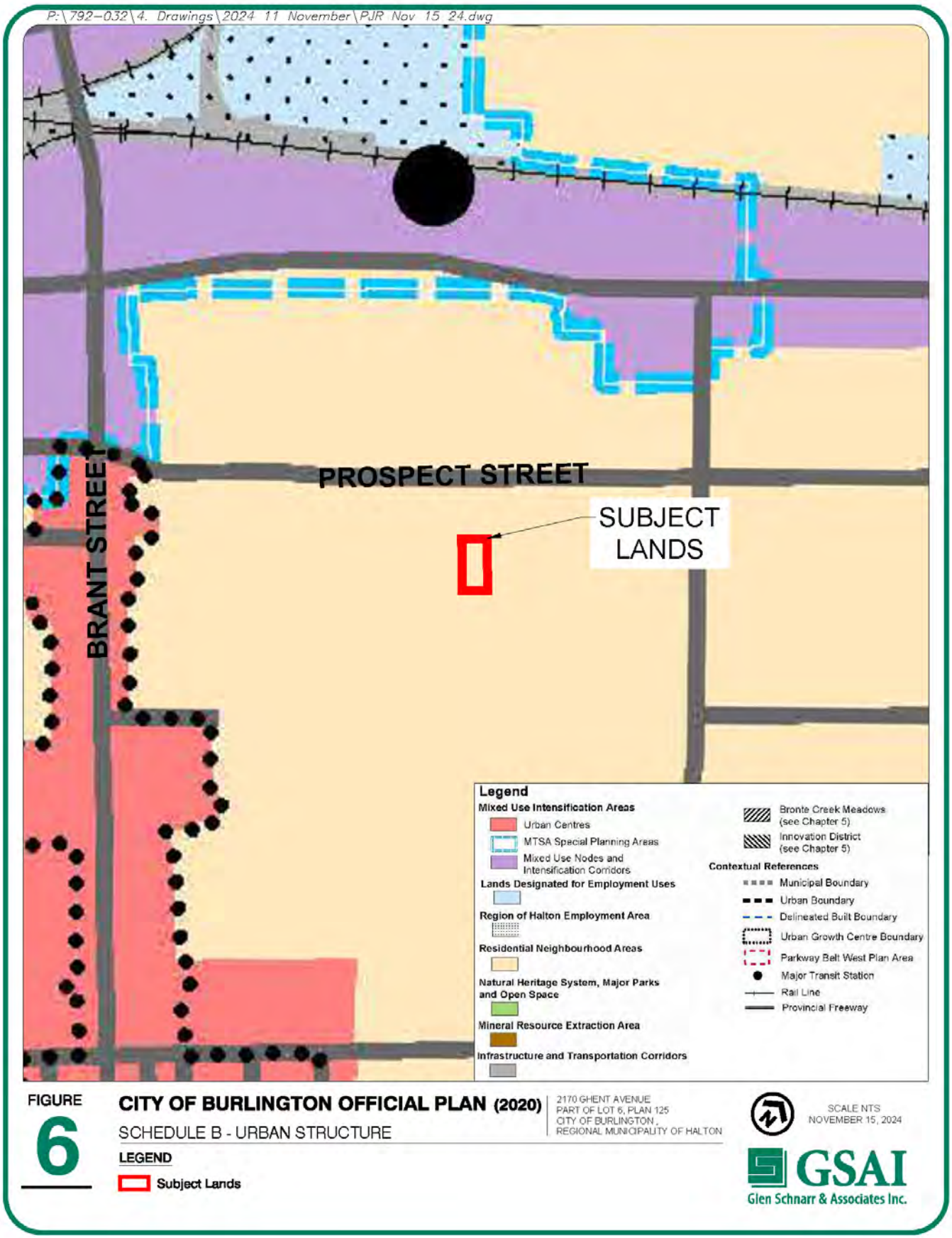



FIGURE 6

**CITY OF BURLINGTON OFFICIAL PLAN (2020)**

SCHEDULE B - URBAN STRUCTURE

2170 GHENT AVENUE
PART OF LOT 6, PLAN 125
CITY OF BURLINGTON,
REGIONAL MUNICIPALITY OF HALTON

SCALE NTS
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to achieve the above-noted Urban Area policy objectives by facilitating a residential development which will support residential growth. Furthermore, as further described in the accompanying Functional Servicing Report, the proposal can be accommodated on full municipal services.

