GSAI
Glen Schnarr & Associates Inc.

# PLANNING JUSTIFICATION REPORT

## OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT
## 2085 Pine Street, Burlington

Pine Street Burlington Corp.
1038 Fourth Line
Milton, Ontario
L9T 6P9

April 2019

GSAI File # 1014-002

T 905-568-8888
F 905-568-8894
www.gsai.ca

Contents

1.0 INTRODUCTION ..... 4
1.1 PROPOSED OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS ..... 4
2.0 PROCESS AND ENGAGEMENT ..... 6
3.0 SITE DESCRIPTION AND SURROUNDING LAND USES ..... 8
3.1 SITE CONTEXT ..... 9
3.2 SURROUNDING AREA ..... 9
3.3 TRANSPORTATION NETWORK ..... 14
3.4 FACILITIES, SERVICE AND RECREATION ..... 20
4.0 PROPOSED DEVELOPMENT ..... 21
5.0 SUMMARY LIST OF APPLICABLE DESIGNATIONS ..... 22
6.0 CURRENT POLICY CONFORMITY ANALYSIS ..... 23
6.1 PLANNING HORIZON AND GROWTH TARGETS ..... 24
6.2 EFFICIENT USE OF LAND ..... 25
6.3 URBAN GROWTH CENTRE ..... 26
6.4 ANCHOR HUB IN "THE BIG MOVE" ..... 28
7.0 CONSISTENCY AND CONFORMITY WITH APPLICABLE LAND USE POLICIES 29
7.1 PROVINCIAL POLICY STATEMENT (2014) ..... 29
7.2 THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017) ..... 36
7.3 THE BIG MOVE: TRANSFORMING TRANSPORTATION IN THE GREATER TORONTO HAMILTON AREA (2008) ..... 42
7.3.1 CITY OF BURLINGTON OFFICIAL PLAN REVIEW: MOBILITY HUBS OPPORTUNITIES AND CONSTRAINTS STUDY (May 2014) ..... 43
7.4 THE 2041 REGIONAL TRANSPORTATION PLAN (2018) ..... 44
7.5 REGION OF HALTON OFFICIAL PLAN (Office Consolidation June 19, 2018) ..... 46
7.6 THE CITY OF BURLINGTON OFFICIAL PLAN (2008) (Office Consolidation October 2017) ..... 53
7.6.1 Preamble to Official Plan ..... 53
7.6.2 Part 1: Policy Framework ..... 54
7.6.3 Part 2: Functional Policies ..... 58
7.6.4 Part 3: Land Use Policies ..... 60
7.7 GROW BOLD: THE CITY OF BURLINGTON OFFICIAL PLAN (ADOPTED 2018) ..... 76
8.0 CITY OF BURLINGTON ZONING BY-LAW 2020 ..... 84
9.0 CONFORMITY WITH APPLICABLE STUDIES AND GUIDELINES ..... 88

9.1 METROLINX MOBILITY HUB GUIDELINES (2011) ..... 88
9.2 THE CITY OF BURLINGTON STRATEGIC PLAN 2015-2040 (2016) ..... 89
9.3 THE CITY OF BURLINGTON OFFICIAL PLAN REVIEW: MOBILITY HUBS OPPORTUNITIES AND CONSTRAINTS STUDY (May 2014) ..... 90
9.4 THE DOWNTOWN URBAN DESIGN GUIDELINES – CITY OF BURLINGTON (2006) ..... 91
9.5 MID-RISE BUILDING GUIDELINES (MARCH 2019) ..... 93
9.6 BURLINGTON CITY-WIDE PARKING STANDARDS REVIEW (2017) ..... 94
10.0 SUPPORTING TECHNICAL STUDIES ..... 95
10.1 TRANSPORTATION IMPACT BRIEF ..... 95
10.2 ENVIRONMENTAL NOISE IMPACT STUDY ..... 95
10.3 ENVIRONMENTAL SITE ASSESSMENT ..... 96
10.4 FUNCTIONAL SERVICING REPORT ..... 96
10.5 GEOTECHNICAL INVESTIGATION REPORT ..... 96
10.6 TREE INVENTORY AND PRESERVATION PLAN REPORT ..... 97
10.7 WIND STUDY ..... 97
10.8 LANDSCAPE PLAN ..... 97
10.9 HEIGHT SURVEY OF ADJACENT BUILDINGS ..... 98
10.10 URBAN DESIGN BRIEF + CONSERVATION PLAN (2018) ..... 98
10.11 SHADOW STUDY ..... 99
10.12 HERITAGE ASSESSMENT, HERITAGE IMPACT STATEMENT + CONSERVATION PLAN BRIEF (2018) ..... 99
11.0 SUMMARY AND CONCLUSION ..... 100

# Planning Justification Report
# Official Plan Amendment & Zoning By-law Amendment
# 2085 Pine Street
# City of Burlington

## 1.0 INTRODUCTION

Glen Schnarr and Associates Inc. has been retained by Pine Street Burlington Corp. to assist in achieving the necessary planning approvals to permit the redevelopment of lands municipally known as 2085 Pine Street (herein referred to as the "subject property"), located on the north side of Pine Street, west of Martha Street, in the City of Burlington. The subject property currently contains a one and a half storey detached dwelling (which is listed on the Municipal Heritage Register for Burlington) and a detached garage (with no heritage significance).

It is important to note that the subject lands were rezoned in February 2018 through site-specific Zoning By-Law No. 2020-385 to permit a mid-rise residential building with a maximum height of 6 storeys taken from fixed grade up to a maximum height of 23 m. Through that by-law several zoning provisions were amended to facilitate the development proposed at the time, including density, amenity area, parking details, and yard setbacks. Many of the details of the previously approved site specific Zoning By-Law for these lands were discussed in detail with City staff and neighbouring landowners.

The current development proposal contemplates permission for an 11-storey mid-rise residential building with a total of 39 residential units and proposes to incorporate the listed heritage building for a proposed commercial or office use (*refer to Appendix I: Site Plan*). The current proposal implements many of the Zoning By-Law provisions previously approved through site specific Zoning By-Law No. 2020-385 for this site in 2018. The current proposal aims to revitalize the subject property with a residential mid-rise building and an adaptive commercial or office use, while appropriately responding to and enhancing the existing character of the surrounding lands within the Urban Growth Centre.

## 1.1 PROPOSED OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS

The subject property is designated 'Downtown Residential Medium and/or High Density Precincts' in the current City of Burlington Official Plan, 2008. This designation currently provides for ground or non-ground oriented housing units ranging from between 26 and 185 units per net hectare. To facilitate the proposed development, this designation is proposed to be amended to permit a density of 375 units per net hectare. Further, permission for commercial uses is required to facilitate the proposed adaptive re-use of the heritage building. Lastly, since the subject property has access on Pine Street which is a local road, the OPA must address this access scenario. As such, the following details will form the proposed Official Plan Amendment to the City's Official

Plan to facilitate the proposed development (*refer to Appendix II: Official Plan Amendment of this Report):*

> **To amend the '*Downtown Residential Medium and/or High Density Precinct*' land use designation for the subject property to '*Downtown Residential Medium and/or High Density Precinct – Special Site*' to permit a maximum density of 375 units per net hectare in the proposed mid-rise building, to allow for commercial uses including local service and retail uses in the heritage building and ground floor of the mid-rise building, and to allow for non-ground oriented housing to be permitted on a property with access to a local road.**

The subject property is currently zoned 'Downtown Medium Density Residential (DRM-472)' in the City of Burlington Zoning By-Law 2020, which permits a maximum building height of 6-storeys (23 m), a maximum number of 15 units and a maximum density of 150 units per hectare. The Zoning By-Law is proposed to be amended from "DRM-472" to "DRM-472-Amended" to facilitate the proposed 11-storey mid-rise residential building with the following new provisions added to the existing "DRM-472" zone: (*refer to Appendix III: Draft Implementing Zoning By-Law of this Report):*

**Permitted Uses:**

Office and commercial uses including local service and retail uses

**Regulations for Permitted Uses:**

| | |
|---|---|
| Maximum building height: | 11 storeys (40 m) |
| Maximum density and units | 375 units per hectare (39 units maximum) |
| Minimum amenity area: | 1010 sq.m (25.9 sq.m. per unit) |
| Minimum occupant parking spaces: | 48 (1.23 spaces per unit) |
| Minimum visitor spaces: | 0 |
| Minimum front yard setback: | 0.6 m to underground parking structure<br>7.25 m to Floors 2-6 (and above)<br>5.75 m to balconies |
| Minimum east side yard setback: | 1.85 m to Planter over parking structure |

This Planning Justification Report (the "Report") presents analysis and demonstrates the proposal's consistency with the Provincial Policy Statement (2014) and conformity with the Growth Plan for the Greater Golden Horseshoe (2017), Metrolinx The Big Move (2008), The 2041 Regional Transportation Plan (2018), the Region of Halton Official Plan (Office Consolidation 2018), and applicable policies in the current City of Burlington Official Plan (2008) and the adopted (2018) 'Grow Bold' Burlington Official Plan. In addition, the Report reviews the proposal's conformity to guidelines and studies, including the City of Burlington Strategic Plan, 2015-2040 (2016), The City of Burlington Official Plan Review: Mobility Hubs Opportunities and Constraints Study (2014), Metrolinx Mobility Hub Guidelines (2011), the Burlington Downtown Urban Design Guidelines (2006), the Burlington City-Wide Parking Standards Review (2017) and the City of Burlington's Mid-Rise Building Design Guidelines (March 2019).

This Report also demonstrates that some of the policies and permissions for the current land use designation applicable to the subject property are in conflict with Provincial and Regional policies (refer to Section 6.0). This includes policies promoting intensification, compact built form and achieving a range of housing types within the built up urban area, particularly within strategic growth areas such as the City's Urban Growth Centre.

## 2.0 PROCESS AND ENGAGEMENT

Public engagement and consultation are important components of the planning process. The engagement strategy to guide consultation through this process has been designed to create open and transparent ways for the public to communicate feedback, suggestions and questions and for the applicant to respond appropriately and efficiently with additional detail, where helpful.

A Pre-Consultation meeting was held with Halton Region Staff and Burlington City Staff on August 22nd, 2018. This meeting provided the applicant with an opportunity to present a preliminary plan for the subject property, including ideas and options for the development of the property and to listen to preliminary comments and feedback from Regional and City staff to assist the applicant in making a complete and comprehensive application. A Pre-Consultation summary letter was subsequently provided to the applicant by City staff outlining preliminary comments and the materials required to satisfy a complete application for the proposed development.

A Pre-submission Neighbourhood Meeting was convened on February 21st, 2019 for residents living in proximity of the subject property. Approximately 45 members of the public attended as well as Mayor M. Meed Ward, Ward 2 Councillor L. Kearns, and staff from the Burlington Planning Department. The purpose of this meeting was to present the preliminary proposal and listen to feedback and questions from members of the public and to generally engage in discussions regarding the aspects and details of the proposal, the related planning applications, and the planning process. The advantage of this type of preliminary meeting is to provide the public with an opportunity to provide early input and to be involved in the preliminary stages of the development application process, and for the applicant to understand any concerns and questions early in the process.

The following questions related to the development proposal were raised during the Pre-Submission Neighbourhood Meeting:

- What is the parking rate proposed?
- How many visitor parking spaces will be provided?
- What is the east side yard setback of the building (to adjacent townhouse properties?)
- How high above grade is the wall (along east side yard) related to the underground parking structure?
- Why can't the parking structure be entirely underground?
- What is the overall height of the building (storeys and metres)?
- What are the anticipated shadow impacts from the proposed building?
- What are the ZBL amendments required to facilitate this development?
- What are the front yard setbacks (to Pine Street)?
- What views / overlook will there be from the south facing balconies to the east townhouses (from eastern edge of balcony)?
- What views / overlook will there be from the north facing balconies to the east townhouses?
- How will the balcony planters be maintained?
- What are the depth of the balconies (once planter is factored in)?
- Will moving the heritage building (temporarily) damage it?
- Can traffic study include / factor in all approved developments in the area (even those not yet built)?
- What will the price range be for the units?

Minutes of the public meeting are attached as *Appendix IV* to this Report. General themes of feedback received can be grouped as follows:

- Visitor / commercial parking considerations;
- Consideration of treatment along east side of building (adjacent to townhouses);
- Additional detail regarding maintenance of balcony planters;
- Consideration of height of building;
- Consideration of shadow impacts of building;
- Ensure Traffic study assesses surrounding approved (not yet built) developments;

These considerations have helped form the overall plan layout for this development proposal. The following section illustrates how the above noted considerations have been considered in the final plan being submitted:

- Current plan proposes several modifications / improvements from the previous 6 storey approval for these lands and these are highlighted as follows:
    - increased east side podium/building setback (from 3 m previously approved to proposed 5 m);
    - larger planter along east side yard (tall enough (1.8 m) to accommodate trees) (height of planter to be below fence height);

  - planter to be designed to be large enough and deep enough to accommodate mature tree growth (to further screen from eastern townhouses);
  - commercial proposed at grade (within heritage building and portion of main floor of mid-rise building)

- Clarification has been provided as it relates to maintenance of the balcony planters; specifically, the condominium board will maintain the planters on the balconies and this item will be inserted as a budget line item in the condominium maintenance budget;
- Balconies have usable space of 1.3 m depth and 9.4 m length (depth could be increased if desired);
- The parking rate proposed for the current development is 1.23 spaces per unit (total of 48 spaces for 39 units);
- The proposed visitor parking for the current proposal is zero (0), which is consistent with the current zoning approved for this site is 2018;
- The parking level that extends above grade was approved as a storey in the existing/as-of-right Zoning By-Law (DRM-472) and there is no change in this regard;

The applicant is committed to continuing to engage with the public throughout the planning process. The following steps are proposed to ensure continued dialogue and openness in order to ensure the public is kept informed and their feedback is provided to the applicant:

- Once the development applications are formally submitted, a Statutory Public Meeting will occur with Burlington Planning Committee/Council;
- Community Public Meeting(s) will be convened, as necessary, if there are outstanding questions or concerns that have not been satisfactorily addressed by the applicant through the development applications or Statutory Public Meeting; and
- The proponent is considering establishing a Web site for the development proposal, following submission.

A plan to engage the public early and as frequently as required will lead to a clearer understanding by members of the public of the process and details of the applications and will assist the applicant in understanding any outstanding comments and concerns as the applications advance through the process.

## 3.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The following section describes the subject property's context, the immediate surrounding land uses, the surrounding area, and the existing transportation network.

## 3.1 SITE CONTEXT

The subject property is located on the north side of Pine Street, approximately 500 metres southeast from the major intersection of Brant Street and James Street, as shown on '*Figure 1 - Aerial Context Plan'*. The subject property is municipally known as 2085 Pine Street and is rectangular in shape with a total gross site area of approximately 0.1041 ha (0.257 acres). The subject property has a frontage of approximately 25 metres on Pine Street and is currently occupied by a one and a half-storey dwelling which is listed on the City of Burlington's Heritage Register (refer to *Photo 1*).

## 3.2 SURROUNDING AREA

The subject property is situated within the Urban Growth Centre of downtown Burlington. The downtown area is a unique, vibrant space that contains higher density development, is pedestrian oriented and has an abundance of green space including the waterfront and related parks and trails. The downtown area is where the City first settled and it is expected to experience a significant portion of Burlington's future growth as the City transitions away from suburban development towards more urban intensification. Burlington has experienced an influx of mid- and high-rise developments with approved building heights of up to 26 stories in the downtown core. The downtown currently contains a range of residential, office, commercial and institutional uses. Existing uses have varying densities, designs and heights which successfully maintain, enhance and respect the existing urban environment which consists of modern buildings as well as culturally significant and historical buildings.

Pine Street is in an area of Burlington that is changing and evolving in response to the dynamic growth and transformation that is occurring in this core area of Burlington. Pine Street itself consists of a mix of residential and commercial uses including retail buildings close to Brant Street (refer to *Photo 8),* high-rise condominiums at Pearl Street and Pine Street (refer *Photo 9),* and townhouses along Pine Street, southwest of the subject lands (refer to *Photo 7).* As well, the Holy Protection of BVM Ukrainian Catholic Church is immediately adjacent to the subject property to the west, at the northeast corner of Pine Street and Pearl Street (refer to *Photo 10)*. Below is a more detailed summary of immediately surrounding uses in the area:

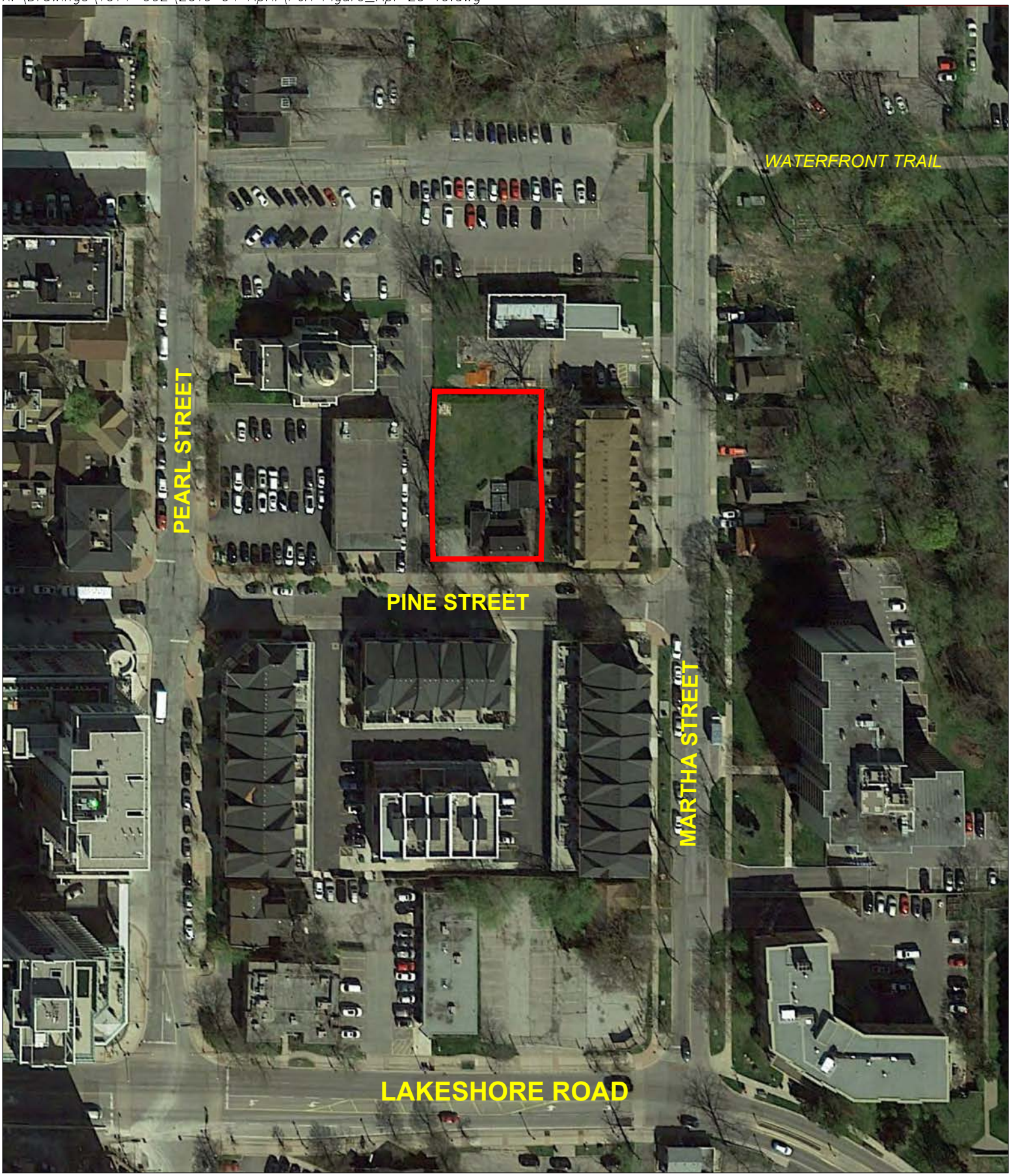
**North:**

The property immediately to the north of the subject property (412 Martha Street) contains a single-storey utility building on property owned by the Burlington Hydro Electric Commission, with a surface parking lot and private garages with access onto Martha Street (refer to *Photo 2).*

**East:**

The properties immediately to the east of the subject property (402, 404, 406, 408, and 410 Martha Street), consist of 5 three-storey townhouses, each with an integrated garage on the ground level (refer to *Photo 3)* accessing Martha Street. Martha Street is predominantly a residential road in the vicinity of the subject property with a mix of built forms that include single detached dwellings

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 1
## AERIAL CONTEXT PLAN
**2085 Pine Street, City of Burlington**

Subject Property

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

(refer to *Photo 4)*, townhouses (refer to *Photo 3),* a 4-storey apartment building (refer to *Photo 5),* and a 12-storey apartment building (refer to *Photo 6).*

**South**:

South of the subject property is a three-storey stacked 'live/work' mixed use / townhouse complex with ground floor retail, and an internal private road providing access to the residential car ports (refer to *Photo 7).*

**West:**

The property directly to the west, 419 Pearl Street, contains two buildings including a two-storey Place of Worship known as the Holy Protection of BVM Ukrainian Catholic Church, and a dance school in a two-storey brick building fronting Pine Street with a surface parking lot (refer to *Photo 10).*

With the subject property's close proximity to the City's downtown main street (Brant Street), there is a variety of nearby retail including the Village Square, which consists of a mix of heritage buildings with an internal courtyard located west of the subject property (refer to *Photo 11).* The lands to the west (closer to Brant Street) contain higher densities pursuant to the vision set out in the Official Plan, including high-rise condominiums and a retirement residence (refer to *Photo 9 & 12).*

The surrounding area is evolving with the management of growth through higher density developments within the downtown area of the City. Nearby development applications that are under review or recently approved within a 500-metre radius of the subject property are listed in the chart below. Specifically, the chart and map below illustrate the type of development and growth that is becoming more common within the 'Downtown Urban Growth Centre' (*Figure 2: Nearby Developments Map*).

Table 1: Nearby Development Applications Chart

| Address | | Height | Dwellings/ units & Density | Proposed Uses | Application Type | Status |
|---|---|---|---|---|---|---|
| **1.** | **2082, 2086 and 2090 James Street** | 18-Storeys | 153 Residential units<br><br>665 units per hectare | Condominium apartment building | Official Plan and Zoning By-Law Amendments | Proposed - Under Review |
| **2.** | **421, 425, 427, 429, and 431 Brant Street** | 23-Storeys | 169 residential units<br><br>365 sq.m. of office space<br><br>900 sq.m. of commercial retail space<br><br>915 units per hectare | Mixed-use apartment building | Official Plan and Zoning By-Law Amendments | Approved by Council May 2018 |
| **3.** | **401 - 413 Brant St.; 444 - 450 John St.; 2002 & 2012 James St.** | 18-Storeys | 1,125 sq.m. of commercial or office space<br><br>Floor Area Ratio: 9.45:1 | Mixed-use apartment building | Official Plan and Zoning By-Law Amendments | Approved by Council; under appeal (LPAT) |
| **4.** | **374 – 380 Martha Street** | 26-Storeys | 240 Residential units<br><br>423 sq.m. of commercial space<br><br>1,773 units per hectare | Mixed-use apartment building | Official Plan and Zoning By-Law Amendments | Approved by OMB February 2018 |

X:\Drawings\1014-002\2019 04 April\PJR Figurs_Fig 2_Apr 29 19.dwg




# FIGURE 2
## NEARBY DEVELOPMENTS MAP

**2085 Pine Street, City of Burlington**

Subject Property

**Address of Nearby Developments**

1. 2082, 2086 and 2090 James Street
2. 421, 425, 427, 429, and 431 Brant Street
3. 401, 403, 405, 409, 411 & 413 Brant Street 444, 448 and 450 John Street 2002 and 2012 James Street
4. 374 Martha Street

Scale 1:2,500
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

As well, the attached *Figure 3: (Building Height Survey)* depicts the existing and approved development heights for buildings in close proximity to the subject lands. The surrounding area includes a mix of low-rise and high-rise residential and commercial/employment uses, including existing and proposed residential and mixed-use buildings with a range of mid-rise and taller building heights. From a built form perspective, the proposal will fit within and complement the urban structure of the downtown. The proposed building will be similar in height to existing and proposed building heights in the downtown.