*'2.2.3. Provincial Plan Boundaries and Concepts*
*The City must conform to Provincial plans and policies, including a suite of three plans that work together to direct growth and to protect the natural environment, agriculture and rural areas*

*d) The Provincial Growth Plan as amended, was prepared to provide a framework for building stronger, prosperous communities, by better managing growth first to 2031, and subsequently through revised growth forecasts to 2041. The Plan guides decisions on a wide range of issues – intensification, transportation, infrastructure planning, land use planning, urban form, housing, natural heritage and resource protection in the interest of promoting economic prosperity.*

*ii. Delineated Built Boundary*
*The Delineated Built Boundary represents the fixed boundary that identifies the Delineated Built-up Area, which constitutes the developed Urban Area of the municipality, as defined by the Province of Ontario in consultation with the City in 2006, and subsequently finalized in April, 2008. A significant portion of new residential and employment growth within the City will be accommodated within the Delineated Built-Up Area through intensification. The Province of Ontario is responsible for reviewing and updating the Delineated Built Boundaries within the Greater Golden Horseshoe. The Region of Halton Official Plan establishes that 40 percent of new residential development occurring annually within the Region will be within the Delineated Built-up Area. The Regional Official Plan Table 2, Intensification and Density Targets, states that a minimum of 8,300 new housing units must be added within the city within the Delineated Built-up Area between 2015 and 2031.'*

As stated above, the Subject Lands are subject to A Place to Grow and in accordance with Schedule 2 of A Place to Grow, the Site is located within the Delineated Built-Up Area of the City of Burlington. Given this, the proposal supports the above-noted policy objectives by facilitating a residential development that supports residential intensification objectives.

As further described below, OP policy objectives make reference to compatible development. We note that in accordance with Chapter 13 of the OP, 'compatible' or 'compatibility' is defined as follows:

> 'D*evelopment which may not necessarily be the same as or similar to existing or planned development in the vicinity, but nonetheless can co-exist without causing adverse impacts to the surrounding area.'*

As discussed below, it is our opinion that the proposed development and corresponding Amendment will facilitate compatible development and can in fact seamlessly coexist with the surrounding community, without causing unacceptable adverse impact.

*'2.3.4. Residential Neighbourhood Area*

*a) Lands identified as Residential Neighbourhood Areas make up significant proportion of the Urban Area. These areas are intended to accommodate a wide range of residential uses and forms, together with supporting parkland, and other land uses such as small-scale commercial uses or home occupations that are part of the residential environment.*

*b) Any development occurring in these areas shall be compatible and should enhance the physical character of the surrounding area, in accordance with 2.4 and the applicable policies of Chapter 8: Land Use Policies – Urban Area of this Plan....''*

In accordance with Schedule B, the Subject Lands are located within the Residential Neighbourhood Area component of the City Structure. As such and as stated throughout this Report, the Subject Lands are recognized as an appropriate location for gentle density and infill development to occur. The proposed development has been planned and designed to facilitate a compact, refined development that provides for sophisticated built forms that will facilitate development that is complimentary to and compatible with the established character of the surrounding Central community. Compatibility is provided through the use of a refined, high-quality townhouse built form – this built form is present within the surrounding area and thus provides a natural and logical extension of this built form. Furthermore, the proposed mass, scale and built form provides for a sensitive development that respects the prevailing built form and character of the surrounding community.

### *3 / Complete Communities*

Chapter 3 of the OP establishes the local policy framework on how complete community objectives are to be managed. The following policies apply.

#### 3.1. Housing

*'3.3.1.(1). Objectives*

*a) To ensure that a sufficient supply of suitably designated and serviced land is available to accommodate residential growth to meet existing and future housing needs.*

*b) To promote a land use pattern that mixes and disperses a full range and mix of housing types and tenures across the city, subject to the policies of this Plan.*

*c) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing, while maintaining compatibility with the character of existing neighbourhoods.'*

*'3.3.1.(2). Policies*

*a) To the extent to which land is available in the Urban Area, the City shall maintain the ability to accommodate its share of residential growth within the regional market area. The City will assist the Region of Halton in the establishment and monitoring of annual minimum targets for the production of housing units by density type…based on targets established in the Regional Official Plan.*

*b) The City will work with the Region of Halton to provide opportunities for housing for a wide array of socio-economic groups and those with differing physical needs and household compositions, using all available planning mechanisms and tools.*

*e) The City will support housing initiatives that facilitate revitalization…, compact built form, flexibility and adaptability in the design and function of the housing stock, and an increased variety of housing alternatives.'*

As stated throughout this Report, the proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice. It will also support housing choice for households of varying size, incomes, life stages and lifestyle preferences.

*4 / Environment and Sustainability*

Chapter 4 of the OP establishes the policy framework on how resources are to be managed and how a changing climate is to be managed. The following policies apply.