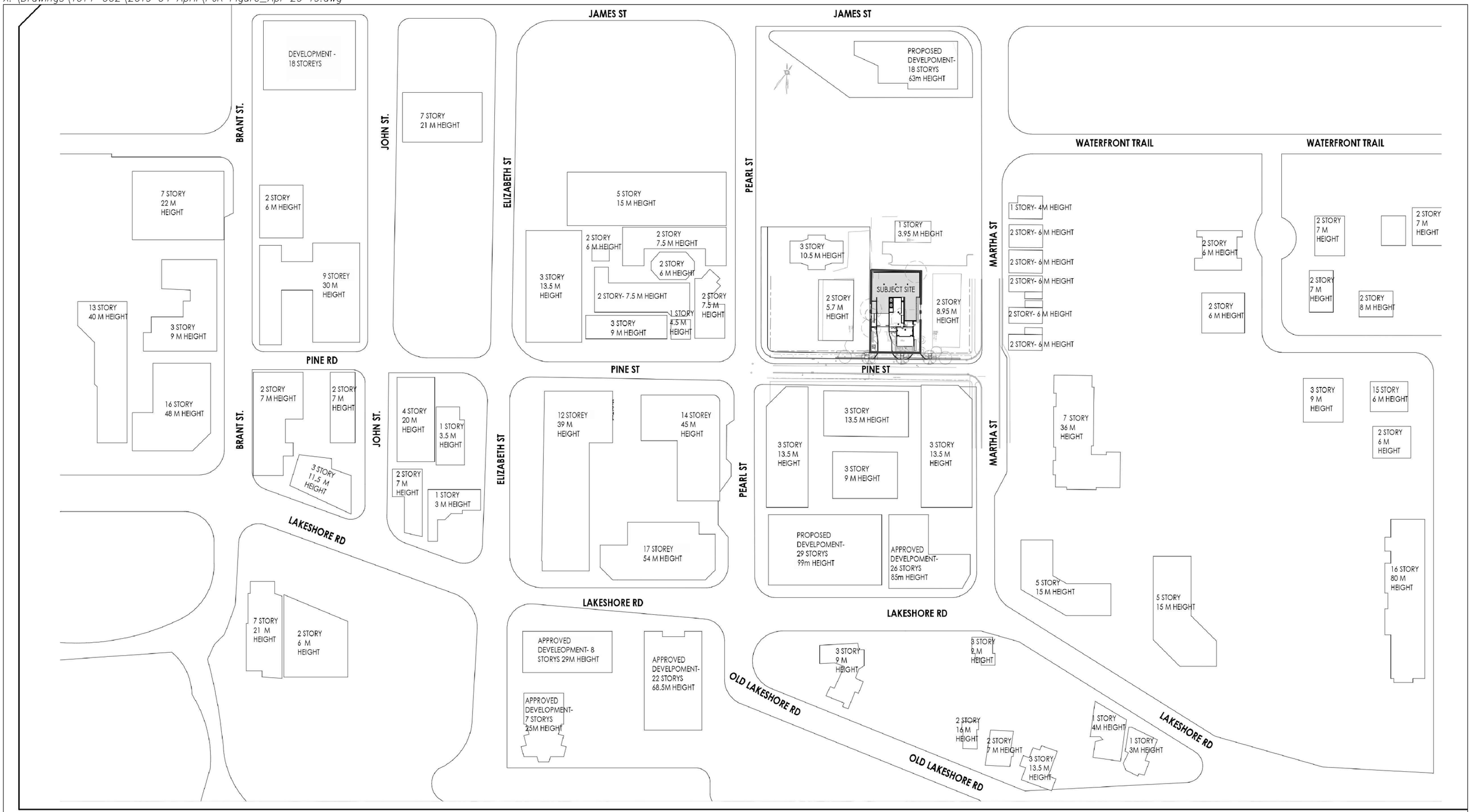
## 3.3 TRANSPORTATION NETWORK

The subject property is located along Pine Street, between two Minor Arterial Roads to the north and south (James Street and Lakeshore Road, respectively) and between two Collector Roads to the west and east (Pearl Street and Martha Street, respectively) (refer to *Figure 4 – City of Burlington - Schedule K Classification of Transportation Facilities Downtown Area).* The subject property is located in the downtown area of the City and is well serviced by existing public transit related to the John Street Downtown Bus Terminal (as shown on *Figure 5 – Burlington Transit System Map*) that connects to higher order transit networks in the City. Multiple bus routes operate near the subject property including a bus stop at Lakeshore Road, approximately 230 metres south, which provides a connection to the Burlington GO Station, which is a regional rail public transit system (refer to *Figure 5 – Burlington Transit System Map).* The following transit routes operate within 500 metres of the subject lands:

- The No. 3 bus route, Guelph-Downtown, operates through the downtown corridors of the City and connects to Burlington GO station. The route generally operates along Guelph Line, Lakeshore Road and Brant Street.
- The No. 4 bus route, Central Longmoor, operates through the downtown corridors of the City and connects to the Appleby Go Station. The route generally operates east and west along Longmoor Drive, Rexway Drive and Lakeshore Road.
- The No. 5 bus route, Francis-Downtown, operates through the downtown corridor of the City and connects to the Burlington GO station. The route generally operates along Brant Street, Lakeshore Road and Francis Road.
- The No. 10 bus route, New-Maple, operates in a generally east and west direction connecting to the Appleby GO Station and Burlington GO Station.

In 'The Big Move: Transforming Transportation in the Greater Toronto Hamilton Area' (Metrolinx, 2008) ("The Big Move") the report identified the John Street Downtown Bus Terminal as an Anchor Hub for transit. In efforts made towards bringing the Official Plan into conformity with The Big Move, Brook McIlroy and ARUP were retained by the City to prepare the 'City of Burlington Official Plan Review: Mobility Hubs Opportunities and Constraints Study' (2014). The purpose of this study was to use Metrolinx 'The Big Move' (2008) and related Metrolinx 'Mobility Hub Guidelines' (2011) to assess the opportunities and constraints at the two provincially-designated Mobility Hubs in Burlington (Burlington GO and Downtown Burlington).

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




**ATA ARCHITECTS**
OAKVILLE OFFICE:
211 LAKESHORE ROAD EAST,
OAKVILLE ONTARIO L6J 1H7

# FIGURE 3 - HEIGHT SURVEY

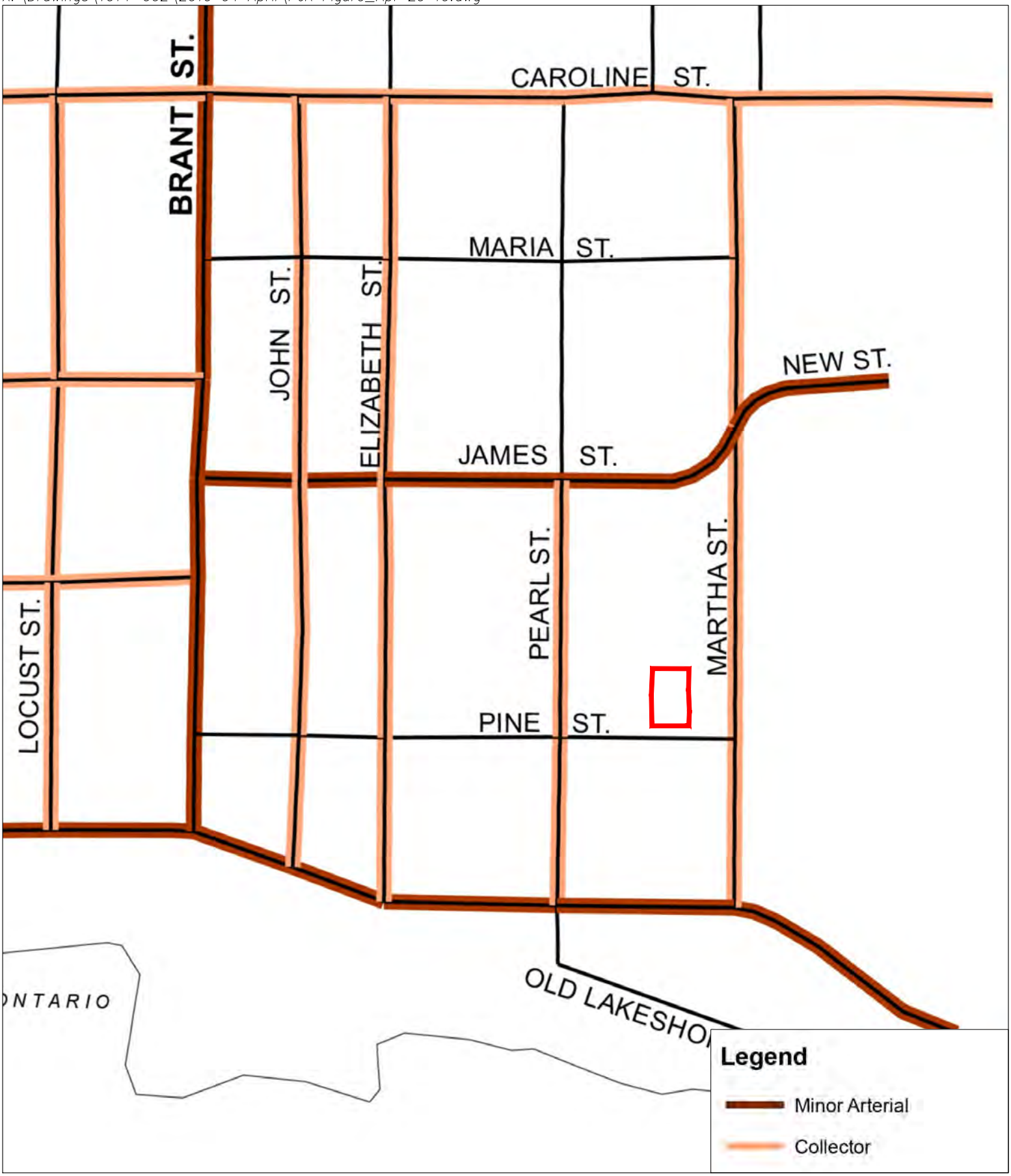
2085 Pine Street, City of Burlington

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

| PROJECT TITLE | DRAWING TITLE |
|---|---|
| 2085 PINE STREET<br>2085 PINE STREET, BURLINGTON, ONTARIO | HEIGHT SURVEY |
| **PROJECT NUMBER** | **SCALE** / **PAGE NUMBER** |
| 18-1268 | N.T.S. / A307 |

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 4

## CITY OF BURLINGTON OFFICIAL PLAN SCHEDULE 'K' - CLASSIFICATION OF TRANSPORTATION FACILITIES: DOWNTOWN AREA

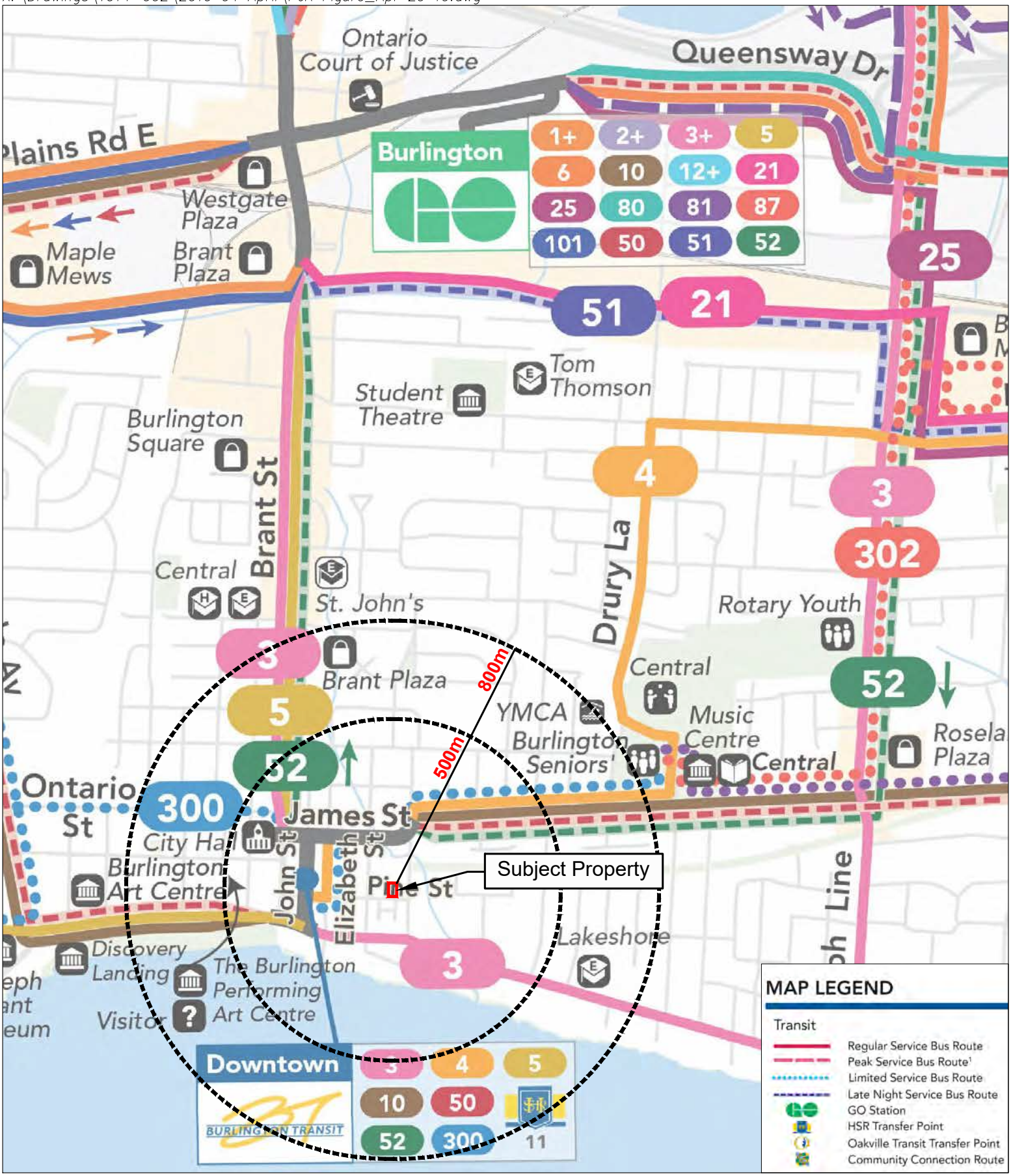
2085 Pine Street, City of Burlington

Subject Property

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 5
## BURLINGTON TRANSIT SYSTEM MAP

**2085 Pine Street, City of Burlington**

Subject Property

Scale 1:15,000
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

The Big Move, the 2041 Regional Transportation Plan, and The Growth Plan identify that "*Major Transit Station Areas consist of the area including and around any existing or planned higher-order transit station within a settlement area, or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk*". [Source: Ministry of Energy and Infrastructure, Growth Plan for the Greater Golden Horseshoe, 2006.]

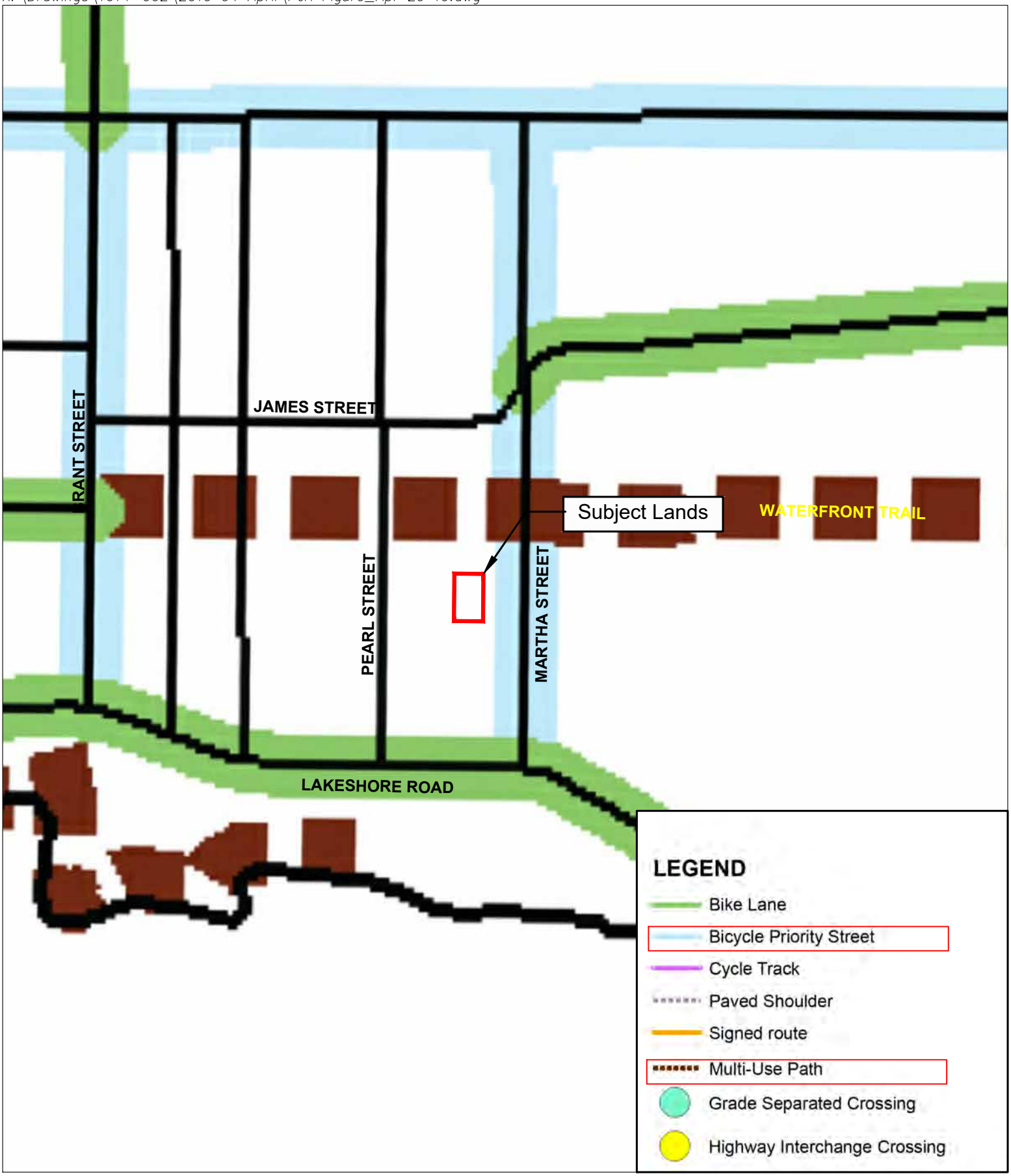
Further, Mobility Hubs are identified as Major Transit Station Areas that are particularly significant given the level of transit service that is planned for them and the development potential around them. "*They are places of connectivity between regional rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together seamlessly. They have, or are planned to have, an attractive, intensive concentration of employment, living, shopping and enjoyment around a major transit station. To be identified as a mobility hub, a major transit station area … is generally forecasted to achieve or have the potential to achieve a minimum density of approximately 10,000 people and jobs within an 800 metre radius. The primary major transit station areas associated with an urban growth centre are also identified as mobility hubs*" (Glossary, The Big Move, 2008).

An Anchor Hub has been defined in The Big Move "*as a mobility hub that has strategic importance due to its relationship with an urban growth centre. Anchor Hubs have the potential to transform the regional urban structure and act as anchors of the regional transportation system*". As noted above, the John Street Downtown Bus Terminal has been identified as an Anchor Hub for transit in The Big Move (2008).

The subject property is located within the area of influence of the Major Transit Station Area which is also considered a Mobility Hub and an Anchor Hub in Burlington, indicating the area is well served by existing transit and is expected to become more transit accessible with the introduction of the Brant Street Bus Rapid Transit (BRT) line in the 15-Year Plan for Regional Rapid Transit and Highway Network of The Big Move.

In relation to active transportation, the subject property is located near multiple bicycle lanes and trails and the area is expected to become more bicycle friendly with the introduction of more bicycle lanes, as shown on *Figure 6 – City of Burlington Official Plan Appendix 'A' Schedule 2 – Long Term Cycling Master Plan.* The subject property is near the Waterfront trail which is a multi-use path located approximately 150 metres northeast of the subject property along Martha Street (refer to *Photo 13*) and 200 metres south. The existing and planned active transportation network will provide alternative travel opportunities for residents in the area, potentially reducing automobile use and providing greater connectivity to the downtown and beyond.

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 6

## CITY OF BURLINGTON OFFICIAL PLAN APPENDIX 'A' - SCHEDULE 2 - LONG TERM CYCLING MASTER PLAN

2085 Pine Street, City of Burlington

Subject Lands

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

## 3.4 FACILITIES, SERVICES AND RECREATION

The summary below provides a list of facilities, services, and recreation opportunities/centres within an approximate one-kilometre radius (20-minute walk) of the subject property. With the subject property situated within Burlington Downtown, it is well serviced by transit and has access to a variety of public and private amenities that are also within walking distance for residents, making it ideal for vibrant, transit-supportive growth and intensification (*refer to Appendix V: Community Facility Context Mapping).*

Table 2 – Facilities, Service and Recreation

**Parks & Recreation**
- Burlington Tennis Club/ Lawn Bowling Club
- Burlington Curling Club
- Burlington Seniors' Centre
- Lions Park
- Central Recreation Centre
- Central Park Community Garden
- Ron Edwards Family YMCA
- Brant Street Pier
- Spencer Smith Park
- Coronation Park
- Apeldoorn Park
- Brock Park

**School**
- Lakeshore Public School
- St. John (Burlington) Catholic Elementary School
- Central Public School
- Burlington Central High School

**Entertainment**
- Burlington Music Centre
- Cine Starz Burlington
- The Burlington Performing Arts Centre
- Art Gallery of Burlington
- Joseph Brant Museum

**Commercial**
- Burlington downtown
- Grocery Stores
- Restaurants
- Retail
- Cafes
- Gas/Convenience

**Institutional**
- Joseph Brant Hospital
- Burlington Public Library – Central

**Mobility**
- Various Bus stops
- Various Bike Lanes
- Downtown Mobility Hub

As illustrated in *Table 2 – Facilities, Services and Recreation* and *Appendix V (Community Facility Context Mapping)* of this Report, the subject property is located within a vibrant area of the City with access to a variety of facilities, services and recreational opportunities that contribute to a complete community. As such, the subject property is ideally situated for intensification and is located within an area that can accommodate residents in all stages of life and abilities. For example, the large number of schools and open spaces are ideal for young families, while the transit and commercial options are also ideal for residents living and working and also aging in place.

# 4.0 PROPOSED DEVELOPMENT

Pine Street Burlington Corp. is proposing to develop the subject property for a new 11-storey mid-rise residential building, while maintaining and respecting the one and half storey detached heritage building at the front of the property for an adaptive re-use, such as a commercial use or office space (refer to *Appendix I: Site Plan*). The proposed mid-rise residential building consists of 39 residential units with amenity area and a two-storey podium that frames the heritage building. The proposed mid-rise residential building will contain a GFA of 5,447.7 sq.m., plus 112.4 sq.m. related to the heritage building adaptive re-use, for a total of 5,560.1 sq.m. total GFA on site. The proposal has a proposed density of 375 units per hectare and floor space ratio (FAR) of 5.3. The proposed adaptive reuse of the heritage building for a commercial or office use will contribute to the public realm by further animating the street and improving safety through providing opportunities for "eyes on the street" at the ground level.

Private garbage collection is proposed for this development. Access to the site is proposed through a single driveway from Pine Street, which connects to the parking garage. As well, there is a loading space located along the eastern limit of the proposed development, for utilization during move-in / move-out periods. The proposal includes three levels of underground parking, providing a total of 48 spaces for residents, including 2 barrier-free parking spaces, which equates to a provided parking rate of 1.23 spaces per unit. No visitor parking spaces are provided, however there is ample on-street parking in the area to accommodate visitor parking. The proposal provides a total amenity area of 1,010 square metres for residents (which equates to 25.9 sq.m. per unit), and a landscape buffer against the adjacent eastern residential properties ranging from 1.85 m to 3.2 m to the podium.

As noted in the "Urban Design Brief" (ATA Architects, 2019) "*the condominium is spatially separated from the (heritage) house by a one storey addition to the north and a walkway to the condominium to the west. The views of the original form of the house are maintained. The new landscaped front yard will enhance the house presence on the street. From the street, the condominium is a slim building with a clean simple glazed wall above, set back from the heritage house*." The proposal aims to revitalize the subject property with residential and commercial/office uses, while appropriately responding to the existing character of the surrounding lands within the Urban Growth Centre.

Table 3: Development Site Statistics

| **Proposed Development Statistics** | |
|---|---|
| ***Site Statistics*** | |
| Site Area | 0.1 hectares (1,041 square meters) |
| ***Proposed Development*** | |
| Site Total Gross Floor Area (including the heritage building) | 5,560.1 square metres |
| First Floor Area (3 units plus amenity area) | 549.1 square metres |
| Second Floor Area (4 units) | 549.1 square metres |
| Third Floor Area (4 units) | 537.0 square metres |
| Fourth Floor Area (4 units) | 489.1 square metres |
| Fifth Floor Area (4 units) | 489.1 square metres |
| Sixth Floor Area (4 units) | 489.1 square metres |
| Seventh Floor Area (4 units) | 489.1 square metres |
| Eighth Floor Area (4 units) | 489.1 square metres |
| Ninth Floor Area (4 units) | 489.1 square metres |
| Tenth Floor Area Penthouse (2 units) | 351.9 square metres |
| Eleventh Floor Area Penthouse (2 units) | 339.4 square metres |
| Height (Storeys) | 40 metres (11-storeys) |
| Coverage | 77% |
| Units | 39 units |
| Unit per hectare | 375 units per net hectare |
| Amenity Area | 25.9 square metres per unit (1,010 square metres) |
| Landscape Buffer (abutting street) | 2.9 metres (minor encroachment for building entrance step) |
| ***Proposed Parking*** | |
| Total Parking (1.23 spaces per a unit) | 48 parking spaces |
| Barrier-free parking (included in total) | 2 parking spaces |

## 5.0 SUMMARY LIST OF APPLICABLE DESIGNATIONS

Due to the complexity and transitional nature of the subject property and surrounding area, there are a number of different land use designations and identifiers that are referenced repeatedly in this Report, which have their origins in several different applicable policy reports. Accordingly, for ease of reference, the following is a list of the subject property's designations / identifiers in various applicable Provincial, Regional and Municipal documents. This is intended to be used a guide and reference document for reading this Report.

Table 4: Applicable Designations

| Policy Document | Designations |
|---|---|
| Growth Plan (2017) | - **Urban Growth Centre**<br>- **Built Up Area** |
| The Big Move (2008) | - **Urban Growth Centre**<br>- **Mobility Hub**<br>- **Major Transit Station Area**<br>- **Anchor Hub** |
| Halton Region Official Plan (Office Consolidation June 2018) | - **Urban Area**<br>- **Urban Growth Centre**<br>- **Intensification Area**<br>- **Major Transit Area**<br>- **Mobility Hub** |
| City of Burlington Official Plan (2008) | - **Mixed Use Activity Area**<br>- **Mixed Use Centre**<br>- **Downtown Urban Growth Centre**<br>- **Downtown Mixed-Use Centre**<br>- **Downtown Residential Medium / High Density Precinct** |
| Grow Bold: The City of Burlington Official Plan (Council adopted April 2018) | - **Urban Centre** (Urban Growth Centre)<br>- **Mobility Hub**<br>- **Primary Growth Centre**<br>- **Downtown Mid-Rise Residential Precinct**<br>- **Near Major Transit Station** |

# 6.0 CURRENT POLICY CONFORMITY ANALYSIS

This section of the Report analyzes sections of the Burlington Official Plan (2008) that are applicable to the subject property and demonstrates how certain existing policies are in conflict with the Provincial Policy Statement (2014), The Growth Plan (2017), The Big Move (2008), and the Region of Halton Official Plan (Office Consolidation June, 2018). This includes policies promoting intensification, compact built form, and achieving a range of housing types within the built-up urban area, with a particular focus on prioritizing intensification within strategic growth areas, including 'Urban Growth Centres', within which the subject property is located. This section further summarizes how the proposed development and related Official Plan Amendment is consistent with the Provincial Policy Statement and conforms with the Growth Plan and Region of Halton Official Plan.

## 6.1 PLANNING HORIZON AND GROWTH TARGETS

The Growth Plan (2017) and the Region of Halton Official Plan (Office Consolidation June, 2018) set a planning horizon to 2031, with population targets and densities for Urban Growth Centres. As stated in Section 2.2.3 of the Growth Plan:

> *"2. Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*
>
> *b) 200 residents and jobs combined per hectare for each of the Downtown Brampton, **Downtown Burlington**, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres; and"*

Furthermore, Part II Basic Position Section 34 of the Regional Official Plan states a planning horizon to the year 2031, as follows:

> *Planning Horizon*
>
> *"34. For certain physical elements of this Plan for which incremental decision-making is practical and desirable, e.g. population forecasts and urban envelopes, the planning horizon is the year 2031."*

Further, the Regional Official Plan allocates population distribution between the four lower tier municipalities to the year 2031. Specifically, 'Table 1: Population and Employment Distribution' in the Regional Official Plan sets an expected minimum population of 193,000 for the City of Burlington by the year 2031. To meet this population growth, the Region of Halton sets a 'Minimum Number of New Housing Units to Be Added to the Built-Up Area Between 2015 and 2031' for the City of Burlington of 8,300 (Table 2 Intensification and Density Targets, Region of Halton Official Plan). Of that, 5,328 units are expected to be developed inside the Built Boundary between 2017-2031 (Table 2A Regional Phasing, Region of Halton Official Plan).

The Burlington Official Plan (2008) plans for a Planning Horizon up to the year 2021, which does not conform with the requisite 2031 Planning Horizon of the Growth Plan and the Region of Halton Official Plan. Further, the Burlington Official Plan states the following regarding the City's expected population:

> *"Section 2.0*
>
> *"The Plan anticipates that the population of the City will not exceed approximately 182,000 people within approximately 73,600 households, by the end of the planning period."*

The population distribution contained in the Burlington Official Plan conflicts with the Provincial and Regional policy directives as it only projects to 2021 and it does not align with the allocation and targets set out in the Region's Official Plan.

This proposed amendment to the Burlington Official Plan will assist Burlington in achieving the vision for 2031 through growth and development of new housing units to be added to the Built-Up Area and an increase in population and density for the subject property, which will contribute to the City's overall targets prescribed through the Growth Plan and Regional Official Plan.

## 6.2 EFFICIENT USE OF LAND

The Provincial Policy Statement (2014) requires the efficient use of land and increases in density in strategic growth areas including Urban Growth Centres and in areas where transit infrastructure is planned for or already exists. Policy 1.1.2 of the Provincial Policy Statement (2014) states that:

> *1.1.2 "Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years…*
>
> *Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas."*

With the Burlington Official Plan (2008) having a Planning Horizon to the year 2021, the Plan's policies are in conflict with the Provincial Policy Statement (2014) policy directives related to efficient use of land through intensification for a horizon up to 20 years. Furthermore, the current permitted density maximum for lands within the 'Downtown Residential Medium and/or High Density Precincts' land use designation imposes a maximum density of 185 units per net hectare. This current density maximum places a restriction on density of development within this land use designation in the City's downtown which is not in keeping with Provincial policy. Moreover, the policies in the Provincial Policy Statement and Growth Plan prioritize intensification and higher densities to make more efficient use of land and infrastructure, to support transit viability and to develop compact, vibrant and complete communities. These policies essentially prohibit land uses and built form that would adversely affect the achievement of transit-supportive densities. Provincial policy seeks to optimize the use of land and infrastructure whereas the density maximum in the 'Downtown Residential Medium and/or High Density Precincts' designation does not. The maximum 185 units per ha does not represent the most efficient use of land within a designated growth area, whereas the development proposal seeking a density of 375 units per ha more appropriately achieves Provincial and Regional policies in this regard.

As well, it is worth noting that with an extensive existing transit system in Burlington's downtown that connects to the regional network (see *Figure 5: Burlington Transit System Map*), the Burlington Official Plan policies for density are limiting and therefore are in conflict with the Provincial Policy Statement (2014). The proposed development and proposed Official Plan Amendment provide consistency with the PPS as the development provides for the type of efficient, cost effective development prescribed by PPS.

## 6.3 URBAN GROWTH CENTRE

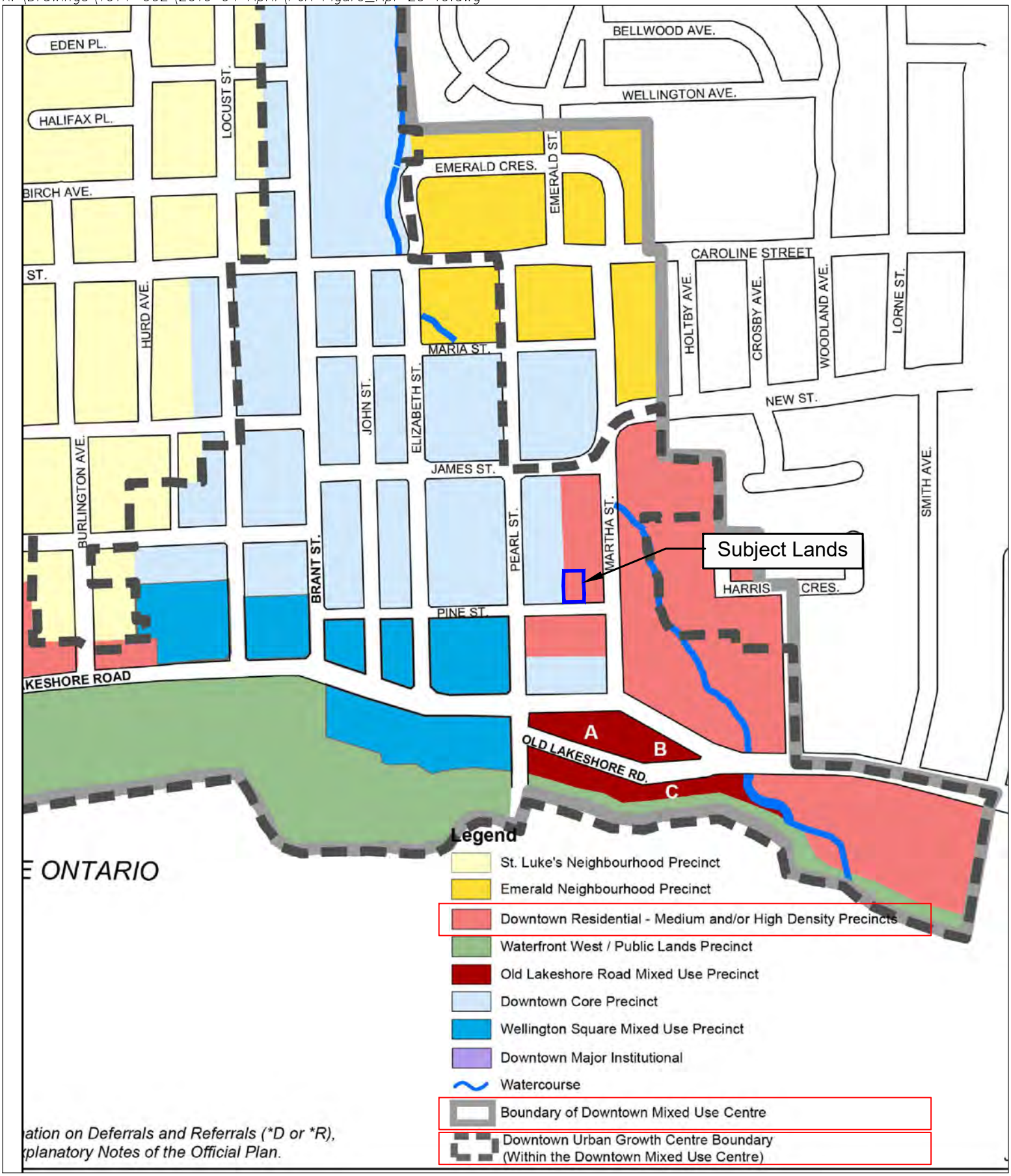
The subject property is located within Burlington's 'Urban Growth Centre', per the Growth Plan (2017), The Big Move (2008), the Region of Halton Official Plan (June, 2018) and the City of Burlington Official Plan (2008). The Growth Plan prescribes higher densities for 'Urban Growth Centres', which The Big Move and Region of Halton Official Plan conform with. Specifically, Section 2.2.3 of the Growth Plan states the following regarding Urban Growth Centres:

> *"2.2.3 Urban growth centres are identified in the Growth Plan for the Greater Golden Horseshoe as focal areas for directing significant high-density employment and population growth, major transit infrastructure, and a mix of land uses such as commercial, recreational, cultural, entertainment, institutional and public services. As such, they contain current or planned major regional destinations such as major institutions, employment centres, town centres or regional shopping centres, and they have significant potential to attract and accommodate new growth and development.*
>
> *2.2.3.2 Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*
>
> *b) 200 residents and jobs combined per hectare for each of the Downtown Brampton,* ***Downtown Burlington****,…"*

The City of Burlington Official Plan (2008) shows the subject lands as being within the 'Downtown Urban Growth Centre Boundary'. The Official Plan designates the subject property as 'Downtown Residential Medium and/or High Density Precincts' (refer to *Figure 7: Burlington Official Plan 2008 – Schedule E Downtown Mixed Use Centre Land Use Plan*). This designation should be intended to facilitate the City achieving and exceeding prescribed Provincial and Regional minimum density targets, however the designation provides a limited density range of 26 to 185 units per hectare, as described in Section 5.5.5 b):

> *"5.5.5.(b)ground or non-ground oriented housing units ranging between 26 and 185 units per net hectare, including assisted and special needs housing such as group homes, retirement homes and long-term care facilities;"*

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 7

## CITY OF BURLINGTON OFFICIAL PLAN SCHEDULE 'E' - DOWNTOWN MIXED USE CENTRE

**2085 Pine Street, City of Burlington**

Subject Lands

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

This limited density range places a cap on the development opportunity of lands within this designation, restricting the City's ability to achieve and exceed the minimum prescribed density and population growth prescribed in Provincial and Regional polices. Moreover, it is noted that this density range permission (between 26 and 185 units per ha) is the same density range permission applied to sites within the "Downtown Residential Medium and/or High Density Precinct" located outside of the Urban Growth Centre. The lack of differentiation between sites within the Urban Growth Centre and outside the Urban Growth Centre is noteworthy in the context of the Provincial objective for higher densities within Urban Growth Centres.

It is also important to note that the existing policies for the "Downtown Residential Medium and/or High Density Precinct" do not provide any limitation on height. Accordingly, the proposal to increase height on the subject lands to 11 stories (40 m) does not require an amendment to the Official Plan.

The proposed development seeks to increase the maximum density for lands on the subject property to 375 units per ha, which conforms with Provincial and Regional policy and will facilitate the City's achievement and exceedance of those minimum density targets set out in Provincial and Regional policy.

## 6.4 ANCHOR HUB IN 'THE BIG MOVE'

The Burlington Official Plan (2008) does not sufficiently reflect the polices of The Big Move, which identifies the John Street Bus Terminal as an 'Anchor Hub' within Burlington's 'Urban Growth Centre'. This is an important identifier which is supported by existing transit that connects to Regional Rail Transit. Moreover, this Anchor Hub is expected to become more transit accessible with the introduction of the future Brant Street BRT line.

The Big Move specifically states in Section 7.14 the following:

> *"Gateway hubs and anchor hubs identified in Schedules 1 and 2 of the RTP shall be identified and incorporated into municipal Official Plans and Transportation Master Plans. Official Plans and Transportation Master Plans should also identify unique destinations that are important regional activity centres and/or major trip generators, such as universities, regional shopping centres, hospitals, and cultural facilities."*

It is important to note that the Burlington Official Plan (2008) contains a definition for a Major Transit Station Area which does include a major bus depot (i.e. John Street Bus Terminal) in the urban core, as follows:

> *"The area including and around any existing or planned higher order transit station (such as GO Transit commuter rail stations), or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a higher order transit station, representing about a 10-minute walk." (Part VIII – Definitions, Burlington OP)*

However, the City of Burlington's Official Plan does not currently recognize this area as the Burlington Downtown 'Anchor Hub' (which was established in The Big Move (2008)) through designation mapping or policy directives.

Further, Section 7 of The Big Move notes that Anchor Hubs are intended to accommodate a significant amount of population growth to support the transit network, as follows:

> *"7.15 establish minimum density targets that conform to the Growth Plan for the Greater Golden Horseshoe and are based on the planned transit service levels of the RTP;"*

The Burlington Official Plan imposes a maximum density for lands in the 'Downtown Residential Medium and/or High Density Precincts' land use designation which conflicts with the transit-oriented density vision and related policy directives of The Big Move. As a result, the limited density target range and, more specifically, density cap contained in Burlington's Official Plan conflicts with transit-oriented densities and The Big Move's vision, objectives and policy directives for Anchor Hubs.

The Big Move specifically states that municipal Official Plans shall identify and incorporate 'Anchor Hubs' and since the Burlington Official Plan (2008) does not currently reflect this, the Burlington Official Plan conflicts with The Big Move policies. Moreover, the subject property's current limited density cap, as set out in current policy, conflicts with prescribed transit-oriented densities.

# 7.0 CONSISTENCY AND CONFORMITY WITH APPLICABLE LAND USE POLICIES

The following section demonstrates the proposed Official Plan and Zoning By-law Amendment's consistency with the Provincial Policy Statement and conformity with Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017), Metrolinx The Big Move (2008), The 2041 Regional Transportation Plan (2018), and the Region of Halton Official Plan (Office Consolidation June 2018). As well, the development proposal is assessed against the City of Burlington Official Plan (2008) and the City of Burlington Official Plan: Grow Bold (Council adopted 2018).

## 7.1 PROVINCIAL POLICY STATEMENT (2014)

As set out in the Provincial Policy Statement, 2014 (the "PPS"), Ontario's long-term prosperity depends on a coordinated approach for wisely managing change and promoting efficient development patterns that result in strong, healthy and complete communities. This is achieved by balancing environmental protection, public health, and safety while creating economically sustainable built environments (Section 1.0). In this regard, the PPS provides a high-level policy foundation that promotes and enhances the concept of a complete community.

The PPS promotes efficient development patterns by directing growth to settlement areas and discouraging unnecessary and inefficient expansion of these areas. It does so through encouraging

the effective use of existing and planned infrastructure and by accommodating a mix of uses. The PPS includes the following relevant policies:

*1.1.1 "Healthy, liveable and safe communities are sustained by:*

*a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

*b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

*e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*

*f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society".*

The proposed development represents an efficient development design within a 'Settlement Area' identified for growth in the Places to Grow – Growth Plan for the Greater Golden Horseshoe (2017). The proposed mid-rise building will contain 39 units, typically ranging in size from approximately 963 to 1,537 square feet (89 to 142 square metres), and four penthouse units ranging in size from approximately 1,177 to 1,798 square feet (109 to 167 square metres) on the tenth and eleventh floors. The range in unit size will provide an appropriate mix of unit types for residents in various life stages, while further diversifying the housing stock in the City. The land use development proposed has been designed to utilize existing infrastructure and services efficiently by promoting a cost-effective development pattern. In addition, the proposal minimizes land consumption through intensifying an underutilized site within the downtown boundaries.

The adaptive reuse of the heritage building will further diversify land uses in the area while providing services for residents, and will achieve protection and celebration of the heritage value of the structure. Throughout the design process, consideration for the efficient use of land, provision of a range of residential housing types, accessibility for a range of life-stages, heritage and environmental stewardship and cost-effective development patterns have all been incorporated. The proposed Official Plan Amendment and Zoning By-law Amendment is therefore consistent with the overarching policies of Policy 1.1.1 of the PPS.

The PPS requires that "*sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years…*". (Sec. 1.1.2). The proposed development is located in a 'Settlement Area' suitable for intensification and will contribute to a mix of land uses that will meet the projected needs for a twenty (20) year horizon. The proposal represents a form of intensification in an area suitable for increased density

given its location within the City's downtown boundaries, access to transportation, existing services, facilities, recreation and open space.

As required by Policy 1.1.3.1, Settlement Areas shall be the focus of growth and development. Specifically, Policy 1.1.3.2 includes:

> *"1.1.3.2 Land use patterns within settlement areas shall be based on:*
>
> *a) densities and a mix of land uses which:*
> 1. *efficiently use land and resources;*
> 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
> 3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
> 4. *support active transportation;*
> 5. *are transit-supportive, where transit is planned, exists or may be developed; …*
>
> *b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated."*

The development of this underutilized parcel in the downtown represents an efficient use of land, resources, infrastructure, and public services. The proposal supports multiples modes of transportation as a result of the subject site's proximity to multiple bus stops including the John Street Downtown Bus Terminal, the multi-use trail system, and the cycling network, which creates opportunities for a reduction in private vehicular use and, ultimately, greenhouse gas emissions. Furthermore, the proposed intensification conforms with transit-supportive densities for an area with planned rapid transit including the BRT for Burlington (refer to *Figure 8: Metrolinx The Big Move Schedule 1 – 15 Year Plan for Regional Rapid Transit and Highway Network).* The proposal is consistent with the polices relating to land use patterns in 'Settlement Areas'.

Policy 1.1.3.3 and 1.1.3.4 provide criteria for identifying locations for intensification:

> *"1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
>
> *Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.*

*1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety."*

The proposed development will intensify an existing site, which is supported by public infrastructure and services. In addition, the proposal represents a compact built form that considers both public health and safety through landscape design, architectural design, shadow studies, engineering and servicing. Based on the above analysis, the proposed development is consistent with the locational criteria for intensification and is therefore consistent with the PPS policies for creating efficient land use patterns within 'Settlement Areas'.

Policy 1.1.3.5 of the PPS states polices related to minimum targets for intensification:

*"1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas."*

The proposed development proposes a density that is consistent with the provincial targets for intensification within built-up areas.

The PPS states that healthy, liveable and safe communities are sustained by accommodating a mix of residential housing types and uses, which contributes to the stability and affordability of housing. Policy 1.4 provides policy direction for the provision of housing in the Province:

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

*a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*

*b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans."*

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 8

## METROLINX - THE BIG MOVE SCHEDULE 1 - 15 YEAR PLAN FOR THE REGIONAL RAPID TRANSIT & HIGHWAY NETWORK

2085 Pine Street, City of Burlington

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

The proposal will facilitate the creation of a range of housing types at a density which meets the projected requirements for future residential market areas. The analysis of existing and available servicing prepared by Metropolitan Consulting in their Functional Servicing Report dated December 2018 confirms that the servicing capacity available to the subject property will be able to supply the additional residential units proposed. Therefore, the proposed development will utilize existing servicing capacity to facilitate the intensification of the subject property. The proposed Official Plan Amendment and Zoning By-law Amendment are therefore consistent with the residential growth and servicing policies of the PPS.