*'4.4.2.(2). Water Resources and Stormwater Management*

*a) Planning for stormwater management shall:*

*i. Be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*

*v. maximize the extent and function of vegetative and pervious surfaces; and*

*vi. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

*b) Stormwater management techniques shall be used in the design and construction of all new developments to control both the quantity and quality of stormwater runoff. The degree of control and techniques used will depend on the conditions in the downstream receiving water bodies. The negative impacts of development on the downstream aquatic environment and adjacent lands shall be avoided or mitigated.'*

The proposed development has been planned and designed to further implement the City's above-noted

environment and sustainability policy objectives. More specifically, the proposal implements the above-noted policy objectives through the provision of a range of landscaped open spaces and an efficient stormwater management approach. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying Stormwater Management Report and Sustainability Matrix.

*7 / Design Excellence*

Chapter 7 of the OP establishes the City's urban design policy framework and how urban design objectives are to be achieved. The following policies apply.

7.1. General

*'7.1.1. Objectives*

*a) To ensure that the design of the built environment integrates with its natural setting, preserves, enhances and connects the Natural Heritage System, and contributes to environmental sustainability.*

*c) To ensure that the design of the built environment contributes to a sense of belonging by enhancing the physical character of established neighbourhoods.*

*d) To design places that support public transit and active transportation through the design of attractive and well-developed pedestrian and cycling environments.*

*e) To create safe, vibrant, socially active places that people are drawn to.*

*f) To achieve a high quality of design within the public realm.'*

*g) To promote public interest and achieve a high quality and diverse design expression with respect to the built environment.*

*h) To ensure compatibility and quality in the built environment while allowing for diverse design expression.*

*i) To integrate urban design into the full range of decision-making activities to assist in achieving the design objectives of this Plan.*

*j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.'*

*'7.1.2. Policies*

*a) The design policies contained in this section shall be considered in the review and approval of all infrastructure projects, public realm improvements and development applications, in balance with other applicable policies contained in this Plan…*

*b) The policies of this Chapter shall be implemented through the development application process and the comprehensive Zoning By-law.'*

The proposed development will facilitate high-quality, refined, compact built forms that provide for appropriate transition to the surrounding community. Furthermore, the proposed development is appropriately situated within the established community. Finally, the proposal will facilitate the creation of built forms that have a complimentary mass, scale and built form features as built forms found in the surrounding community. Overall, the proposed development is appropriately designed and planned to be a sensitive, contextually appropriate development within an established, evolving community.

### 7.2. The Public Realm

*Beautiful, functional, safe and accessible streets, parks, open spaces and public facilities draw people together and provide a setting for daily interactions, community events and activities that are part of a unique experience for all community members. To do so requires both attention to design in the creation of a remarkable public realm, and enhancement of the connectivity, sustainability and aesthetics of streetscapes throughout the city.*

*a) The design of the public realm shall address considerations such as, but not limited to, the following:*

*ii. Providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;*

*iii. Improving the quality and convenience of active transportation;*

*iv. Creating an attractive and comfortable environment for pedestrian movement …'*

The proposed development supports the above-noted City's public realm policy objectives by providing for high-quality, compact, transit-supportive and pedestrian-oriented built forms. Furthermore, the proposal complies with the City's public realm policy objectives through the provision of built forms that address the public realm, provide direct pedestrian connections and facilitate a pedestrian-scaled development. Additionally, the development has also been planned and organized around landscaped open spaces and a fine-grain road network, which supports the use of active transportation networks in the surrounding area.

### 7.3. Urban Design and Built Form

*'7.3.2.(2). Existing Neighbourhood Areas*

*a) In Established Neighbourhood Areas, as shown on Schedule B-1: Growth Framework, of this Plan, development should be designed to enhance the physical character of the surrounding area which it is situated.*

*i. the design of development in Established Neighbourhood 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) the local pattern of lots;*

*b) the building typologies of nearby residential properties;*

*c) the heights and scale of nearby residential properties;*

*d) the setback of buildings from the street;*

*e) the pattern of rear and side-yard setbacks.'*

In accordance with Schedule B-1, the Subject Lands are located within the Existing Neighbourhood Areas component of the City's growth management framework. As such, the proposed development supports achievement of the above-noted urban design policy objectives through the provision of high-quality, refined, compact built forms that provide for an appropriate transition in terms of mass, scale and typology to the surrounding community. Furthermore, the proposed development is appropriately situated within the established community, built forms are appropriately situated on the lot and an appropriate pattern of setbacks is to be provided. Additionally, the proposal will be visually screened by built form elements, landscaped open spaces and existing, mature vegetation along the shared property lines. The presence of this vegetation, combined with the

placement of the proposed dwellings and rear yard landscaped areas, will effectively mitigate overshadowing and overlook concerns from the adjacent properties. Finally, the proposal will facilitate the creation of built forms that have a complimentary mass, scale and built form features as built forms found in the surrounding community. Overall, the proposed development is appropriately designed and planned to be a sensitive, contextually appropriate development within an established, evolving community.

*8 / Land Use Policies – Urban Area*

Chapter 8 of the OP establishes the framework for how Urban Area lands are to be used, based on a series of land use designations. As demonstrated in Figure 7 on the next page, the Subject Lands are subject to a Residential Neighbourhood Areas component of the land use framework and are designated 'Residential – Low Density'. As a Site within the City's Urban Area and subject to an Urban Area land use, the following policies apply.

8.3. Residential Neighbourhood Areas

*'8.3.1. General Objectives*

*a) To encourage new residential development and residential intensification within the Residential Neighbourhood Area in accordance with Provincial, Regional and City growth management objectives, while recognizing that the density and form of new development must be balanced with other planning considerations, such as the availability of infrastructure and public service facilities, and also ensuring that new development achieves compatibility and integration within existing residential neighbourhoods.*

*b) To provide housing in a form and location that supports the existing, and the expansion of, the city's transportation network, with emphasis on public transit and active transportation.*

*c) To encourage the accommodation of a diverse range of household sizes and incomes.*

*h) To ensure that development within the Residential Neighbourhood Area is compatible with surrounding properties.'*

*'8.3.2. General Policies*

*b) Multi-unit residential developments in Residential Neighbourhood Areas should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

*d) The preservation and enhancement of on-site trees and vegetation will be encouraged in order to assist in maintaining the character of the surrounding neighbourhood.'*

In accordance with Schedule C, the Subject Lands are located within the Residential Neighbourhood Areas component of the land use framework. As such, the proposal supports the above-noted policy and objectives through the provision of high-quality, refined, compact built forms that provide for an appropriate transition to the surrounding community and retention of mature, adjacent vegetation. Furthermore, the proposal contemplates the introduction of ground-oriented, family size units that will support housing choice for households of varying size, incomes, life stages and lifestyle preferences.