The PPS encourages the provision of a variety of housing types through residential intensification and redevelopment in locations where existing and planned infrastructure, including transit infrastructure, can be utilized efficiently:

> *"1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
>
> *a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
>
> *b) permitting and facilitating:*
> *1. all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements; and*
> *2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*
>
> *c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
>
> *d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
>
> *e) establishing development standards for residential intensification redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety."*

The proposed development also includes a unit sizes ranging in size from 89 sq.m. to 167 sq.m. to meet the needs of a wide range of life-stages for the population. The proposed development accommodates new housing in a location with existing infrastructure and public service facilities, while contributing to a range of housing types in the downtown. As noted above, the proposed development effectively utilizes existing public service and supports the use of existing transit and active transportation infrastructure. The proposed Official Plan Amendment and Zoning By-law amendment are consistent with Policy 1.4 of the PPS.

The proposed development will also foster a healthy active community, through creating opportunities for social interaction with grade related uses in the heritage building and facilitating an active lifestyle with the subject property's location in the downtown. Moreover, the proposed commercial uses at grade in the heritage building will contribute to the public street's safety through the concept of "eyes on the street".

The PPS reiterates the importance of land use patterns, densities and mix of uses that support transit and active transportation uses in Policy 1.6:

> *"1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
>
> *1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*
>
> *1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process."*

The proposed development is ideally located within the City's downtown which provides convenient access to commercial and retail services within walking distance, minimizing vehicle trips. The subject property is located within walking distance to multiple bus routes which also connects to the GO Station, further supporting transit use and alternative modes of travel. The existing bicycle and multi-use trail system in the City will also facilitate opportunities for active transportation to and from the subject site. Furthermore, the Transportation Impact Brief prepared by Paradigm Transportation Solutions Limited (April 2019) concludes that the proposed development will generate a minimal amount of vehicle trips, which the City's road system can accommodate. Therefore, the proposed Official Plan Amendment and Zoning By-law Amendment will facilitate the PPS goal of supporting an efficient transportation and active transportation network while promoting an appropriate mix of land uses.

Based on the above analysis, the proposed Official Plan and Zoning By-law Amendments are consistent with and will help achieve the policy directives of the PPS.

## 7.2 THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017)

The Growth Plan for the Greater Golden Horseshoe, 2017 (the "Growth Plan") is a long-term Provincial plan intended to manage growth through building complete communities, curbing sprawl and protecting the natural environment. The Growth Plan builds upon the initial Growth Plan (2006) and responds to the key challenges that the region will face over the coming decades, with enhanced policy directions. Relevant Growth Plan sections include Policy 2.2.1 - Managing Growth, Policy 2.2.2 - Delineated Built-up Areas, Policy 2.2.3 – Urban Growth Centre, 2.2.4 – Transit Corridors and Station Areas, and Policy - 2.2.6 Housing.

The subject property is located within an identified 'Built-Up Area' in the City of Burlington and is within an 'Urban Growth Centre' as identified on *Figure 9 – Growth Plan Schedule 2 Places to Grow Concept.* The subject property is well served by existing bus routes that connect to the GO Station (refer to *Figure 5 – Burlington Transit System Map)* and is expected to become more transit accessible with the introduction of BRT line (*refer to Figure 8 – Metrolinx The Big Move Schedule 1 – 15 Year Plan for The Regional Rapid Transit and Highway Network)* (this is discussed in Section 7.3 of this Report). Intensification is encouraged within 'Built-up Areas' where infrastructure and public service facilities are available, while giving consideration to the transition of built form to adjacent uses.

Section 2.1 of the Growth Plan supports mixed-use intensification within built-up urban areas in proximity to transit. Section 2.1 of the Growth Plan includes the following important paragraphs:

*"2.1 To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options...*

*This Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit, and seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas, including urban growth centres, and promoting transit investments in these areas. To optimize provincial investments in higher order transit, this Plan also identifies priority transit corridors and the Province expects municipalities to complete detailed planning for major transit station areas on these corridors to support planned service levels….*

*It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change..."*

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 9

## GROWTH PLAN SCHEDULE 2 - PLACES TO GROW CONCEPT

**2085 Pine Street, City of Burlington**

Subject Property

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

Section 2.2.1 - Managing Growth in the Growth Plan includes policies that apply to the proposed development, as follows:

> *Policy 2.2.1 (2) 2. Forecasted growth to the horizon of this Plan will be allocated based on the following:*
>
> *"a) the vast majority of growth will be directed to settlement areas that:*
> *i. have a delineated built boundary;*
> *ii. have existing or planned municipal water and wastewater systems; and*
> *iii. can support the achievement of complete communities;*
>
> *c) within settlement areas, growth will be focused in:*
> *i. delineated built-up areas;*
> *ii. strategic growth areas;*
> *iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
> *iv. areas with existing or planned public service facilities".*

The subject property is located within a 'Built-Up Area' specifically within an 'Urban Growth Centre' which is a 'Settlement Area' with existing municipal water and wastewater systems. The proposal supports the achievement of complete communities through providing convenient access to services that meet the needs of daily living for residents of all ages (refer to Section 3.4 of this Report related to Facilities, Service and Recreation). The subject property is located within walking distance of multiple bus stops that provide connections to the GO Station, and the area is expected to become more transit accessible with the planned Bus Rapid Transit (BRT) route connecting to the John Street Downtown Bus Terminal (refer to *Figure 8: Metrolinx – The Big Move Schedule 1 – 15 Year Plan for Regional Rapid Transit and Highway Network).* The proposed Official Plan and Zoning By-law Amendments therefore conform with the growth management policies of the Growth Plan.

With respect to the establishment of complete communities, Policy 2.2.1 (4) Managing Growth provides that:

> *"4. Applying the policies of this Plan will support the achievement of complete communities that:*
>
> *a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
>
> *b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
>
> *c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*

*d) expand convenient access to:*

*i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
*ii. public service facilities, co-located and integrated in community hubs;*
*iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
*iv. healthy, local, and affordable food options, including through urban agriculture;*

*e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*

*f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*

*g) integrate green infrastructure and low impact development."*

The proposed development contributes to a diverse mix of land uses in the area by generating additional housing options and commercial space within the Provincially designated Urban Growth Centre. The proposal will further diversify the housing stock in the City, offering housing options for residents at all stages of life and incomes, including younger generations and those wishing to age in place. With the subject property's location within the City's downtown, it has convenient access to a range of transportation options that include local and regional transit, as well as bicycle lanes and multi-use trails (refer to *Figure 6: City of Burlington Official Plan, 2008 – Appendix 'A' Schedule 2 – Long Term Cycling Master Plan)*. Access to multiple modes of travel will encourage a modal shift among residents, potentially reducing greenhouse gas emissions.

The subject property has access to ample publicly assessible open space, parks and trails related to the waterways and shoreline (refer to Section 3.4 of this Report related to Facilities, Service and Recreation). Additionally, the proposed development includes a high quality compact built form, and the proposed adaptive re-use of the heritage building will further contribute to enhancement of the public realm along Pine Street. The proposed Official Plan Amendment and Zoning By-law Amendment therefore conforms with the 'complete communities' policies of the Growth Plan.

The Growth Plan prescribes that all municipalities will develop a strategy to achieve the minimum intensification target throughout delineated built-up areas. This requires municipalities to *"(a) encourage intensification generally to achieve the desired urban structure; (b) identify the appropriate type and scale of development and transition of built form to adjacent areas; (c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development" (2.2.2(4)).* The proposed Official Plan Amendment and Zoning By-law Amendment conform with policies contained in Sec. 2.2.2 (Delineated Built-up

Areas) by contributing to the achievement of the prescribed intensification target for the Delineated Built-up Area.

The proposed development promotes intensification of an underutilized site, while achieving the goals of a complete community as it provides a mix of housing unit options, expands convenient access to a range of transportation options and public service facilities, and ensures the development of a high quality compact built form and an attractive and vibrant public realm through site design and urban design standards, including the adaptative re-use of the heritage building.

The Growth Plan contains specific policies relevant to 'Urban Growth Centres' and how these areas will be planned. It is noted that Urban Growth Centres will be planned as focal areas for directing significant high-density employment and population growth, major transit infrastructure, and a mix of land uses such as commercial, recreational, cultural, entertainment, institutional and public services. As such, they have significant potential to attract and accommodate new growth and development. The following policies apply:

> *"2.2.3.2 Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*
>
> *b) 200 residents and jobs combined per hectare for each of the Downtown Brampton, **Downtown Burlington**, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres".*

The proposed development supports the Regional and City transit network by proposing a transit supportive density within the 'Urban Growth Centre' which is identified as an appropriate location for intensification.

The subject property is located less than 500 metres from the John Street Downtown Bus Terminal which The Big Move (2008) identifies as an 'Anchor Hub' for the proposed Brant Street Bus Rapid Transit (BRT) line (refer to Section 7.3 of this Report). Accordingly, Section 2.2.4 of the Growth Plan applies, as follows.

Section 2.2.4 Transit Corridors and Station Area:

> *"2.2.4.1 The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.*
>
> *2.2.4.2 For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier*

*municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*

*2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*

*a) 200 residents and jobs combined per hectare for those that are served by subways;*

*b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*

*c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network."*

As shown on *Figure 8: Metrolinx – The Big Move, Schedule 1: 15-Year Plan for the Regional Rapid Transit and Highway Network*, downtown Burlington is designated to have a 'BRT on Controlled-Access Expressway in Mixed Traffic with Congestion Management' line along Brant Street. Further, the subject property's close proximity to the John Street Downtown Bus Terminal (which the BRT will connect to) will successfully contribute to achieving the requisite minimum 160 residents and jobs combined per hectare. Furthermore, the proposed transit-supportive density will maximize the number of potential users within walking distance of available transit.

Section 2.2.6 Housing outlines specific policies that apply to the subject site.

*"2.2.6.1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that:*

*a) supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*

*i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents"*

The proposed development conforms with Section 2.2.6 Housing polices as it supports the achievement of the minimum intensification density targets set out in this plan and diversifies housing options.

Based on the above analysis, the proposal conforms to the intent and policy directives of the Growth Plan. The development contributes to the concept of complete communities and is a wise use of land through the intensification of an underutilized site within an 'Urban Growth Centre'.

The subject property's location is ideal in terms of supporting a multi-modal transportation network, which will assist in furthering Provincially defined goals. As well, the intensification of the subject site will assist the City in meeting the prescribed minimum density targets set out in the Growth Plan.

## 7.3 THE BIG MOVE: TRANSFORMING TRANSPORTATION IN THE GREATER TORONTO HAMILTON AREA (2008)

The Big Move: Transforming Transportation in the Greater Toronto Hamilton Area (herein referred to as 'The Big Move'), is a provincial document adopted November 28th, 2008 under the Metrolinx Act and was updated on February 14, 2013 to reflect current long-term transportation goals. The Big Move proposes a 25-year plan for transportation projects in the region that will create over 1,200 kilometres of rapid transit. This expansion will allow for 80% of residents in the region to be within two kilometres of rapid transit, with an emphasis on areas of low income and seniors. The Big Move identifies a Regional Transit Network with a 15 and 25 year planning horizon, which includes a variety of strategies which include the Comprehensive Regional Rapid Transit Network, plans for an expanded Union Station, implementation of an integrated transit fare system, and establishment of communities that are pedestrian, cycling and transit supportive.

Through these strategies the Big Move has identified a variety of different rapid transit lines and supporting Anchor and Gateway Mobility Hubs throughout the region. Anchor and Gateway Mobility Hubs are located in 'Urban Growth Centres' with development potential that are supported by major transit stations or planned transit. Downtown Burlington is identified as an 'Anchor Hub', which connects to a 'BRT on Controlled-Access Expressway in Mixed Traffic with Congestion Management' line, as shown on *Figure 8: Metrolinx The Big Move, Schedule 1 – 15 Year Plan for Regional Transit Highway Network.* These areas are forecasted to have the potential "*to achieve a minimum density of approximately 10,000 people and jobs within an 800 metre radius*" (The Big Move, 2008).

Within the Big Move, 'Urban Growth Centres' are defined as areas designated in the Growth Plan which are intended for high density employment and population growth. 'Anchor Hubs' are defined as hubs with strategic importance due to their relationship and proximity with 'Urban Growth Centres'. Furthermore, they contain existing or planned transit with supporting institutional, employment and retail uses which will accommodate and attract growth.

Section 7 of the Big Move entitled 'Priority Action: Big Move # 7: A System of Connected Mobility Hubs' provides policies that support the creation of connected mobility hubs within the regional rapid transit network. With the subject property located approximately 350 metres east of the John Street Downtown Bus Terminal (which is considered the downtown Burlington 'Anchor Hub') the subject property is located within the boundaries of both the 'Urban Growth Centre' and the 'Anchor Hub'. The following policies apply to the development proposal:

> *"7.14 Gateway hubs and anchor hubs identified in Schedules 1 and 2 of the RTP shall be identified and incorporated into municipal Official Plans and Transportation Master Plans. Official Plans and Transportation Master Plans should also*

*identify unique destinations that are important regional activity centres and/or major trip generators, such as universities, regional shopping centres, hospitals, and cultural facilities.*

*7.15 Municipalities, in consultation with transit agencies, landowners, major stakeholders, and public agencies and institutions, shall prepare detailed master plans for each mobility hub. Where appropriate, master plans should also be prepared for major transit station areas and unique destinations that have been identified in accordance with Policy 7.14. At minimum, master plans will:*

*establish minimum density targets that conform to the Growth Plan for the Greater Golden Horseshoe and are based on the planned transit service levels of the RTP;*

*optimize transit-oriented development potential, and identify and implement incentives to promote transit-oriented development, such as streamlined planning and building approvals and reduced development application fees"*

The proposal conforms with the Big Move Mobility Hubs policies through proposing a density which contributes to achieving the intensification targets for the City of Burlington's 'Urban Growth Centre' and 'Anchor Hub'. The Big Move also states that municipalities shall identify density targets that optimize transit-oriented development. While Burlington's current Official Plan implements a limited density for the subject property currently, the proposed development will assist Burlington in achieving these intended optimal densities. With the subject site's close proximity to the 'Anchor Hub', the site is ideally situated for intensification and transit-oriented densities. In addition, the proposed development proposes a density which will support the creation of a vibrant 'Anchor Hub' and will maximize transit ridership through development of an underutilized site.

### 7.3.1 CITY OF BURLINGTON OFFICIAL PLAN REVIEW: MOBILITY HUBS OPPORTUNITIES AND CONSTRAINTS STUDY (May 2014)

The Mobility Hubs Opportunities and Constraints Study prepared by Brook McIlroy/ARUP (the 'Study') was one of many City-wide studies prepared to inform Burlington's the integration of mobility hubs in the updated Official Plan (Grow Bold). While this is discussed in more detail in Section 9.3 of this report, it is important to note that the Study provides an analysis of each mobility hub in the City of Burlington, and the function each hub has in serving the regional transportation system. The Study acknowledges that mobility hubs are not intended solely for transit but have the potential to become vibrant mixed-use neighborhoods. As it relates to the Downtown Burlington Mobility Hub, the Study acknowledges it has strategic importance as an 'Urban Growth Centre' and represents an area for higher densities.

Further, the Study found that a "*significant increase in density will be required to achieve the targets recommended through Places to Grow and Metrolinx's Mobility Hub Guidelines*" (Section

1.4.2 Burlington Mobility Hubs, pg. 9), for all mobility hubs, including the Downtown Burlington Mobility Hub. Section 5.3.2 of the Study provides the Vision Statement for the Downtown Burlington Mobility Hub, which states:

> *"As a mobility hub, Downtown Burlington will continue to develop as an Urban Growth Centre and the primary destination within the City of Burlington. Appropriately scaled mixed-use infill development will be encouraged on vacant and underutilized sites to create vital, pedestrian-supportive streetscapes…" (pg. 59)*

The proposal represents a built form and intensification that conforms with the density targets set out Provincial and Regional policies. Moreover, it will facilitate the creation of a complete community and a multimodal transportation system with the subject site's access to the transit, bicycle network and trail system (*refer to Figure 6: City of Burlington Official Plan, 2008 – Appendix 'A' Schedule 2 – Long Term Cycling Master Plan*). The proposal conforms with the vision as it provides an appropriately scaled mixed-use infill development on an underutilized site. The built form of the proposal includes various design features to ensure the building is appropriately scaled for the existing area and contributes to the pedestrian realm.

## 7.4 THE 2041 REGIONAL TRANSPORTATION PLAN (2018)

The 2041 Regional Transportation Plan ("RTP") was unanimously adopted by the Metrolinx Board of Directors on March 8th, 2018 and is designed as an addendum document to The Big Move (2008). The RTP plans to improve regional residents' access to "*fast, frequent and reliable transit, and making it easier for travelers to use transit, or travel by bike or on foot*" for residents in the region (2041 Regional Transportation Plan). The RTP lays the foundation for an integrated, multi-transportation network that meets the growing needs of the region. Moreover, it builds upon The Big Move (2008) and introduces five strategies with a greater focus on travelers' needs.

The strategies include:

- Complete the delivery of current regional transit projects
- Connect more of the region with rapid transit
- Optimize the transportation system
- Integrate transportation and land use
- Prepare for an uncertain future

The RTP states that the GTHA's population is expected to increase by 41% from 2016 to 2041 (more than 10 million residents), which will increase the demand for a safe, efficient, affordable and sustainable regional transportation system. The 2041 Regional Transportation Plan also provides greater detail regarding the regional transit projects that are in delivery and proposed projects, which includes the proposed Brant Priority Bus BRT in Burlington that will be within walking distance of the proposed development. The 2041 Regional Transportation Plan conforms with the Growth Plan (2017) and goes beyond the Growth Plan by providing strategies and actions for the entire region's transportation system that also align with the goals of the Ontario's Climate Change Action Plan (2016).

A key strategy within the RTP that is relevant to the proposed development is within strategy four: integrate transportation and land use. The RTP provides specific commentary regarding Major Transit Station Areas, which the subject property is located within:

> *"The Growth Plan requires the design of Major Transit Station Areas to feature transit supportive densities and multimodal access options that focus on walking, cycling and transit. Major Transit Station Areas can be attractive locations for new employment, public institutions and regionally significant services, as well as prime opportunities for collaboration by public and private sectors to create transit-oriented developments that enhance transit service (*pg. 91, Intensify and Integrate Development at Major Transit Station Areas).
>
> *With the continued expansion of the region's Frequent Rapid Transit Network, Mobility Hubs present a vital opportunity to maximize the benefits of transit investments, establish a well-connected regional transit network, and foster transit-oriented development through collaboration by public and private sectors" (*pg. 92, Create a System of Connected Mobility Hubs).

The proposed development conforms with the intent of the 2041 Regional Transportation Plan by proposing a transit supportive density within the City of Burlington's Major Transit Station Area which will enhance transit service and support a modal shift towards transit among residents. Moreover, the RTP acknowledges that Mobility Hubs represent a vital opportunity to maximize the benefits of the regional transit service investments through transit-oriented development, which typically consist of higher densities. Therefore, the proposed Official Plan Amendment and Zoning By-law Amendment conforms with the RTP's intent of having transit-oriented developments within the Major Transit Stations Areas and Mobility Hubs.

Moreover, 'Figure 31: 2041 RTP Proposed Deliverables and Outcomes in the 2041 Regional Transportation Plan' provides a goal that 38% of the region's residents will be within walking distance of rapid transit by 2041. This is more particularly defined as a walking distance of 400 metres from Priority Bus, BRT or LRT. Further, the plan makes note that in 2011, only 9% of the region's residents were within walking distance of rapid transit. Accordingly, the goal of 38% of residents being within walking distance of rapid transit for 2041 represents an increase of 4.0 times that from 2011. The proposed development will assist in achieving this goal and improving residents' access to rapid transit with its close proximity to the John Street Downtown Bus Terminal.

In meeting the goals of increasing access to rapid transit service for residents within the GTHA, the RTP has designated urban areas with transit as either 'High' (30-80 persons + jobs/ha) or 'Very High' (Over 80 persons + jobs/ha) in reaching the 2041 Urban Density targets. Interestingly, the proposed development is located within the 'Very High' designation, therefore the goal set through the RTP is an aggressive one for lands in this area and the proposed density helps achieve the RTP goal of increasing GTHA's residents' access to transit by 4 times by 2041. Meeting this goal will improve access to jobs, reduce commute times and facilitate the development of complete communities.

## 7.5 REGION OF HALTON OFFICIAL PLAN (Office Consolidation June 19, 2018)

The Halton Region Official Plan (Office Consolidation June 19, 2018) (the "Regional Plan") was the result of the last Official Plan Review (ROPA 38) which the OMB modified and approved and concluded in 2017 (with the exceptions of certain site-specific appeals). The current Regional Plan reflects the policies currently in force. The Regional Plan outlines the polices, strategies and long-term vision for the Region's physical form and community. The Regional Plan reflects Halton Region's aspiration for the character of the landscape, and the quality of life to be developed within the Region. Building on this framework, the Regional Plan illustrates a regional land use structure and allocates growth to the four local municipalities within its jurisdiction.

Part II Basic Position of the Regional Plan outlines Halton's Planning Vision, and specially discusses the population and employment targets as well as density targets in the Regional Structure section. Table 1 (Population and Employment Distribution) in Section 55.1 of the Regional Plan outlines that Burlington's population shall increase to 193,000 by 2031, and employment shall rise to 106,000 by 2031. Table 2 (Intensification and Density Targets) in Section 56 of the Regional Plan indicates that Burlington's minimum intensification target for 2031 is 8,300 new housing units in the Built-Up Area from 2015-2031. Furthermore, Table 2A (Regional Phasing in Section 56) of the Regional Plan provides minimum unit targets by municipality, and Burlington is noted to have a minimum target of 2,758 units inside the Built Boundary between 2017 and 2021 and a minimum unit target of an additional 5,328 units between 2022-2031. Based on the City's growth tracking system, by 2016 there were a total of 654[1] new units within the Built Boundary of Burlington. The proposed development will assist the City of Burlington in achieving the minimum number of units targeted as prescribed in the Regional Plan, which conforms with the 2031 minimum targets of the Growth Plan.

The subject site is designated 'Urban Area' with Regional Phasing to 2021, and as such has minimum density targets (refer to *Figure 10: Region of Halton Official Plan Map 1 Regional Structure,* and *Figure 11: Region of Halton Official Plan Map 5 - Regional Phasing).* The Policies of the Regional Plan's 'Urban Area' land use designation that are relevant to the proposed development include:

> *"72 (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.*
>
> *72 (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*

[1] Burlington Memo to Mayor and Members of Council dated September 15, 2017 "*City-Wide Population and Built-Up Area Residential Unit Growth Analysis (September 2017)*".

*automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*

*72(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.*

*72(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.*

*72 (9)* *To facilitate and promote intensification and increased densities."*

The proposed development conforms with policy 72, as it contributes to the Region's ability to accommodate growth within an 'Urban Area' that will foster the development of a healthy community in Burlington's downtown. It does so through supporting growth in a compact built form that is transit supportive and located within a 'Mobility Hub' (refer to *Figure 12: Region of Halton Official Plan – Map 3 Functional Plan of Major Transportation Facilities).* The subject property's access to existing and planned transit will create opportunities to reduce automobile dependency, increasing the modal share for transit. In addition, the subject property's proximity to the waterfront and the nearby trail system will increase opportunities for active transportation (refer to *Figure 6 – City of Burlington Official Plan, 2008 – Appendix 'A' Schedule 2 – Long Term Cycling Master Plan).* Moreover, the proposal includes a form of intensification and density that aligns with the objectives of the Regional Plan, creating opportunities for a live-work relationship and fostering a complete community.