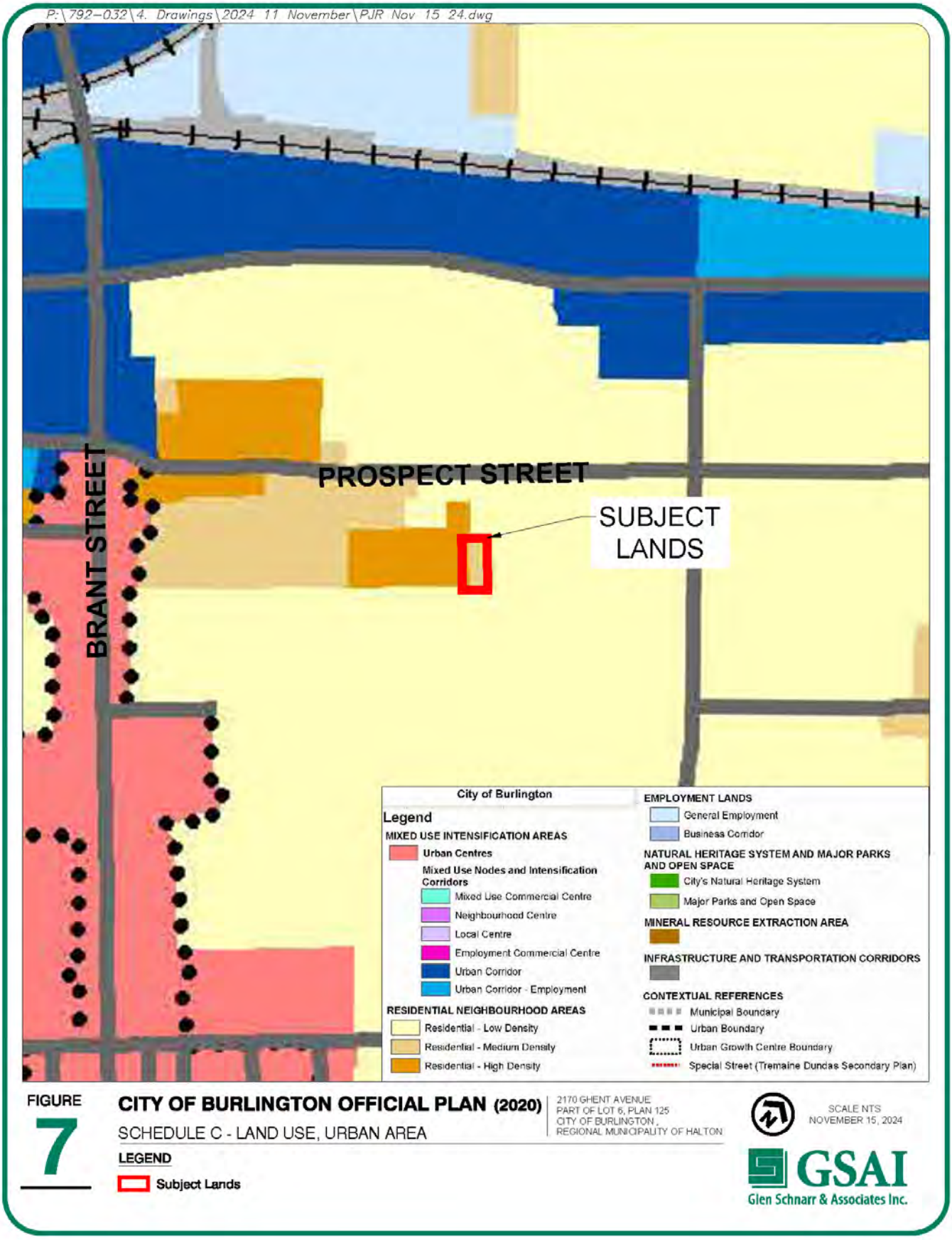



FIGURE 7

**CITY OF BURLINGTON OFFICIAL PLAN (2020)**

SCHEDULE C - LAND USE, URBAN AREA

2170 GHENT AVENUE
PART OF LOT 6, PLAN 125
CITY OF BURLINGTON,
REGIONAL MUNICIPALITY OF HALTON

SCALE NTS
NOVEMBER 15, 2024

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Subject Lands

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8.3.3. Residential Low-Density

*'8.3.3.(1). Policies*

*a) On lands designated Residential-Low Density, single detached and semi-detached dwellings may be permitted.*

*b) Notwithstanding Subsection 8.3.3.(1)(a) of this Plan, townhouses may be considered by the City on lands designated Residential – Low Density, through a site-specific Zoning By-law Amendment, subject to the fulfillment of the following criteria:*

*i. the development does not exceed the density established in Subsection 8.3.3(1)(c) of this Plan;*

*ii. the development form is compatible with the surrounding area;*

*iii. the development form is respectful of the physical character of the neighbourhood; and*

*iv. the development includes the provision of a functional amenity area at grade.*

*c) On lands designated Residential – Low Density, development shall be permitted to a maximum density of twenty-five (25) units per net hectare.*

*d) On lands designated Residential – Low Density, the maximum height of development shall be established through the implementing Zoning By-law.'*

As demonstrated in Figure 7 above, the Subject Lands are designated Residential – Low Density). In our opinion, the Site's 'Residential – Low Density' designation is the most appropriate and should be maintained. The proposal contemplates a townhouse residential use, which is a permitted use. The proposal also represents an appropriate form and advances the City's development objectives. Furthermore, the ways in which the proposal has been planned and designed to be compatible with the surrounding community and its established character is described throughout this Report. Finally, the proposed development contemplates built forms with an appropriate height for the requested zoning category and conforms to the maximum density provision for designated 'Residential – Low Density' lands.

## *SUMMARY / CONFORMITY STATEMENT*

The Burlington Official Plan ('OP') guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the OP, as amended, by providing for a high-quality, compact, pedestrian-oriented development that facilitates a range and mixture of townhouse dwellings at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to the City's Central Neighbourhood as a complete community. Furthermore, the proposed development will result in a built form that is consistent and compatible with the surrounding context. Therefore, the proposed development and corresponding Amendment serve to better implement the applicable policies and objectives for lands designated 'Residential – Low Density' of the Burlington Official Plan.

## 5.5 / ZONING

The City of Burlington Zoning By-law 2020 ('By-law 2020') currently zones the Subject Lands as 'Medium Density 2 (RM2)' (see **Figure 8** on the next page). The current zoning permits a previous development, but not the proposal. A site-specific Zoning By-law Amendment ('ZBA') is requested to maintain the existing RM2 Zone but introduce a site-specific provision to facilitate revised development standards.