As already noted, the subject site is located within the City of Burlington's 'Urban Growth Centre', as illustrated on *Figure 12 – Region of Halton Official Plan – Map 3 Functional Plan of Major Transportation Facilities.*

'Urban Growth Centre' polices that apply include:

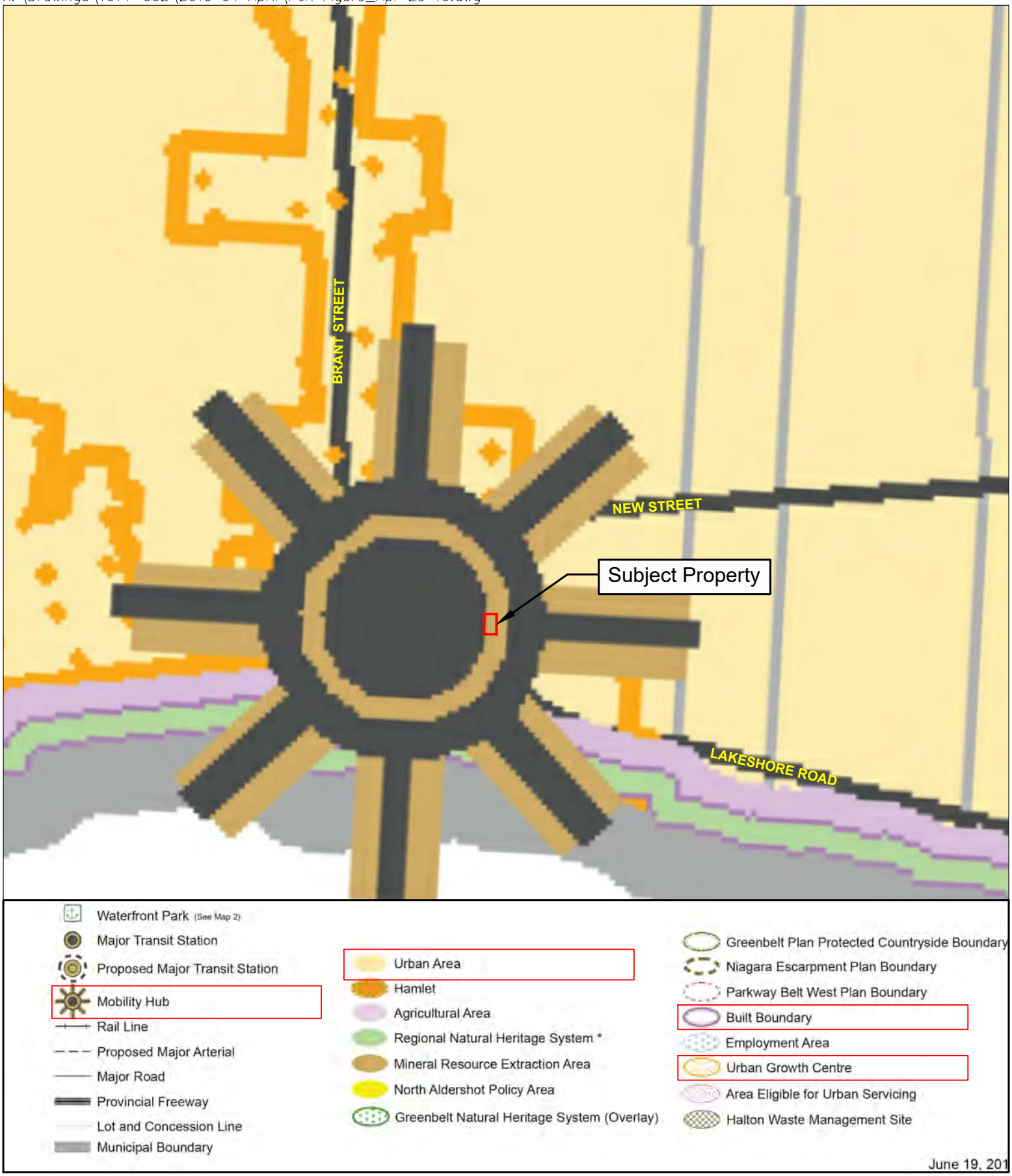
*"81.1 (2)* *To accommodate and support major transit infrastructure.*

*81.1(4)* *To accommodate a significant share of population and employment growth.*

*81.3(1)* *Require Urban Growth Centres to achieve a minimum development density target of 200 residents and jobs combined per gross hectare by 2031 or earlier."*

The proposal represents a built form and density that will support the growth of the 'Mobility Hub' (John Street Downtown Bus Terminal), while assisting the City of Burlington in achieving the Urban Growth minimum density target by 2031 or earlier.

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 10

## REGION OF HALTON OFFICIAL PLAN MAP 1 - REGIONAL STRUCTURE

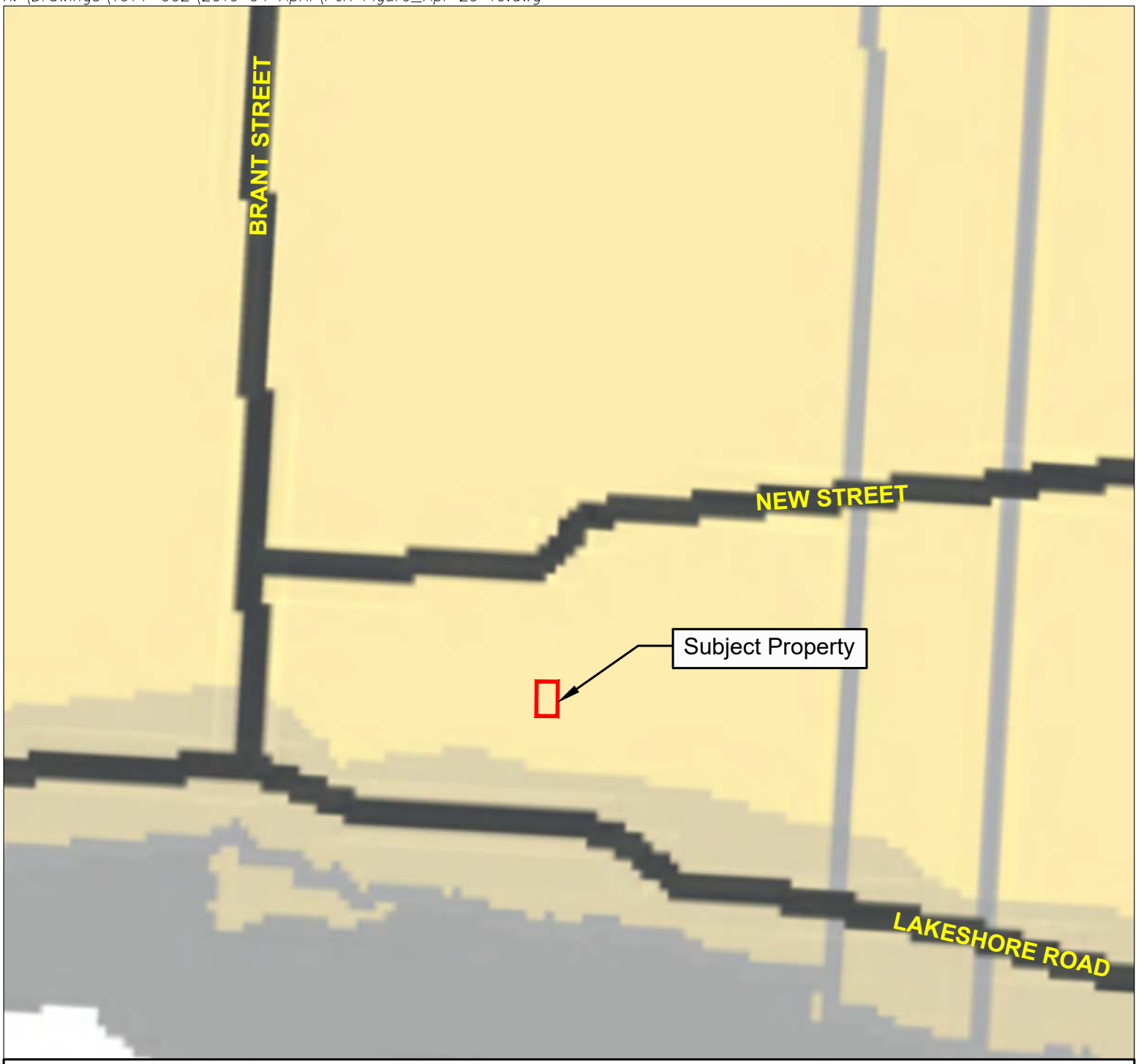
**2085 Pine Street, City of Burlington**

Subject Property

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




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

Urban Area with Regional Phasing to 2021
Urban Area with Regional Phasing between 2021 and 2031
HPBATS / GTA West Corridor Protection Area
Under Appeal - See OMB Case No. PL 140744

# FIGURE 11
## REGION OF HALTON OFFICIAL PLAN
## MAP 5 - REGIONAL PHASING

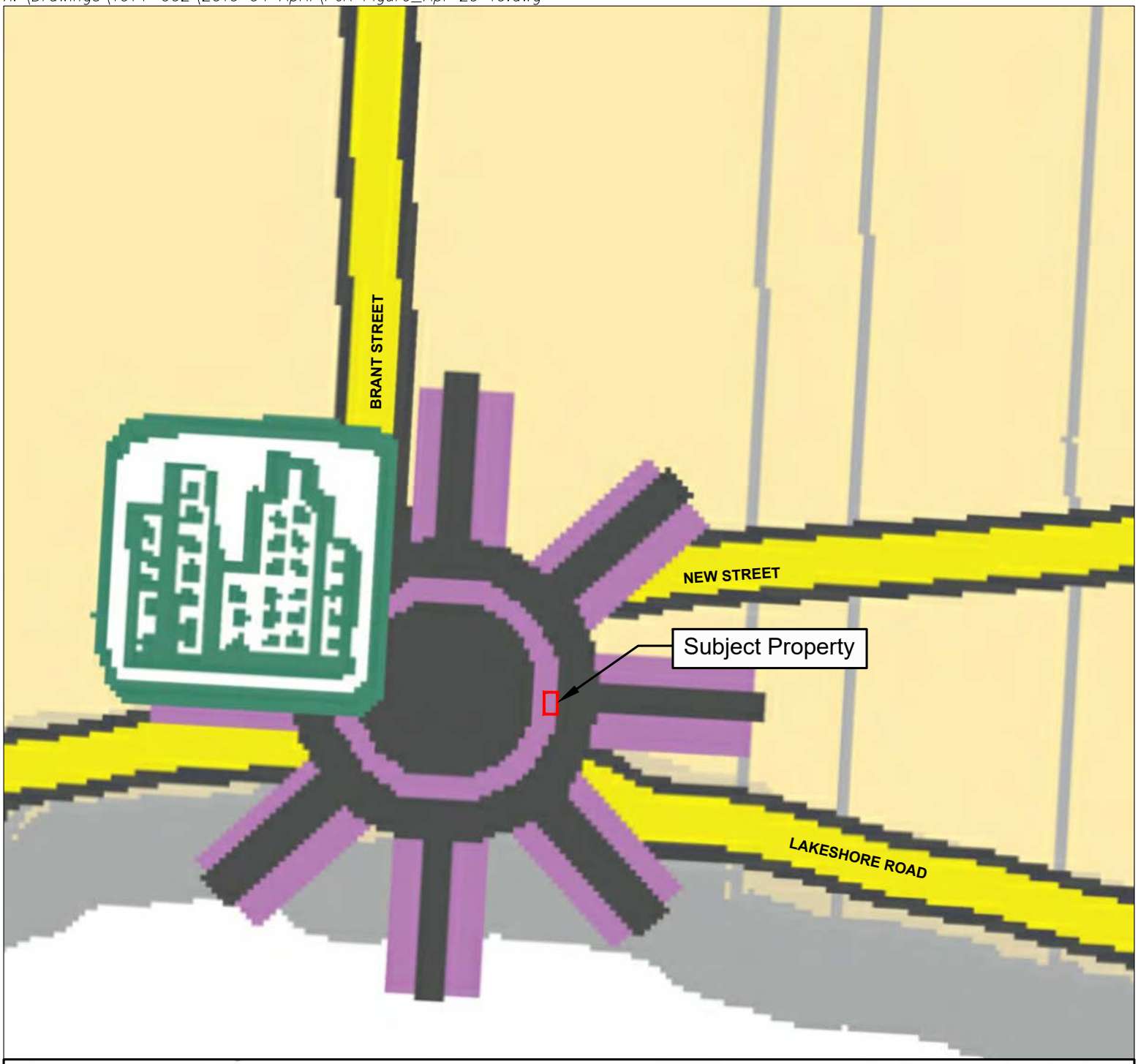
**2085 Pine Street, City of Burlington**

Subject Property

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




Urban Growth Centre
Mobility Hub
Major Transit Station
Proposed Major Transit Station
Airport

Rail Line
Major Road
Lot and Concession Line
Municipal Boundary

Urban Area
Higher Order Transit Corridor
Commuter Rail Corridor
HPBATS / GTA West Corridor Protection Area
Under Appeal - See OMB Case No. PL 140744

Provincial Highway
Major Arterial
Multi-Purpose Arterial
Minor Arterial
Provincial Freeway
Proposed Major Arterial
Proposed Minor Arterial

# FIGURE 12

## REGION OF HALTON OFFICIAL PLAN MAP 3 - FUNCTIONAL PLAN OF MAJOR TRANSPORTATION FACILITIES

**2085 Pine Street, City of Burlington**

Subject Property

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

The Regional Plan states that 'Intensification Areas' are part of the 'Urban Area' and consist of 'Urban Growth Centres' as well as other areas. Accordingly, the policies for 'Intensification Areas' apply in addition to the 'Urban Growth Centre' polices. Relevant 'Intensification Areas' policies are as follows:

*"78(1)* *To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable.*

*78(6)* *To cumulatively attract a significant portion of population and employment growth.*

*78(9)* *To generally achieve higher densities than the surrounding areas.*

*78(11)* *For Major Transit Station Areas and Intensification Corridors:*

*a) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.*

*81(1)* *Direct development with higher densities and mixed uses to Intensification Areas.*

*81(7)* *Require the Local Municipalities to:*

*b) prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Intensification Areas;*

*d) promote development densities that will support existing and planned transit services.*

*81(7.2)* *Consider intensification and development of Intensification Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans under the Planning"*

The proposed development proposes a built form that is complementary to an area that is changing with the introduction of higher density and mixed use development in response to growth demands and requirements (refer to *Table 1: Nearby Development Applications).* As stated in Policy 78(6), 78(9), 78 (11), and 81(1) the downtown Burlington area is intended to attract a significant portion of the City's population growth and is appropriate for higher densities. The proposal conforms to these policies through proposing a density that aligns with these policies and will assist the City in accommodating the population growth within a 'Mobility Hub' (refer to *Figure 10: Region of*

*Halton Official Plan Map 1 – Regional Structure)*. The Regional Plan also outlines that development within Intensification Areas is considered a high priority of urban development. It also notes that lower tier municipalities will be required to determine minimum densities for lands within intensification areas that support transit services.

The Regional Plan outlines polices that pertain to housing within the Region. Relevant policies include;

> *"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(6) Adopt the following housing targets:*
>
> *a) that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings; and*
>
> *b) that at least 30 per cent of new housing units produced annually in Halton be Affordable or Assisted Housing."*

The proposal contributes to further diversifying the housing mix within the City by the introduction of residential mid-rise condominium units within the downtown area. This will provide a greater amount of housing options for all residents within the City. Specifically, the development proposes 39 units within an 11-storey building which will contribute to the Region meeting the target of 50% of new housing units produced annually in the form of townhouses or multi-storey buildings.

The Regional Plan also provides policies that relate to Economic Development and the Regional Transportation System. Polices that apply are listed below:

> *"170(12) Encourage the Local Municipalities to:*
>
> *c) implement plans and programs for the preservation, improvement, redevelopment and/or revitalization, as the case may be, of downtown core area(s).*
>
> *172 The objectives of the Region are:*
>
> *(2) To develop a balanced transportation system that:*
>
> *a) reduces dependency on automobile use;*
> *b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and*

*c) promotes active transportation.*

*172(10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation."*

The proposal will contribute to both the redevelopment and further revitalization of Burlington's downtown in providing densities that support and attract employment. Additionally, the subject property's location within the 'Mobility Hub' and proximity to the City's cycling and trail system will promote sustainable modes of transportation. Moreover, the density proposed will enable an effective and efficient land use pattern that can foster live-work relationships within the City.

As discussed above, the proposal conforms with the Regional Plan's objectives and policies through contributing to a built form that is compact, complementary for the area, transit supportive, and will support the Region in achieving their density targets. The proposal will introduce a residential density into the Burlington Official Plan that will assist in the creation of a complete community and will conform to the Regional Plan.

## 7.6 THE CITY OF BURLINGTON OFFICIAL PLAN (2008) (Office Consolidation October 2017)

The City of Burlington Official Plan was adopted by Council on July 11, 1994 and was approved by the Regional Municipality of Halton on March 5th, 1997, with modifications. A Municipal Official Plan Review was initiated in March 2002, which was approved by Council in October 2006. The proposed amendments were approved by the Region of Halton in January 2008 and by the Ontario Municipal Board in October 2008. The October 2017 Office Consolidation incorporates all modifications, subsequent approvals, and amendments to the 2008 Plan since the last Official Plan Review.

### 7.6.1 Preamble to Official Plan

The Preamble of the Official Plan describes the context of the City and future challenges. Section 2.2 highlights that the City of Burlington will be expected to accommodate an increasing portion of the future GTA population's growth as result of its location in the Greater Golden Horseshoe. Additionally, Section 2.3 highlights that the City's population profile is aging and there will be an increase in elderly population.

The proposal will assist the City of Burlington in accommodating the expected growth that will occur in the City as the GTA's population rises and will enable residents to age in place through providing an alternative form of housing.

## 7.6.2 Part 1: Policy Framework

**Planning Horizon and Guiding Principles**

This section presents the principles, objectives and policies that balance the City's ecological health, economy, and communities while meeting the objectives of the Regional Plan. It is noted that the Official Plan manages development and land use for a planning horizon to the year 2021 and anticipates that the population will not exceed an approximate population of 182,000 by the end of the planning period.

Furthermore, this section acknowledges that the Plan should not be a static or inflexible document that is resistant to economic, social or environmental change during the planning period to 2021. Guiding principles are presented as follows:

> *"a) Provide a community plan and growth strategy aimed at creating an attractive, liveable community that offers a wide range of housing, employment, transportation, and leisure opportunities for all its citizens.*
>
> *b) Support a healthy, clean and sustainable community based on an ecosystem approach and the implementation of the principles of Sustainable Development, by ensuring that environmental integrity and diversity, social and economic factors, and compatibility are considered in land use decisions.*
>
> *d) Foster a unique, vibrant and strong community identity.*
>
> *h) Promote the efficient use of land through intensification within appropriate areas of the City, in accordance with Provincial growth management objectives, while recognizing the need for balancing this objective with other planning considerations."*

The proposal conforms with these principles through further diversifying the City of Burlington's housing stock which will provide a range of housing options for residents. Furthermore, the proposal promotes an efficient use of an underutilized site through a form of intensification which is compatible with the evolving neighborhood of the City's downtown.

In the context of compatibility, the subject property is in an appropriate location for a mid-rise building given its location in the downtown, its proximity to a variety of transit options and recreational opportunities and its relationship and proximity to other existing and approved mid-rise and tall buildings in the area. As well, from a design and built form perspective, it is noted in the Urban Design Brief (ATA Architects, 2019) that "*the design approach to the building is consistent on all elevations. The east elevation facing the townhouses has been given particular attention to scale and views. The setback of the east elevation has been increased beyond the Zoning Bylaw Exception 472, only the facade above the podium has been extended up 6-storeys. The elevation is extensively landscaped with trees along the widened border area visually buffering views to and from the condo. The 2 storey podium section has limited windows which*

*are in turn further limited by the wood style screens. The balconies on the east elevation form two rows of living green balconies, that prevents visual encroachment at the balcony edge due to the planters*."

It is noted that the mid-rise residential building mixed with the commercial/office adaptive re-use proposed for the heritage building will bring additional vitality and complementary activity to this downtown area in Burlington and will be compatible with adjacent land uses. The proposed built form succeeds in enhancing the existing character of the subject site while being respectful of the surrounding context. Further, the incorporation and design of the podium is at an appropriate height and scale and defines the public realm with good proportion. This unique attention to design emphasizes the efforts and success achieved to ensure that the proposed development will be compatible with the adjacent lands.

As well, as noted previously in this Report, this area of Burlington is an area of transition and growth and there are a number of medium and higher density developments proposed in close proximity to the subject lands, as shown in *Table 1 Nearby Developments*. As well, the downtown currently consists of a mix of mid-rise and taller buildings that have co-existed with low-rise / ground related residential development for many years without any impacts. The character of the area consists of a range and mix of land uses typical in a downtown area. Compatibility is achieved with the proposal on the subject lands within the Urban Growth Centre of downtown Burlington and with other nearby planned and approved developments and there is a suitable distance between existing surrounding buildings and the proposed development to provide for a reasonable transition. The proposed development is consistent and compatible with the growth already being envisioned and introduced to this area of Burlington through multiple applications and recent approvals for development at this time.

**Land Use Vision**

This section of the Plan states that the present built form and City structure represents a typical suburban community "*composed mainly of residential neighbourhoods containing detached dwellings, separated from employment and shopping areas, and designed primarily around a transportation system based on automobile travel*" (Burlington Official Plan, 2008, Part 1, Page 4). It is important to note that consideration of the subject lands being within a 'neighbourhood' is misleading and the language is reflective of the suburban nature of the existing Official Plan. It is more appropriate and current to recognize that the subject lands are within the Urban Growth Centre in Burlington and that the Urban Growth Centre has a unique identity that sets it apart from an 'established neighbourhood' in terms of development patterns and densities, streetscapes, cultural activities, pedestrian and transit orientation, and recognition as a centre of intense business and civic activity.

OPA 55 (2008) was a five-year review that included a series of background studies regarding various aspects of the Official Plan and recommended changes to bring the Official Plan into conformity with Provincial and Regional policies, including strengthening the policies for Mixed Use Centres and establishing a strategic approach to planning for and accommodating intensification within the built boundary. The amendments were approved by both the Region and

Ontario Municipal Board in 2008. OPA 55 (2008) acknowledges that a major shift in land use planning approaches has occurred and that residents are more aware of the environmental concerns, as well as limited resources. A new vision has emerged for the City that anticipates that the City structure will change in areas where it is appropriate for intensification within the urban boundary, based on Provincial policies, while considering compatibility.

The proposal conforms with OPA 55's vision for the City's growth, through providing a development that shifts away from a suburban system and fosters a City structure that promotes the new vision of growth and intensification in the urban centre as well a wise use of environmental resources.

Section 4.3 of the Burlington Official Plan (2008) highlights changes that are encouraged by the City's Official Plan including:

> *"i) the development of a greater diversity of housing types to meet the changing needs of the population;*
>
> *ii) the development of a more self-contained City by encouraging a greater live-work relationship and supporting designation of lands for a wide variety of employment uses;*
>
> *iii) the focusing of more intense land uses into specified mixed use centres and along certain roads;*
>
> *iv) a move towards a more balanced transportation system;*
>
> *v) a greater emphasis on the long term preservation and conservation of significant natural features with greater public access particularly to the waterfront and reasonable and responsible access to other areas."*

The proposed development will further diversify the housing stock of the City and will better meet the needs of an aging population. Furthermore, the development will facilitate a live-work-play lifestyle for residents within the downtown. The proposal includes a more intense use of land within the 'Mixed Use Centre' (refer to *Figure 13: City of Burlington Official Plan, Schedule 'B' Comprehensive Land Use Plan)* where it is appropriate. The subject site's proximity to the John Street Downtown Bus Terminal and access to the City's trail system will provide residents with many opportunities for alternative modes of transportation, facilitating the creation of a multi-modal transportation network.

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 13

## CITY OF BURLINGTON OFFICIAL PLAN SCHEDULE 'B' - COMPREHENSIVE LAND USE PLAN - URBAN PLANNING AREA

2085 Pine Street, City of Burlington

Subject Lands

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

## 7.6.3 Part 2: Functional Policies

**Design**

Section 6 (Design) provides principles, objectives and policies that will ensure developments are integrated into the existing urban fabric successfully. Polices that apply include:

> *"6.3 e) Preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit.*
>
> *6.5 a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.*
>
> *6.5 b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing*
>
> *6.5 d) The creation of a continuous and harmonious streetscape environment shall be encouraged with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings."*

The proposed development conforms with polices of this section through contributing to a compact form of development that supports a higher density that is compatible with adjacent uses through design. Specifically, unique attention to design emphasizes the efforts and success achieved to ensure that the proposed development will be compatible with the adjacent lands, including the townhouses existing the immediate east. As noted in the Urban Design Brief (ATA Architects, 2019), "*as a result of retaining the 1-1/2 storey heritage house, the condominium is also stepped back on the east side creating more openness and space between the existing townhomes and the new proposed residences. Because the condominium design is setback approximately a third of the depth of the site, the adjacent townhouses benefit from more sunlight and views, than if built closer to the street*."

The development proposes a form, height and setback that is compatible with the evolving downtown within the City's Urban Growth Centre. The project architects (ATA) have provided commentary on the building design and its conformity with the City's Mid-Rise Building Guidelines (March 2019). In their commentary, they address the question of massing. Specifically, it is noted that several design features have been incorporated to minimize the perceived mass of the building, including the use of glass and stepping back of the taller components of the building. As well, it is noted that the slim profile of the building also serves to minimize the perception of mass. It is acknowledged that while the scale and built form may be different than the existing immediately abutting development (i.e. building size and height) the proposed redevelopment is compatible with the surrounding area. Specifically, the proposed development provides setbacks in the building design that provide greater amounts of light for the adjacent townhouses to the east, while a landscape buffer and living green balconies provide

greater amounts of screening and privacy. Furthermore, the setbacks proposed on the east elevation are greater than the setbacks prescribed in existing Zoning By-law Exception 472. The incorporation of glazed walls on the upper levels of the proposed mid-rise building and the generous setback from the heritage building will ensure the mid-rise building appears slim and compact.

Further, the proposal will revitalize the heritage building through providing front yard landscaping that will enhance the building's presence, which becomes a focal point within the shape and context of the proposed of podium. That adaptive reuse of the heritage building on the subject site will facilitate the creation of a harmonious streetscape with grade related activity and will enhance the overall compatibility of the proposed development to the existing adjacent uses and surroundings by enhancing the public realm.

**Cultural Heritage Resources**

The Official Plan contains principles, objectives and policies related to the identification and preservation of cultural heritage resources. In this regard, ATA Architects Inc. was retained to undertake a Heritage Impact Assessment (2018) of the 1.5 storey dwelling on the subject property related to the development proposal. The building at 2085 Pine Street is listed on the Municipal Register for Burlington.

> *"8.3.1 Use and Treatment of Cultural Heritage Resources*
>
> *a) The City shall protect, improve and manage its cultural heritage resources in a manner that furthers the heritage objectives of this Plan and sets an example of leadership for the community in the conservation of cultural heritage resources. Cultural heritage conservation planning shall be an integral part of the land use planning process in the City of Burlington."*

The Heritage Impact Assessment (ATA Architects Inc., 2018) was undertaken and concludes that "*the house at 2085 Pine Street is of significant heritage value and worthy of designation. The building has strong ties to the history of the City of Burlington and has served an important role in the community. While not unique, the building is a well preserved representation of an Ontario cottage vernacular. Care was originally in its craftsmanship and design. The Nelson Ogg - Jabez Clark house is unique in its surroundings. It stands out in its current context, which is in transition and redeveloping to a greater density."*

The Heritage Impact Statement (ATA, 2019) notes that the one storey connection between the new development and the heritage house will be below the eaves of the existing house creating a terrace above, adjacent to the condominium amenity space. The proposed use of the house as commercial / office space means that the elevations of the house will remain largely undisturbed. The areas surrounding the house will be landscaped with high quality materials. The façade of the house will be restored and remain residential in appearance. The front door will continue to be the main access from the street.

The proposal successfully protects, utilizes and celebrates the existing heritage structure on the subject lands for an adaptive re-use consisting of commercial or office use. This will assist the City in achieving their important cultural heritage objectives and policies.

## 7.6.4 Part 3: Land Use Policies

**Mixed-Use Activity Areas**

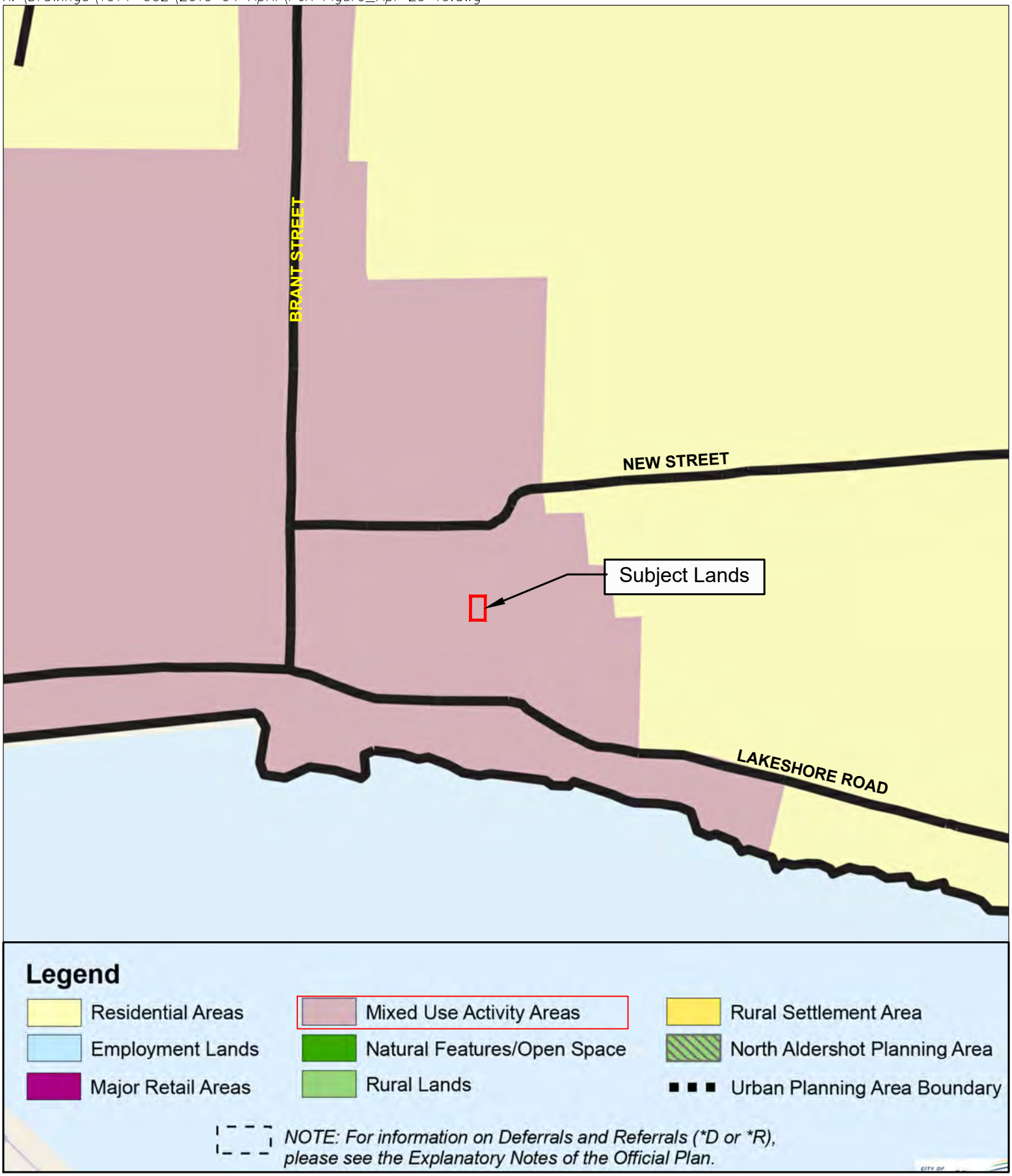
Within the City of Burlington's Official Plan, the subject property is within the 'Mixed Use Activity Area', as shown on *Figure 14: City of Burlington Official Plan – Schedule 'A' Settlement Pattern.* This designation is further refined to a 'Mixed Use Centre' and the 'Downtown Urban Growth Centre Boundary' as shown on *Figure 13: City of Burlington Official Plan – Schedule 'B' Comprehensive Land Use Plan*. At a site-specific level the subject property is designated 'Downtown Residential Medium and/or High Density Precinct', as illustrated in *Figure 7: Burlington Official Plan 2008 – Schedule E Downtown Mixed Use Centre Land Use Plan).*

Lands that are identified within the 'Mixed Use Activity Areas' designation are intended for employment, shopping and residential uses at higher intensities that will be pedestrian oriented and public transit accessible. Applicable Principles, Objectives and Polices for 'Mixed Use Activity Areas' include the following:

| | |
|---|---|
| *"5.1 a)* | *Mixed Use Activity Areas provide alternatives to low density, suburban development and encourage the efficient use of physical resources and municipal services.* |
| *5.2.1 b)* | *To ensure Mixed Use Activity Areas are developed in a compact urban form, are pedestrian-oriented and highly accessible by public transit, and foster community interaction.* |
| *5.2.2 d)* | *The design and development of Mixed Use Activity Areas shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development.* |
| *5.2.2 l)* | *The City may consider the use of reduced parking standards in Mixed Use Activity Areas in order to encourage greater reliance on non-automobile forms of transportation."* |

The proposal conforms with the Official Plan through proposing an efficient use of land within the 'Mixed Use Activity Area' through a compact urban form that is pedestrian oriented and transit accessible. Furthermore, the proposed development takes advantage of the subject property's close proximity to the John Street Downtown Bus Terminal and proposes a parking rate of 1.23 spaces per unit with no visitor parking, which aligns with the Official Plan's 'Mixed Use Activity Area' Principles, Objectives and Policies.

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 14

## CITY OF BURLINGTON OFFICIAL PLAN SCHEDULE 'A' - A SETTLEMENT PATTERN

**2085 Pine Street, City of Burlington**

Subject Lands

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

**Mixed Use Centre**

The Official Plan contains policies that relate to the 'Mixed Use Centre' designation, which apply to the proposed development. Relevant Objectives and Policies that apply include:

*"5.4.1 b)* *To encourage higher intensity, transit-supportive and pedestrian-oriented development within Mixed Use Centres while retaining compatibility with nearby land uses.*

*5.4.1 f)* *To promote a more diversified transportation system which serves private vehicular and public transit traffic, as well as pedestrians and cyclists.*

*5.4.2 a)* *a) The following uses may be permitted in Mixed Use Centres:*

*ii)* *medium and high density residential uses, and to a limited extent, low density residential uses*

*5.4.2 c)* *A range of development intensities shall be permitted.*

*5.4.2 d)* *A range of building heights shall be permitted.*

*5.4.2 g)* *The design and development of Mixed Use Centres shall ensure compatibility between the Mixed Use Centre uses and adjacent uses. The following factors shall be considered in reviewing proposals for new and/or expanding Mixed Use Centre uses:*

*(i) buildings should be located with their front face to the street, to provide a sense of human comfort and pedestrian scale and interest, and in close proximity to the street and transit services, wherever feasible;*

*(ii) the site plan for individual sites includes features to integrate the new development with surrounding uses;*

*(vi) the site plan promotes convenient access to public transit services;*

*5.4.2 h)* *The design and development of Mixed Use Centres shall encourage the use of public transit, pedestrian and bicycle travel as an alternative to the car and shall maximize personal safety …*

*5.4.2 k)* *Proposals for residential intensification shall be evaluated on the basis of the objectives and policies of Part III, Section 2.5."*

The proposed development conforms with Section 5.4.1 and 5.4.2 through proposing a higher density in an area encouraged for intensification and transit supportive uses, while incorporating design features to ensure the building is compatible with nearby land uses. The building is setback

and designed facing Pine Street, while the adaptive reuse of the heritage building further contributes to the sense of human comfort and pedestrian scale. The subject property's location will enable future residents to have convenient access to public transit and encourages a shift away from automobiles

In accordance with Policy 5.4.2 (k) Part III, Section 2.5 Housing Intensification policies are examined below as it relates to the proposed residential intensification:

> *"2.5.1 a) To encourage residential intensification as a means of increasing the amount of available housing stock including rooming, boarding and lodging houses, accessory dwelling units, infill, re-development and conversions within existing neighbourhoods, provided the additional housing is compatible with the scale, urban design and community features of the neighbourhood.*
>
> *2.5.1 b) To encourage the re-development of under-utilized residential lands where appropriate at the periphery of existing residential neighbourhoods for non-ground-oriented housing purposes"*

As noted above, it is important to make a distinction that the subject lands are within the downtown's Urban Growth Centre as opposed to being within an established neighbourhood. Being within the Urban Growth Centre, the subject lands are envisioned for redevelopment through infilling, the rehabilitation of existing buildings, and the intensification of under-utilized lands and buildings. The proposed development will encourage transit use, will increase the amount of housing stock within the area and will re-develop an under-utilized residential parcel in the downtown. The proposal conforms with the objectives of 2.5.1 by proposing the re-development of under-utilized residential lot for non-ground oriented housing. Section 2.5.2 General Polices provides the evaluation criteria related to Housing Intensification in the City. It is important to note that the subject lands are more appropriately defined as being within the City's Urban Growth Centre as opposed to a neighbourhood. The following policies are relevant and should be considered for the proposed for the proposed development in that context:

> *"2.5.2 Housing Intensification General Policies*
>
> *a) The following criteria shall be considered when evaluating proposals for housing intensification within established neighbourhoods:*
>
> *(i) adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland;"*

The analysis of existing and available servicing prepared by Metropolitan Consulting in their Functional Servicing Report (December 2018) confirms that the servicing capacity is available to sufficiently supply the additional residential units proposed. Furthermore, Section 3.4 Facilities,

Service and Recreation of this Report demonstrates the availability and proximity of schools, recreational facilities and parklands within the area that residents will have access to.

*"(ii) off-street parking is adequate;*

The development proposal is seeking a total of 48 parking spaces to be accommodated on site. This equates to 1.23 space per unit. The current 'DRM' zone occupant parking requirements are based upon the number of bedrooms and visitor spaces are required at a rate of 0.35 spaces per unit. However, the existing site-specific zoning for this site ('DRM-472') permits a total of 20 parking spaces for the existing 15 unit apartment approval. This equates to 1.3 parking spaces per unit and zero visitor spaces. As with the previous site-specific zoning approval ('DRM-472') for these lands, it is proposed that the proposed 1.23 spaces per unit be provided for occupants and that no on-site visitor parking shall be provided. As noted by staff through the previous approval for these lands, "*the Official Plan sets out that the City may consider the use of reduced parking standards in Mixed Use Activity Centres in order to encourage greater reliance on non-automobile forms of transportation. As there is on-street parking on Pine Street and a number of City parking lots in the immediate vicinity of the site (including a lot immediately adjacent to the north), the reduction in visitor parking is not anticipated to have an impact on the surrounding neighbourhood*." (page 10, PB-02017).

*(iii) the capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather than local residential streets;"*

Vehicular access to the proposed development would be from Pine Street, which is considered a local street within the downtown area of Burlington. The Transportation Impact Brief prepared by Paradigm Transportation Solutions Limited (April 2019) factored in future traffic forecasts based on general anticipated growth as well as projections related to a number of approved and in-stream developments. The report concludes that the capacity analysis showed that the study area intersections are not expected to experience significant impacts to operations as a result of the proposed development and the boundary road network provides sufficient reserve capacity to accommodate the proposed development and approved in-stream development applications. The analyses further indicates that off-site traffic improvement would not be required to support the proposal. Further, the study specifically recognizes that transit, cyclist and pedestrian facilities that surround the subject site will likely result in some residential trips being made by bike or on foot and that this causes a reduction in the overall trip generation estimate.

As well, the proposed development provides a parking rate of 1.23 spaces per a unit for occupants within three levels of underground parking which is a rate generally consistent with what was approved for this site in 2017 and which is in accordance with the Burlington City-Wide Parking Standards Review (2017). It is noted that visitor parking demands can be adequately met through existing on-street and municipal parking availability.

> *"(iv) the proposal is in proximity to existing or future transit facilities;"*

As discussed in Section 3.3 (Transportation Network) and 7.3 (The Big Move) of this Report, the subject property is located within the Burlington Downtown Mobility Hub and within 300 m, or less than a 5 minute walk, from the John Street Bus Terminal (refer to *Figure 5: Burlington Transit System Map)*. The John Street Bus Terminal is expected to become even more transit accessible with the introduction of the future BRT line along Brant Street, providing greater transit connectivity within the City and the Region (refer to *Figure 8: Metrolinx – The Big Move: Schedule 1 – 15 Year Plan for Regional Transit Highway Network).* Therefore, the proposed development will be well served by existing and planned transit making it ideal for intensification.

> *(v) compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided;*

As noted above, the subject lands are more appropriately defined as being within the City's Urban Growth Centre as opposed to a neighbourhood. A number of redevelopment/intensification projects, similar to the proposed redevelopment, have been approved and constructed within the City's downtown area and this is consistent with objectives and policy directives of an Urban Growth Centre. As noted in this policy, there are a number of considerations to assess compatibility. This is essentially a measure of the ability for the proposed development to exist in harmony with existing and future surrounding land uses, while acknowledging that the proposed development does not need to be the 'same' as adjacent lands to be considered compatible. The Official Plan definition for 'compatible' is as follows:

> *"Development or re-development that is capable of co-existing in harmony with, and that will not have an undue physical (including form) or functional adverse impact on, existing or proposed development in the area or pose an unacceptable risk to environmental and/or human health. Compatibility should be evaluated in accordance with measurable/objective standards where they exist, based on criteria such as aesthetics, noise, vibration, dust, odours, traffic, safety and sun-shadowing, and the potential for serious adverse health impacts on humans or animals."* (Part VIII, Definitions)

The subject lands are located in the "Residential Medium and High Density Precinct", immediately adjacent to the "Downtown Core Precinct" to the west. The general area is characterized by a mix of land uses consistent with a downtown area including a variety of building types including a 3 storey townhouse development to the east and 3 storey 'live-work' townhouse development to the south, a church building to the west, a 14 storey retirement home at Pearl Street and Pine Street (to the west) and a 12 storey apartment building at Pine Street and Martha Street (to the east).

As noted in the staff report related to the previous approval for these lands in 2017, given the site's size and context, the focus of the compatibility assessment is on impacts of the proposed building on the townhouses to the east, the church property to the west and on the streetscape along Pine Street.

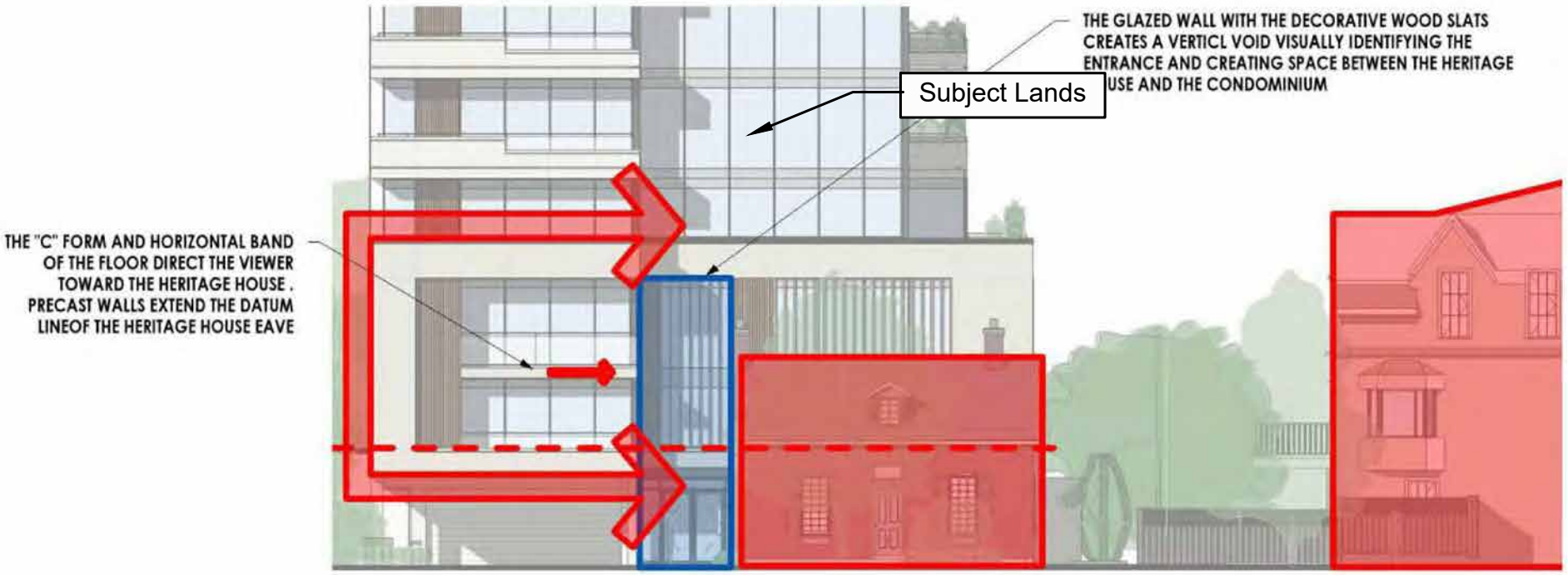
Townhouses to the East:

The proposed building contains a parking garage and 11 storeys of residential uses with a total building height proposed of 40 m. The townhouses to the east are approximately 10.5 m in height. To ensure that an appropriate transition is provided to the townhouses, an eastern side yard setback ranging from 3.2 m (front portion of the site) to 1.85 m (rear portion of site related to planter proposed over the parking garage) is proposed. It should be clarified that the planter is proposed with a height of 1.8 m, which is consistent with the height of the rear yard boundary fences for the eastern townhouses. Accordingly, the base of the planter is completely hidden from view from the townhouses. The planter's depth is 1.8 m to sufficiently accommodate mature trees, which are proposed to further mitigate any visual impact of the proposed building from the townhouses.

As well, it should be noted that the new mid-rise building is proposed to be setback from the east property line by 5 m (to the balconies), whereas the current in-effect site-specific Zoning By-Law for the subject lands permits a mid-rise building to be setback 3 m from the eastern lot line. This is a 2 m improvement in setback distance along the eastern side of the lot.

The east elevation of the proposed building has been designed with careful consideration for scale, views, privacy and overlook conditions. Specifically, the elevation will be extensively landscaped with tress within the elevated planter, providing a visual buffer for views to and from the proposed building. As well, the two-storey podium has limited windows which are further limited by the wood style panel screens. As well, the balconies along the eastern elevation will contain planters along the outer perimeter which will further prevent visual overlook opportunities since views from the edge of the balconies will not be possible.