A draft Zoning By-law Amendment has been prepared and a copy is provided in **Appendix I** of this Report. More specifically, the ZBA seeks to introduce the following site-specific provisions:

- To permit site-specific building envelope standards;
- To permit a site-specific amenity area standard;
- To permit a site-specific private area standard; and,
- To permit a site-specific landscaping standard.

**Table 2** below summarizes the required and proposed RM2 Zone provisions, while **Table 3** below summarizes the requested site-specific exceptions and the rationale for these exceptions.

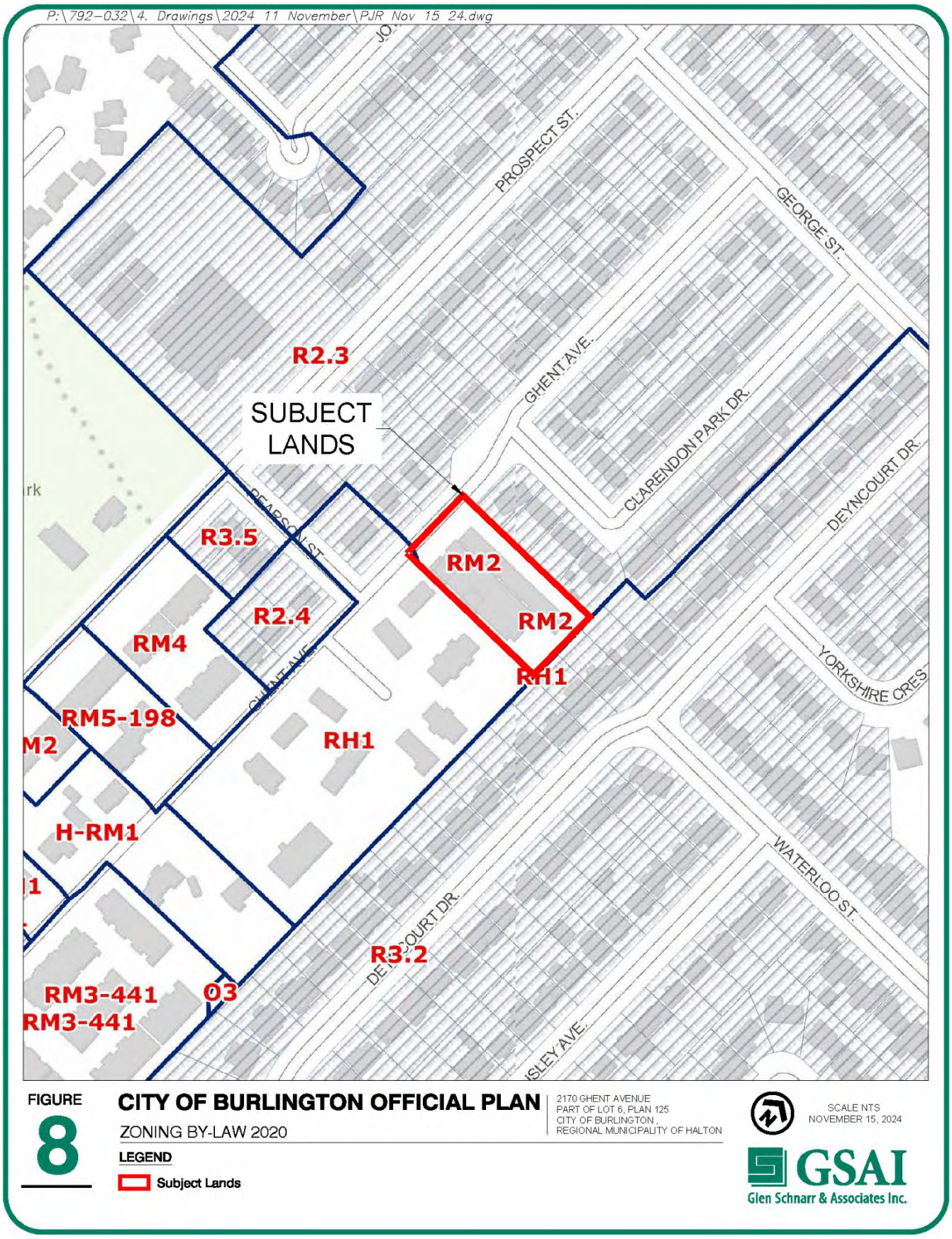



FIGURE **8**

**CITY OF BURLINGTON OFFICIAL PLAN**

ZONING BY-LAW 2020

2170 GHENT AVENUE
PART OF LOT 6, PLAN 125
CITY OF BURLINGTON ,
REGIONAL MUNICIPALITY OF HALTON

SCALE NTS
NOVEMBER 15, 2024

**LEGEND**

Subject Lands

GSAI
Glen Schnarr & Associates Inc.