The entrance and foyer of the proposed building make up a small percentage of the first floor, coupled with the first level of the parking garage. The design includes a first storey for the entrance and a 2 storey podium located behind the heritage house, which essentially visually embraces the house. The total three storeys behind the Nelson Ogg – Jabez Clark house relates to the height of the adjacent townhouses to the east. In fact, the podium is designed to enhance the heritage house and frontage on Pine Street, and also to be approximately level in height with the height of the townhouses to the east. The podium provides additional scale and interest to the grade-oriented base of the building. Also, the colours and textures of natural materials are used to harmonize with the heritage house and provide a compatible context. As with the 6 storey building approved for this site, this creates a building base that is consistent with the existing DRM zone which allows for buildings of 12 m in height to be located within 1.2 m of the property line. *Figure 15: South Elevation* is excerpted from the Urban Design Brief and illustrates the consistent and compatible height portrayed by the podium, which is shown to be generally in line with the height of the townhouses to the east.




# FIGURE 15

## EXCERPT FROM URBAN DESIGN BRIEF

**2085 Pine Street, City of Burlington**

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

As well, while the heritage building will remain in place and maintain the existing setback of 2.9 m front Pine Street, the front entrance and front façade of the new mid-rise building is setback from Pine Street approximately 10.6 m. This generous front yard setback provides the adjacent townhouses the benefit of more sunlight and views than if the proposed building was built closer to the street.

Church Property to the West:

To the west of the site on the property of Holy Protection Of The Blessed Virgin Mary Ukranian Catholic Church, it is expected that a tall, high density building will be proposed, consistent with current and adopted Burlington Official Plan policies. Specifically, the current Official Plan designates the lands to the immediate west as "Downtown Core Precinct" which permits up to eight storeys (29 m) where it is demonstrated that there is compatibility with surrounding land uses and a sense of pedestrian scale by the use of terracing above the second floor. Further, lands to the west are currently zoned "DC" (Downtown Core) which requires a 3 m setback from lot lines abutting a "DRM" zone, and the current "DRM-472" zone for the subject lands currently permits an underground parking structure to be setback 0.4 m from the lot line, and requires a mid-rise building (including balconies) to be setback 1.2 m from the lot line. The current proposal seeks to maintain the 0.4 m setback from the underground parking garage, however, the proposal seeks to increase the western side yard setback to 1.4 m for the proposed mid-rise building (including balconies).

The western elevation of the proposed building is proposed to retain a consistent design theme including the podium and extending the "C" shaped façade and banding to break up the visual impact of the elevation. Further, aside from the ends of balconies on the front-facing facade of the building (which will provide limited visibility to the west), there are no balconies proposed facing west. The additional 17 m of height (from current approved height of 23 m in the "DRM-472" zone) will have minimal impact on the development potential of the neighbouring west property with regard to setbacks, overlook and height.

Streetscape along Pine Street:

The heritage house will continue to use the existing front door for the adaptive office or commercial re-use proposed within it. The front yard will provide opportunities for landscaping and amenity area for residents and visitors to the heritage building. The retention and restoration of the heritage building will contribute to the historic context of the downtown and will provide an interesting and pleasant feature to the streetscape. The condominium entrance is set back behind the heritage house footprint, approximately 10.6 m from Pine Street. Accordingly, the condominium entrance does not overpower the street entrance to the heritage house. This setback will maintain and contribute to the existing open feeling along Pine Street.

Step backs are being incorporated into the upper portion of the building and accordingly, the upper portion of the proposed building will have very limited impact on the streetscape below. The two penthouse top floors are setback from both the street and the townhouses on the east side. The streetscape will be visually dominated at the street level by the heritage building and by the podium

level. As well, the height, form, colours and textures of natural materials of the podium are designed to harmonize with the heritage house and the street character and provide a compatible context. As well, the recessed entrance is barrier free and pedestrian friendly.

The mid-rise building has been oriented towards Pine Street and incorporates the heritage building which succeeds in enhancing the public realm. To further ensure compatibility, parking is located underground and the entry to the parking garage and loading/utility areas are appropriately setback and screened from the public realm.

The Urban Design Brief prepared by ATA Architects (2019) discusses the design features that have been incorporated into the proposed mid-rise building and adaptive re-use of heritage building in more detail, to ensure the proposed development is compatible with the existing immediate and surrounding neigbourhood (refer to Section 10.10 and 10.11 Urban Design Brief + Conservation Plan + Shadow Study (2019) of this Report).

> *(vi) effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character;*

As noted above, the subject lands are more appropriately described as being within the Urban Growth Centre, as opposed to a neighbourhood. Notwithstanding that important distinction, it is confirmed that the proposed development minimizes the effect on existing vegetation through preservation of two existing trees and the introduction of landscape features. The Tree Inventory and Preservation Plan Report (revised February 2019) noted that there are eight trees on or around the subject lands that may be impacted by the proposed development and of those, two trees will be preserved. Of the eight trees on site today, two (2) are City owned and have some level of damage and must be removed and four (4) are located along the property boundary and must be removed. The remaining two trees are located within fenced rear yards of the adjacent townhouse properties and will be preserved. The study recommended a board fence lining the eastern property line to protect the two trees on the subject property and pruning any roots or branches that extend past the prescribed tree protection zone. The protection of existing trees on the subject property and the introduction of additional landscape features demonstrate that the proposal to conforms with policy 2.5.2 a) vi).

The proposal includes submission of a landscape plan for the proposed development. This plan includes enhanced plantings and landscaping along the property's easterly boundary to provide additional buffering for the townhouses to the east.

> *(vii) significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level;*

The Shadow Study prepared by ATA Architects (2019) analyzed the projected shadows the proposed development would create for three different dates, March 21st, June 21st, and December 21st at 9:30 AM, 12:30PM, and 3:30PM in accordance with the City's Shadow Study criteria as outlined in the 'Mid-Rise Building Guidelines'. The Shadow Study compared shadows that would

be projected from the as-of-right 23 metre (6 storey) mid-rise building permission (pursuant to zone DRM-472) on the subject lands with shadows that would be projected from the proposed 40 m (11 storey) building proposed on the subject lands and concluded that there was minimal difference between the two scenarios. Specifically, the Shadow Study shows that the townhouse rear yards will be in shadow at 3:30 on March 21st (equinox), June 21 (summer solstice) and December 21 (winter solstice) if the site was developed for the permitted 6 storey building pursuant to the existing zoning for the site (DRM-472). In comparison, these same shadow impacts are anticipated for the townhouse rear yards from an 11 storey building. As well, additional shadowing can be expected at 12:30 on March 21 and at 12:30 on December 21st (to the northern two townhouse rear yards). Accordingly, the study concludes that there are minimal differences in sun shadowing between a 6 storey building developed pursuant to the 'DRM-472' zoning versus the proposed 11 storey building.

> *(viii) accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care;*

The subject property is located within downtown Burlington and as such has access to a variety of community services and facilities that are within walking distance (refer to *Table 2 – Facilities, Service and Recreation* in this Report, and *Appendix V: Community Facility Context Mapping*). The variety of employment, shopping, leisure and tourism opportunities all contribute to the walkability and vibrancy of the area, making the subject property ideal for intensification.

> *(ix) compatibility exists to provide adequate buffering and other measures to minimize any identified impacts;*

As noted above in discussion under sub-section (v), there are a number of considerations to assess compatibility. The proposal has been revised from the existing permission for a 6 storey building granted through approval of the site-specific zoning for these lands ('DRM-472'). Specifically, the new mid-rise building is proposed to be setback from the east property line by 5 m (to the balconies), whereas the current in-effect site-specific Zoning By-Law for the subject lands permits a mid-rise building to be setback 3 m from the eastern lot line. This is a 2 m improvement in setback distance along the eastern side of the lot.

There is also a proposal to incorporate a deep planter along the eastern side yard to accommodate mature trees for appropriate buffering from the eastern townhouse properties to minimize overlook and to ensure continued privacy. As well, all balconies facing east are proposed to have planters along the edge to minimize overlook opportunities. The use of plants along the balcony edge will prevent that overlook opportunity and will be specifically supported by systems to feed and water them. This is a recent advancement in the area of minimizing overlook from balconies. There are a growing number of buildings worldwide in which major greening of buildings is either proposed or just being completed. Maintenance would be ensured through securement of a maintenance fee and obligation on behalf of the condominium corporation.

It is also important to note that lands to the west currently require a 3 m setback from lot lines abutting a "DRM" zone, and the current "DRM-472" zone for the subject lands currently requires a mid-rise building (including balconies) to be setback 1.2 m from the lot line. The development proposal seeks a larger western side yard setback of 1.4 m for the proposed mid-rise building (including balconies).

As well, while the heritage building will remain in place and maintain the existing setback of 2.9 m front Pine Street, the front entrance and front façade of the new mid-rise building is setback from Pine Street approximately 10.6 m. This generous front yard setback provides the adjacent townhouses the benefit of more sunlight and views than if the proposed building was built closer to the street.

It is also important to note that articulation of the building's base podium and its integration with the heritage building provides a compatible built form for the site through the provision of a visually pleasing and positive public realm. Further, the upper levels of the building are setback to break up the massing of the upper portion the building.

> *(x) where intensification potential exists on more than one adjacent property, any re-development proposals on an individual property shall demonstrate that future re-development on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate;*

There is low redevelopment potential on the immediately adjacent properties to the east (townhouses built in 2004) and to the north (hydro utility building). The adjacent property to the west (419 Pearl Street) represents an opportunity for intensification and re-development. 419 Pearl Street is designated 'Downtown Core Precinct' in the Burlington Official Plan (2008) which permits an eight storey (29 metre) building with a minimum density of 51 units per a net hectare. As discussed in Section 3.2 of this Report, the site currently contains a church and a two-storey building, representing an underutilization of the site. Furthermore, the church property is larger than the subject property and therefore provides some flexibility in terms of the placement of any future buildings to ensure that there would be adequate separation of buildings between properties.

Moreover, in Grow Bold (2018), 419 Pearl Street is designated 'Downtown Core Precinct' which permits a maximum of seventeen (17) storeys for a residential building with an additional 150 square metres of office space for every floor above the twelfth storey. The proposed development has been designed with consideration of 419 Pearl Street's development potential of an ultimate 8-storey (or possibly 17-storey) building in regard to below points:

- there is no proposal for any balconies facing west
- there is no proposal for outdoor amenity space on west side of building
- there are limited windows facing west
- the Limiting Distance per OBC has been considered
- the proposed driveway and curb cut has no impact on lands to the west

As well, as noted previously, the western elevation of the proposed building is proposed to retain a consistent design theme including the podium and extending the "C" shaped façade and banding to break up the visual impact of the elevation. Further, aside from the ends of balconies on the front-facing facade of the building (which will provide limited visibility to the west), there are no balconies proposed facing west. The additional 17 m of height (from current approved height of 23 m in the "DRM-472" zone) will have minimal impact on the development potential of the neighbouring west property with regard to setbacks, overlook and height. Accordingly, consideration has been given to future development opportunities for lands to the west, through the proposed development.

*(xi) natural and cultural heritage features and areas of natural hazard are protected;*

The Heritage Impact Statement prepared by ATA Architects Inc. (2019) noted the historical building on the subject property contains cultural significance for the community and is a well-preserved example of vernacular style Ontario cottage architecture that should be preserved. Specifically, this is the Nelson Ogg-Jabez Clark House which was built in 1847 and is listed in the Municipal Register of Cultural Heritage Resources. This building is proposed to be retained and restored and will include an adaptive re-use of office or commercial uses. The Heritage Impact Statement includes an evaluation of the cultural heritage value or interest for the subject property based on regulations under the Ontario Heritage Act. This study concludes that the impact on the heritage building will be minimal as a result of the design and preservation initiatives (refer to Section 10.12 Heritage Impact Statement of this Report for more information regarding the preservation of the heritage building on the subject property).

The proposal includes removal of the porch which was added in the 1970s, as well as a portion of the kitchen addition. There is a one-storey connection proposed between the mid-rise building and the existing heritage building which will be located below the eaves of the existing heritage building and which creates a terrace above, adjacent to the mid-rise building's amenity space. As well, the façade of the existing heritage building will be restored and will remain similar in appearance, continuing to utilize the front door. As well, it should be noted that the mid-rise building is designed to maintain and enhance the heritage building, through setbacks, step backs, a "C" shaped designed podium. The proposed development incorporates and carefully considers the heritage building as part of the proposed development.

It should be noted that through the previous approval of the 6 storey mid-rise building on the subject lands, preservation and restoration of the heritage building was discussed with, and assessed by, Heritage Burlington. Through that process, Heritage Burlington approved, in principle, the conservation and subsequent heritage designation of the building at 2085 Pine Street and the overall heritage approach as it related to the previous development approval. In this regard, the current proposal continues to propose retention and restoration of the heritage building and, accordingly, support for this approach is anticipated to be maintained as it confirms the long term protection of the heritage building.

> *(xiii) proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided."*

It should be noted that the subject property is not located within a residential neighbourhood; rather it is located in the City's downtown Urban Growth Centre in an area transitioning with new growth and development as a high density, high intensity mixed use core area. Further, the eastern boundary of the City's Urban Growth Centre is located east of the subject site, just east of Martha Street, and generally coincides with a section of Rambo Creek. Martha Street contains a mix of built forms including a 12 storey apartment (refer *Photo 6)*. Lands east of Martha Street (on lands outside of the Urban Growth Centre limit) generally consists of low-rise ground-oriented dwellings. There is a lower built form east of Rambo Creek (east of the Urban Growth Centre boundary) and as such, the creek acts as an "edge" and a boundary for the residential neighbourhood to the east.

The proposed development creates an appropriate built form given its location in the Urban Growth Centre with higher density and heights in close proximity to the site. Current Official Plan policies in the Downtown Mixed Use Centre promote an increase in the resident population and promote a variety of housing types, including higher densities within the 'Residential Medium and/or High Density Precinct'. This proposed development will be intensification on the subject lands at a proposed density of 375 units per ha and it proposes design elements which will ensure compatibility with the surrounding area.

It is recognized that because access is proposed to the subject property from Pine Street which is a local road, the proposed Official Plan amendment seeks permission to allow for access for a mid-rise building from a local street. This is supported through the positive conclusions outlined in the Transportation Impact Brief (Paradigm, 2019) which note that "*overall, the boundary road network provides sufficient reserve capacity to accommodate the proposed development and approved in-stream development applications. The analyses indicates that off-site traffic improvement would not be required to support the Application."*

As discussed above, the proposed development conforms with the polices contained in Section 2.5.2 a) for intensification through proposing an appropriate built form that is compatible with the existing downtown area and is consistent with the type of development which is becoming more common in the area and is desired through existing and emerging policy directives.

**Downtown Mixed Use Centre**

Policies for the 'Downtown Mixed Use Centre' provide principles and polices that are in keeping with the Growth Plan and designating Downtown Burlington an 'Urban Growth Centre'. Relevant Principles, Objectives, and Policies include:

*"5.5.1 Principles*

*5.5.1 a) (i) This area shall accommodate a significant share of population and employment growth within the City; and*

*5.5.1 h) The Downtown shall be re-developed through the infilling of existing surface parking lots, the rehabilitation of existing buildings and the intensification of under-utilized lands and buildings, in keeping with its role as Provincial Growth Centre, ensuring that such development shall encourage transit use and that an adequate supply of parking is provided.*

*5.5.2 Objectives*

*5.5.2 a) To establish the Downtown as a Mixed Use Centre composed of retail, service, office, public and residential uses while providing a focus and source of identity in the context of the City as a whole.*

*5.5.2 b) To establish minimum density targets for residents and jobs in accordance with the "Places to Grow" Growth Plan for the Greater Golden Horseshoe.*

*5.5.2 e) To create a compact Downtown City core with a mix of residential, commercial and other uses, as an alternative to the car oriented shopping plazas, malls and business corridors.*

*5.5.2 o) To ensure that the density, form, bulk, height and spacing of development is compatible with the surrounding area.*

*5.5.3 General Policies*

*5.5.3 b) Within the Urban Growth Centre Boundary as delineated on Schedule B, Comprehensive Land Use Plan – Urban Planning Area, and Schedule E, Downtown Mixed Use Centre, the target is established of a minimum gross density of 200 residents and jobs per hectare, in accordance with the "Places to Grow" Growth Plan for the Greater Golden Horseshoe, 2006.*

*5.5.3 c) Higher densities and intensities will be encouraged within certain precincts of the Downtown Mixed Use Centre. The provision of community benefits may be considered for developments proposing residential and business intensification.*

*5.5.3 g) The Downtown's cultural heritage resources shall be preserved and integrated into new development, where possible, and any development*

*close to cultural heritage resources shall be sensitive to the historic context of the street and not just of the immediately adjacent buildings, to maintain the character of established areas."*

According to the above, the downtown shall be redeveloped through infilling of existing surface parking lots, the rehabilitation of existing buildings, and the intensification of underutilized lands and buildings, in keeping with its role as a Provincial Urban Growth Centre. The proposal conforms with the Principles, Objectives and Policies of Section 5.5 through proposing the intensification of site within an area intended to accommodate a significant share of the population growth in the City. Furthermore, the Official Plan Amendment and Zoning By-law Amendment propose the redevelopment of an underutilized site in the 'Downtown Urban Growth Centre". In addition, the proposed density for this development will contribute to the City achieving the minimum density targets set out in the Growth Plan of minimum 200 residents and jobs per hectare. In relation to the downtown's cultural heritage, the heritage building on the subject property will be maintained through an adaptive re-use, which will ultimately provide a commercial or office use for the building and will contribute to the inviting pedestrian realm.

**Downtown Residential Medium and/or High Density Precincts**

The subject site is specifically designated 'Downtown Residential Medium and/or High Density Precincts', as shown on *Figure 7: Burlington Official Plan 2008 – Schedule E Downtown Mixed Use Centre Land Use Plan.* The objective and permitted uses are outlined in Section 5.5.5, as follows:

*"5.5.5 (a) To recognize the variety of the existing residential medium and/or high density development that currently exists within these precincts and to provide for future medium or high density residential development or redevelopment which is compatible with the existing development.*

*5.5.5 (b) The following uses may be permitted in the Downtown Residential Medium and/or High Density precincts:*

*(i) existing uses;*
*(ii) ground or non-ground oriented housing units ranging between 26 and 185 units per net hectare, including assisted and special needs housing such as group homes, retirement homes and long-term care facilities;*
*(iii) home occupations and cottage industries;*
*(iv) neighbourhood parks;*
*(v) offices."*

The proposed Official Plan Amendment seeks to increase the permitted density on the subject property to a maximum of 375 units per hectare, and seeks to add permission for commercial activities including local service and retail uses in the heritage building. In addition, Section 5.5.5 (c) provides policy regarding compatibility:

> *"All development and re-development shall be compatible with the existing character of these precincts and the neighbouring precincts with respect to such matters as heights, setbacks, massing, design and community features"*

The proposal will be compatible because of the proposed design features that will integrate the building into the downtown Urban Growth Centre, and because of design features such as step backs and landscaping to mitigate the impact on adjacent uses. As discussed in the Urban Design Brief (ATA Architects, 2019) the proposed development provides greater setbacks than prescribed in the Zoning By-law Exception 472. Further, it is noted that "*the elevation is extensively landscaped with trees along the widened border area visually buffering views to and from the condo. The 2 storey podium section has limited windows which are in turn further limited by the wood style screens. The balconies on the east elevation form two rows of living green balconies, that prevents visual encroachment at the balcony edge due to the planters.*" (ATA Architects, 2019).

The proposed mid-rise building is *"stepped back on the east side creating more openness and space between the existing townhomes and the new proposed residences. Because the condominium design is setback approximately a third of the depth of the site, the adjacent townhouses benefit from more sunlight and views, than if built closer to the street."* (ATA Architects, 2019). As well, the proposed adaptive re-use of the heritage building maintains the front door as the main entrance for the commercial/office use maintaining the building's presence within the community. The proposed development does exceed the density prescribed in the 'Downtown Residential Medium and/or High Density Precincts' however it should be noted that the proposed density is intended to assist Burlington's Urban Growth Centre in achieving the density targets prescribed in The Growth Plan (2017) and Region of Halton Official Plan.

The Official Plan Amendment proposes to bring the permitted density for these lands into conformity with the density targets prescribed in The Growth Plan (2017) and the Region of Halton Official Plan (Office Consolidation June 2018). The proposed development will also contribute to an intensified fabric in the 'Urban Growth Centre' of the City. A draft Official Plan Amendment is attached in *Appendix II: Draft Official Plan Amendment*.

## 7.7 GROW BOLD: THE CITY OF BURLINGTON OFFICIAL PLAN (Adopted 2018)

An Official Plan review began in 2011 to bring the City's Official Plan into conformity with the latest Provincial policies and Halton Region Official Plan. However, significant policy changes were required to bring the plan into conformity and Staff recommended that a New Official Plan be brought forward as opposed to simply undertaking an Official Plan Review. The new Official Plan, entitled Grow Bold: Burlington's Official Plan ("Grow Bold"), is intended to support the transition from a greenfield based Official Plan to an Urban Official Plan, consistent with Provincial policies. Grow Bold sets a planning horizon to 2031 with population and employment intensification and density targets in conformity with the Growth Plan (2017). While Grow Bold cannot contemplate the 2041 targets until Halton Region undertakes a Municipal Comprehensive Review related to the 2017 Growth Plan, Grow Bold establishes a framework to accommodate the

full build-out of the downtown to a planning horizon that will extend beyond 2031. Specifically, Grow Bold provides a planning framework and land use permissions that will achieve and exceed the minimum of 200 people and jobs per hectare by 2031, through establishing transit supportive densities and identifying opportunities for the expansion of transit.

The City released the first draft of Grow Bold for public consultation in April 2017 and after four revisions City Council approved and adopted the new Grow Bold: Burlington Official Plan on April 26th, 2018. Grow Bold is now subject to review and approval by Halton Region. It is important to note that on December 4th, 2018 Halton Regional Planning Staff identified specific aspects of the Plan that were not in conformity with the Regional Plan. These aspects include:

- Proposed employment land conversions and permitted uses within the employment areas and lands;
- The identification of and permitted uses within agricultural lands;
- The identification of and permitted uses within the Natural Heritage System;
- Transportation matters, including road classification.

It is acknowledged that the City of Burlington has recently commenced a process to re-examine the policies of Grow Bold in their entirety, including matters related to height and intensity and conformity with provincial density targets (per Council Meeting of Feb. 7, 2019). The City is embarking on a process that is anticipated to take until March 2020 and will involve additional extensive public consultation and engagement. Ultimately this new Official Plan will be required to be submitted the Region of Halton for review and approval.

In light of not having a clear understanding of what particular policies will be reexamined by staff through their recently announced review, the policies in Grow Bold applicable to the subject property are reviewed in this Report.

The Grow Bold City system is similar to the Burlington's Official Plan Settlement Pattern in designating the downtown as an 'Urban Area', which is similar to the 'Mixed Use Activity Areas' designation (*refer to Figure 14: Burlington Official Plan, 2008 – Schedule A Settlement Pattern).* With limited greenfield development opportunities, Grow Bold focuses on accommodating future growth through intensification in the Urban Area. Section 2.2.1 states that the City's 'Urban Area' "*represents the lands where forecasted population and employment growth will be accommodated*".