*Table 2 / Summary of Required & Requested RM2 Provisions*

| *PROVISION* | *REQUIRED (RM2)* | *REQUESTED (RM2-XX)* |
|---|---|---|
| *Permitted Uses* | Detached Dwelling; Semi-Detached Dwelling; Duplex Building; Triplex Building; Fourplex Building; Townhouse Building; Retirement Home | Townhouse Building |
| *Lot Width (Townhouse)* | 45 m | 6.4 m (Block A); 5.3 m (Block B); 5.9 m (Block C) |
| *Lot Area (Townhouse)* | 0.4 ha | Not Applicable |
| *Front Yard (Townhouse)* | 7.5 m | 4.5 m<br><br>For the purpose of zoning, the front yard is the lot line abutting the private road |
| *Rear Yard (Townhouse)* | 9 m | 2.9 m (Block B); 6.0 m (Block A and C) |
| *Side Yard (Townhouse)* | 4.5 m | 0.0 m on the attached side; 1,4 m on the unattached side |
| *Street Side Yard* | 6 m | 4 m<br><br>For the purpose of zoning, it is understood that this provision only applies to the side of Blocks A and B that these lot lines will adjoin a public street |
| *Yard abutting R1, R2, R3 Zone* | 9 m | 3.0 m |
| *Density* | Minimum: 25 units/ha<br>Maximum: 40 units/ha | Not Applicable |
| *Amenity Area* | 25 m2/bedroom<br>15m2/efficiency | 31.5 m2 per unit or 10.5 m2 per bedroom |
| *Privacy Area* | 20 m2 per unit | 12.0 m2 per unit |
| *Landscape Area* | 4.5 m abutting a street having a deemed width up to 26 m | 4.0 m |
| *Landscape Buffer* | Abutting R1, R2, R3 Zones: 6 m | 1.1 m |
| *Maximum height for townhouse dwellings* | 2 storeys | 3 storeys |

*Table 2 / Summary of Required & Requested RM2 Provisions (Continued)*

| PROVISION | REQUIRED (RM2) | REQUESTED (RM2-XX) |
|---|---|---|
| *Parking Area Setback* | Parking spaces shall be set back at least 6 m from an R1, R2, R3 Zone | 2.3 m |
| *Off-street Parking Requirements (Townhouse Dwelling)* | 2 occupant spaces per unit; 0.25 visitor spaces per unit | 2 parking spaces per unit; 6 visitor spaces |
| *Accessible Parking Spaces* | Where 5 to 50 spaces are required, 1 designated accessible parking space is required | 1 accessible space |
| *Driveway Length* | For dwelling units within a plan of condominium, driveway lengths shall be 6.7 m in length measured from back of curb to front of garage | 6.0 m in length from garage face to back of curb |
| *Driveway Length* | For dwelling units within a plan of condominium, driveway lengths shall be 6.7 m in length measured from back of curb to front of garage | 6.0 m in length from garage face to back of curb |
| *Projections* | The following obstructions may project 65 cm maximum into a required yard:<br>A roofed-over or screened but otherwise unenclosed 1-storey porch including steps and roof overhang excluding eaves and gutter<br>A terrace or unroofed porch<br>A carport | A front, at-grade porch may project 1.5 m into the front yard; a 2nd level balcony may project 1.5 m from the front main wall into the front yard; a rear deck may project 1.5 m into the required rear yard |

*Table 3 / Summary of Requested RM2 Exceptions & Rationale*

| *REQUESTED EXCEPTION* | *RATIONALE* |
|---|---|
| *Modified Building Envelope* | To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding community |
| *Modified Landscaping Standard* | To implement the desired built form, an optimal site layout and contextually appropriate sustainable strategies, while balancing the provision of private areas, amenity areas and private, rear yard amenity areas, a reduced landscape standard is requested. The requested standard seeks reduced landscape buffer widths in certain locations on the site in order to accommodate refined built forms, amenity areas, privacy areas and streetscape treatments |
| *Modified Privacy & Amenity Area Standards* | In efforts to accommodate the desired built form and optimized site design, a site-specific privacy area and amenity area standard is requested. The requested standards seek to implement reduced privacy area and reduced amenity area requirements in order to accommodate a range of well-designed, strategically located outdoor amenity areas to serve the needs of residents. Furthermore, the requested standards will support the provision of private areas, landscape and sufficient setbacks from the property lines |

# 6 / SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed development and associated Zoning By-law Amendment ('ZBA', or the 'Amendment'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Halton Regional Official Plan and the Burlington Official Plan. Furthermore, based on the existing physical context and surrounding Central community, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Zoning By-law Amendment represents appropriate development on the Subject Lands given the existing use of the Site, planned evolution of the Subject Lands and surrounding context;

2. The proposal provides an appropriately designed and compatible development for the Central community that will contribute to the provision of new housing options and the achievement of a complete community;

3. The proposed Amendment is consistent with the Provincial Planning Statement, 2024;

4. The proposal conforms to the policy directions of the Halton Regional Official Plan, 2022;

5. The proposal conforms to the policy directions of the Burlington Official Plan, 2021;

6. The proposal can be adequately serviced by existing municipal services;

7. The proposed development will not create adverse impacts to existing uses or the surrounding area;

8. The proposal is in keeping with the character and planned context of the Central community, and it provides an opportunity for contextually appropriate gentle density and residential development within the City's Built-Up Area; and,

9. The proposal upholds the overall Urban Structure and further implements the development objectives as identified by the Burlington Official Plan.

Accordingly, we conclude that the proposed Amendment is appropriate, represents good planning and implements the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,
GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP
Partner

Stephanie Matveeva, MCIP, RPP
Associate

*Appendix I / Draft Zoning By-law Amendment*

BY-LAW NUMBER 2020.XXX, SCHEDULE 'A' AND EXPLANATORY NOTE

THE CORPORATION OF THE CITY OF BURLINGTON

BY-LAW NUMBER 2020.XXX

A By-law to amend By-law 2020, as amended, for 2170 Ghent Avenue to facilitate the development of 21 townhouse building units.
File No. XXX-XX/24

WHEREAS Section 34(1) of the Planning Act, R.S.O. 1990, c.P. 13, as amended, states that Zoning By-laws may be passed by the councils of local municipalities; and

WHEREAS the Council of the Corporation of the City of Burlington approved Recommendation PL-XX-XX on X X, 2024, to amend the City's existing Zoning By-law 2020, as amended, to permit the development of 21 townhouse building units;

THE COUNCIL OF THE CORPORATION OF THE CITY OF BURLINGTON HEREBY ENACTS AS FOLLOWS:

1. Zoning Map Number X-X of PART 15 to By-law 2020, as amended, is hereby amended as shown on Schedule "A" attached hereto this By-law.
2. The lands outlined on Schedule "A" of this By-law are hereby rezoned from Residential Medium Density 2 (RM2) to Residential Medium Density 2 – XX (RM2-XX);
3. PART 14 of By-law 2020, as amended, is hereby further amended by adding Exception XXX as follows:

| Exception<br>XXX | Zone<br>RM2 | Map<br>X-X | Amendment<br>2020.XXX | |
|---|---|---|---|---|
| 1. Regulations:<br>a) Lot Width: 5.9 m<br>b) Lot Area: Shall not apply<br>c) Maximum density: Shall not apply<br>d) Minimum Front Yard: 4.4 m<br>e) Minimum Rear Yard: 2.9 m for Block B, 6.0 m for Blocks A and C<br>f) Minimum Side Yard: 0.0 m on the attached side; 1.4 m on the unattached side<br>g) Street Side Yard: 4.0 m<br>h) Yard abutting R1, R2, R3: 3.0 m<br>i) Amenity area: 31.5 m2 per unit<br>j) Privacy area: 12.0 m2 per unit<br>k) Landscape area: 4.0 m abutting a street<br>l) Landscape buffer: 1.1 m abutting R1, R2, R3 Zones<br>m) Maximum building height: 3 storeys<br>n) Parking area setback: 2.3 m<br>o) Driveway length: 6.0 m | | | | |

| |
|---|
| p) Projections: A front, at-grade porch may project 1.5 m into the required front yard; a 2nd level porch may project 1.5 m from the front main wall; a rear deck may project 1.5 m into the required rear yard<br><br>Except as amended herein, all other provisions of By-law 2020, as amended, shall apply. |

4. When no notice of appeal is filed pursuant to the provisions of the Planning Act, R.S.O. 1990, c.P. 13, as amended, this By-law shall be deemed to have come into force on the day it was passed.

ENACTED AND PASSED this _____ day of _____, 2024.

_____ MAYOR

_____ CITY CLERK

EXPLANATION OF PURPOSE AND EFFECT OF BY-LAW 2020.XXX

By-law 2020.XXX rezones lands on 2170 Ghent Avenue, to permit 21 townhouse building units.

For further information regarding By-law 2020.XXX, please contact X, Planner, of the Burlington Community Planning Department at 905-335-7600, extension XXX.