As noted in Section 5.0 of this report, there are a number of land use designations / identifiers in Grown Bold that apply to the subject lands, as follows:

> **Urban Centre** (Urban Growth Centre) (per Schedule 'B' Urban Structure) (*Figure 16*)
> **Mobility Hub** (per Schedule 'B' Urban Structure) (*Figure 16*)
> **Primary Growth Centre** (per Schedule 'B1' Urban Structure) (*Figure 17*)
> **Downtown Mid-Rise Residential Precinct** (per Schedule 'D' Land Use Downtown Urban Centre) (*Figure 18*)
> **Near Major Transit Station** (per Schedule 'B' Urban Structure) (*Figure 16*)

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 16

## CITY OF BURLINGTON OFFICIAL PLAN BURLINGTON GROW BOLD - SCHEDULE 'B' - URBAN STRUCTURE

2085 Pine Street, City of Burlington

Subject Lands

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

The 'Urban Area' designation is refined in the Urban Structure of Grow Bold, which designates the subject site within the 'Urban Centre' and 'Urban Growth Centre Boundary' near a 'Major Transit Station' as shown on *Figure 16: Burlington Official Plan Grow Bold, 2018 – Urban Structure Schedule 'B'*. Section 8.1.1 provides General Policies that apply to 'Urban Centres'. Relevant policies include:

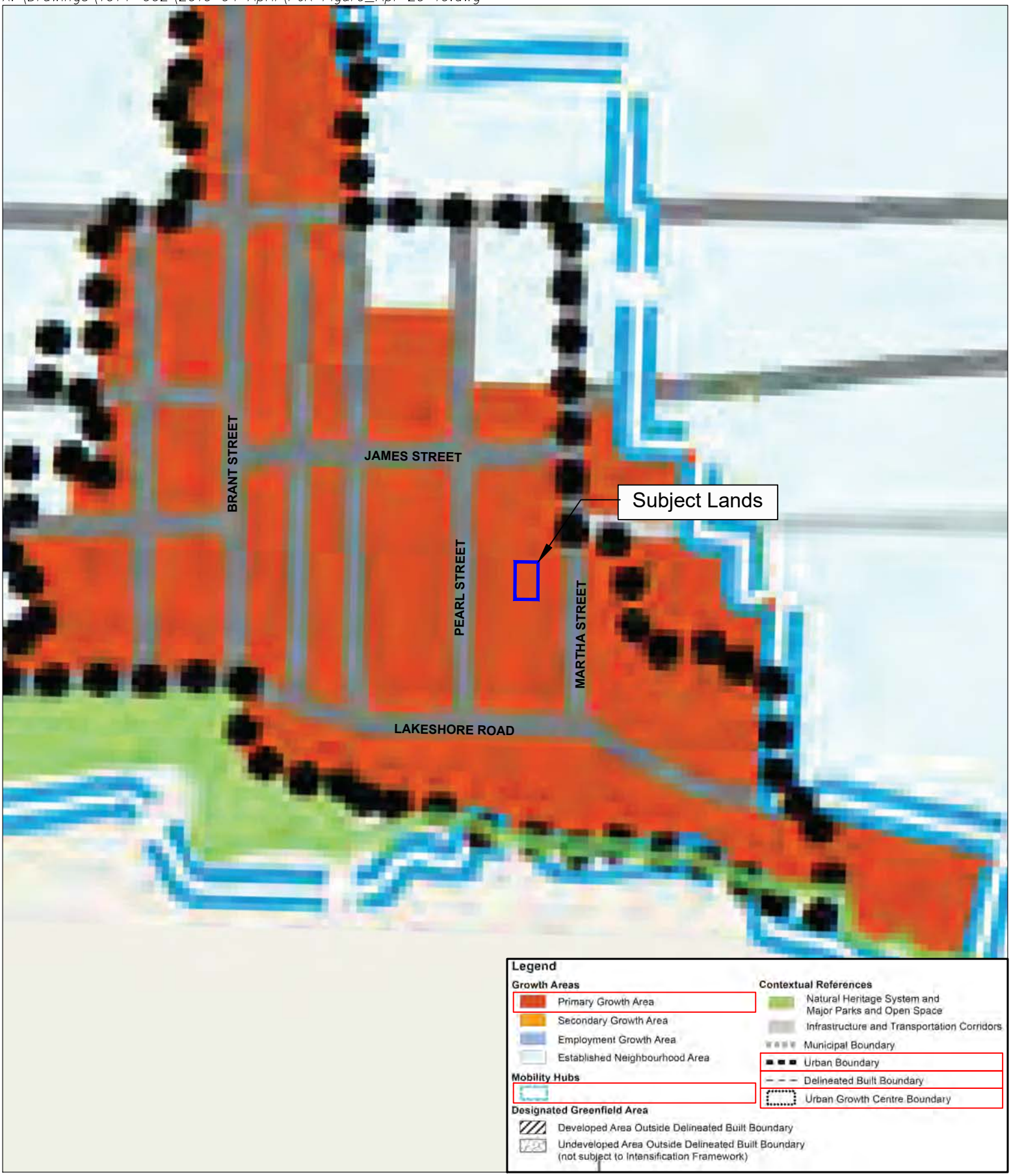
> *"8.1.1(2) b) The design and development of Urban Centres shall promote these areas as multi-functional activity centres and focal points for a variety of activities that are characterized by a mixed use and compact built form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development*
>
> *c) The design and development of Urban Centres shall ensure compatibility between the Urban Centre uses and surrounding areas.*
>
> *g) Multi-unit residential developments in Urban Centres should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes."*

Grow Bold also sets out a Growth Framework for the City identifying key areas for growth. The subject site is within a 'Primary Growth Area' as identified on *Figure 17: City of Burlington Official Plan Grow Bold, 2018 – Schedule B1 Growth Framework.* Section 2.4 Growth Framework provides the General Objectives and Policies that relate to 'Primary Growth Area'. Policies that apply to the proposed development include:

> *"2.4.2 (1) a) (ii) shall be recognized as a distinct area within the City's Urban Area accommodating the majority of the City's forecasted growth over the planning horizon of this Plan and beyond, and consequently will experience the greatest degree of change;*
>
> *(iii) shall be regarded as the most appropriate and predominant location for new tall buildings in accordance with the underlying land use designations, or the land use policies of an area-specific plan;*
>
> *(v) shall support the frequent transit corridors and accommodate development that is compact, mixed use, and pedestrian-oriented in nature"*

The policies related to the 'Primary Growth Area' acknowledge that the area is intended to accommodate the majority of the City's forecasted growth and will experience the greatest degree of change with the introduction of new tall buildings that are transit oriented. The proposal conforms to the polices in Section 2.4 through proposing a mid-rise density with a compact built form that has access to public transit which will promote a multi-functional activity area. The proposed development is compact, mixed use and pedestrian-oriented, and includes the adaptive re-use of the heritage dwelling.

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 17

## CITY OF BURLINGTON OFFICIAL PLAN BURLINGTON GROW BOLD - SCHEDULE 'B1' - URBAN STRUCTURE

**2085 Pine Street, City of Burlington**

Subject Lands

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

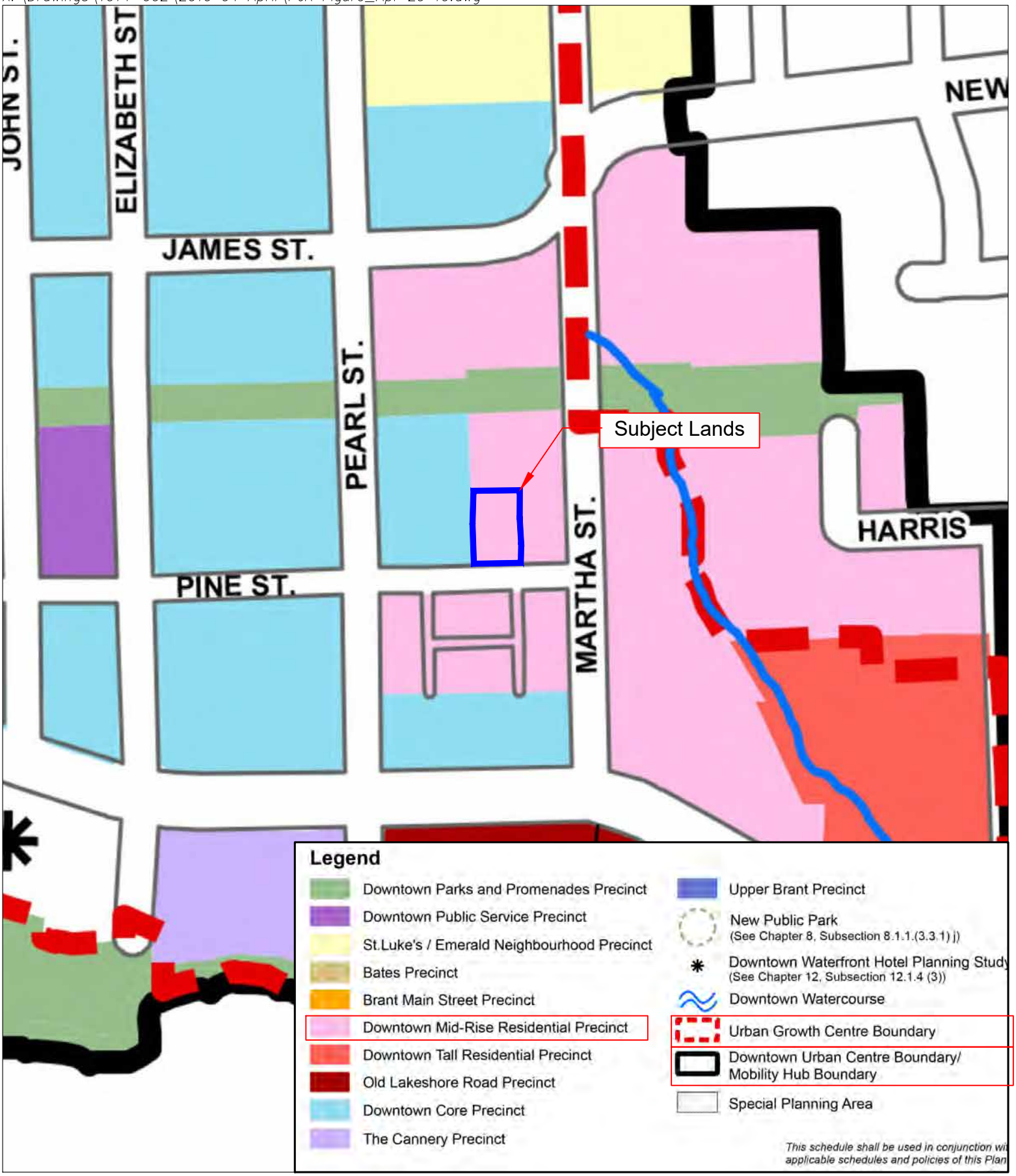
Grow Bold also introduces new land use designations to provide direction for how the Burlington Downtown Urban Growth Centre will grow and accommodate the density targets prescribed in the Regional Plan and Growth Plan. The subject site is designated 'Downtown Mid-Rise Residential Precinct' within the 'Urban Growth Centre Boundary' and in the 'Downtown Urban Centre Boundary/Mobility Hub Boundary', as shown on *Figure 18: City of Burlington Official Plan Grow Bold – Schedule D – Land Use – Downtown Urban Centre*.

Section 8.1.1 provides General Polices related to the 'Downtown Urban Centre' as follows:

> *"8.1.1(3.2) b) Within the Urban Growth Centre Boundary as delineated on Schedule B: Urban Structure, and Schedule D: Land Use - Downtown Urban Centre, of this Plan, a minimum density target of 200 residents and jobs combined per hectare by 2031 or earlier is established, in accordance with the "Places to Grow" Growth Plan for the Greater Golden Horseshoe.*
>
> *j) In development containing both retail and/or service commercial uses at grade and residential uses above the first storey, office uses and/or uses or amenities accessory to the residential use should be required as an intermediary function between floors containing retail and/or service commercial uses and residential uses to minimize the potential adverse effects of noise and vibration that may be generated by some types of retail or service commercial uses.*
>
> *k) The Downtown's cultural heritage resources should be conserved by being integrated into new development, where possible. Any development located in close proximity to cultural heritage resources shall be sensitive to the cultural heritage context of the street and not just of the immediately adjacent buildings, to maintain the character of those areas."*

The proposed density will help Burlington achieve the minimum density target of 200 residents per hectare by 2031 set out in Grow Bold [8.1.1 (3.2) b)] which conforms to the Regional Plan. In addition, the proposal incorporates the existing heritage building and provides an adaptive re-use for it that incorporates a retail and/or service commercial space on the ground floor. This further amplifies the sense the pedestrian scale along the street. To further enhance the heritage building, the podium's façade is shaped in a "C" to frame it, and the generous setbacks between the two buildings maintain the heritage building's presence along the street. The proposed development conforms to the policies in Section 8.1.1 since it proposes a built form that is compatible with the area and with the existing heritage building.

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 18

## CITY OF BURLINGTON OFFICIAL PLAN BURLINGTON GROW BOLD - SCHEDULE 'D' - LAND USE - DOWNTOWN URBAN CENTRE

2085 Pine Street, City of Burlington

Subject Lands

Scale NTS
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

The 'Downtown Mid-Rise Residential Precinct' designation, which the subject site is within, has a policy directive to accommodate mid-rise residential development consisting of between five (5) and eleven (11) storeys within residential areas of the downtown. Relevant policies in Section 8.1.1(3.8) include:

> *"8.1.1(3.8.1) b) The following uses may be permitted within the first storey of a development within the Downtown Mid-Rise Residential Precinct:*
>
> *(i) residential uses;*
> *(ii) retail and service commercial and office uses in accordance with Subsection 8.1.1(3.2) and Schedule D-1: Downtown Urban Centre Commercial and Office Streets, of this Plan; and*
> *(iii) recreation uses;*
>
> *c) Development shall be in the form of mid-rise buildings with a minimum height of five (5) storeys and a maximum height not to exceed eleven (11) storeys"*

The proposal conforms to the polices of the 'Downtown Mid-Rise Residential Precinct' through proposing a residential mid-rise of eleven (11) stories with a service commercial/office component on the ground floor as part of the heritage building's adaptive re-use.

In accordance with The Big Move (2008), Grow Bold (2018) identifies the Downtown Burlington 'Anchor Hub' as a 'Mobility Hub'. The subject property is located within the 500 metres radius of the 'Mobility Hub' and accordingly the 'Mobility Hub' policies apply. Section 8.1.2 states that mobility hubs are intended to be the focal points for higher density and mixed uses developments in the City that will accommodate a significant portion of the City's population growth to 2031 and beyond. Section 8.1.2 (1) discusses the objectives of Burlington's Mobility Hubs. Polices for the Downtown Mobility Hub are incorporated in the 'Urban Growth' section of Grow Bold and the following are applicable:

> *"8.1.2 (1) b) To develop the mobility hubs into compact, pedestrian, environmentally sustainable and transit-supportive places each with a distinct character.*
>
> *c) To promote intensification in order to achieve transit-supportive residential and employment density targets.*
>
> *h) To prioritize the development of surface parking lots and the intensification of underutilized lands and buildings."*

The proposal conforms to the above-noted policy through contributing to the development of a compact, pedestrian oriented, and transit supportive mobility hub. The proposal also proposes a density and form of intensification which is line with the transit supportive residential density targets, while redeveloping an underutilized parcel.

The proposal is compatible with the area's existing built form, which already contains a mix of densities as shown in *Photo 4, 5, 6, & 9,* and is consistent with recent development applications for growth and intensification in the area (refer to *Table 1: Nearby Developments).* The proposed development also includes unit sizes ranging in size from 89 sq.m. to 167 sq.m. to meet the needs of a wide range of life-stages for the population.

Grow Bold provides a new vision for the City of Burlington transitioning away from greenfield development to a sustainable City with transit and transit-oriented densities. The proposal conforms with this vision and the policies of the Plan through proposing a higher density and a higher building height with a compact built form in an area that is appropriate and transit supportive. The development is in line with the growth targets and proposes a density that will utilize the subject site's access to transit and the downtown core.

## 8.0 CITY OF BURLINGTON ZONING BY-LAW 2020

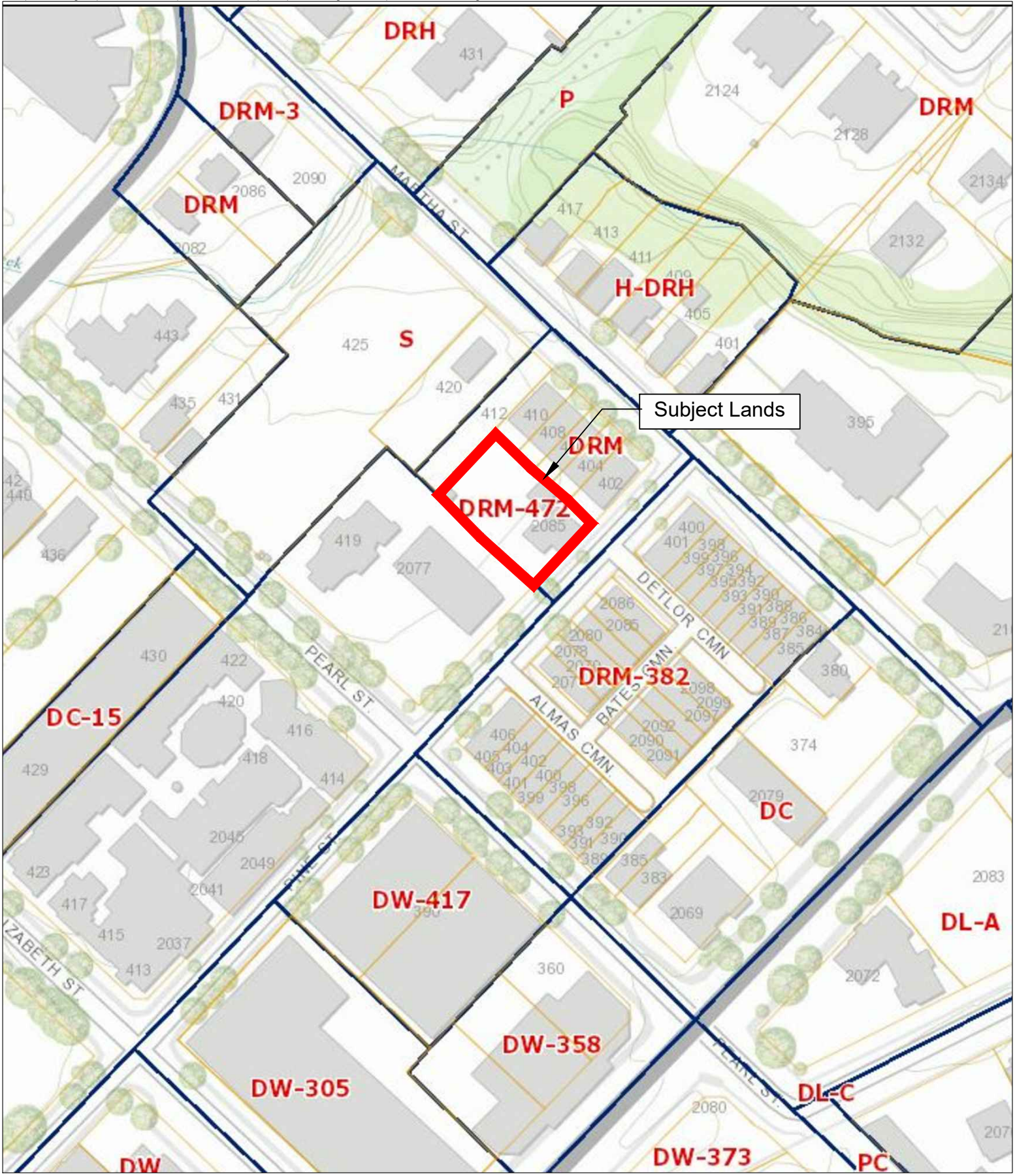
The City of Burlington Comprehensive Zoning By-Law 2020 came into force in June 1999. The Zoning By-Law identifies designated areas in the Town for specific land uses, and it contains specific zone provisions for each zone. The current Zoning By-Law is reflective of the current 'in effect' Burlington Official Plan. Accordingly, similar to discussion above noting that the Burlington Official Plan conflicts with Provincial and Regional planning directives, the Zoning By-Law is also not consistent with, nor does it conform with, sections of the Provincial and Regional planning documents.

The subject site is zoned 'DRM-472' (Downtown Medium Density Residential - Special Site 472) within the City of Burlington Zoning By-law 2020. This is a site-specific zone implemented to accommodate a previous development proposal in 2018 (refer to *Figure 19: City of Burlington Zoning By-law 2020*). The 'DRM-472' zone currently permits a wide range of residential uses that includes a range of townhouses to apartment buildings. New office uses are permitted but are limited to the ground floor of a residential building. Commercial uses are not currently listed as being permitted within the current zoning for these lands.

The 'DRM-472' Zone also provides specific zoning standards that include a maximum density of 150 units per hectare and maximum building height of 6-storeys (23 m). In relation to parking, the current site-specific zoning standards prescribe twenty (20) occupant spaces, one loading space and zero (0) visitor parking spaces.

The current zoning for the subject lands would not achieve or maximize the successful implementation of Provincial or Regional policy directives related to intensification, compact, pedestrian-oriented and transit-supportive development. The current height and density provisions contained in the "DRM-472' zone are limiting and will not facilitate optimal development of land use and utilization of infrastructure.

X:\Drawings\1014-002\2019 04 April\PJR Figure_Apr 29 19.dwg




# FIGURE 19

## CITY OF BURLINGTON ZONING BY-LAW 2020

**2085 Pine Street, City of Burlington**

Subject Lands

Scale NTS
January 7, 2019

GSAI
Glen Schnarr & Associates Inc.

The Zoning By-Law is proposed to be amended from "DRM-472" to "DRM-472 - Amended" to facilitate the proposed 11-storey mid-rise residential building with the following new provisions: *(refer to Appendix III: Draft Implementing Zoning By-Law):*

Permitted Uses:

Office and commercial uses including local service and retail uses

Regulations for Permitted Uses:

Maximum building height: 11 storeys (40 m)

Maximum density: 375 units per hectare (maximum 39 units)

Minimum amenity area: 1010 sq.m (25.9 sq.m. per unit)

Minimum occupant parking spaces: 48 (1.23 space per unit)

Minimum visitor spaces: 0

Minimum front yard setback: 0.6 m to underground parking structure
7.25 m to Floors 2-6 (and above)
5.75 m to balconies

Minimum east side yard setback: 1.85 m to planter over parking structure

A Table comparing the existing and proposed zone provisions under 'DRM-472' is included below:

Table 5: Zoning By-Law Summary Table

| **Regulation** | **Existing DRM-472** | **Proposed DRM-472** | **Exception Needed** |
|---|---|---|---|
| Lot Width | 25 m | 25 m | No |
| Lot area | 0.1 ha | 0.1 ha | No |
| Density and Units | 150 uph (max 15) | 375 uph (39 max) | **Yes** |
| Building Height | 6 storey<br>(23 m from fixed grade) | 11 storey<br>(40 m from fixed grade) | **Yes** |
| | 1.5 storey up to 7 m from fixed grade for accessory structure | 1.5 storey up to 7 m from fixed grade for accessory structure | No |
| Permission for office / retail / service commercial | No | Yes – (up to 113 sq.m.) | **Yes** |

| | | | |
|---|---|---|---|
| Amenity Area | 490 sq.m.<br>(32.6 sq.m. /unit) | 1,010 sq.m.<br>(25.9 sq.m./unit) | **Yes** |
| **Parking** | | | |
| Occupant parking spaces | 20 (1.3 spaces / unit) | 48 (1.23 spaces / unit) | **Yes** |
| Visitor parking spaces | 0 | 0 | No |
| Barrier Free parking | 1 space | 2 spaces | No |
| Loading Spaces | 1 | 1 | No |
| FY setback to entrance and exit ramp | 6.0 m | 12.5 m | No |
| **Front Yard** | | | |
| Accessory amenity bldg. | 2.9 m | 2.9 m | No |
| Parking structure | 9.5 m | 0.6 m | **Yes** |
| Floors 2-6 | 9.0 m | 7.25 m | **Yes** |
| Balconies | 7.4 m | 5.75 m | **Yes** |
| **Rear Yard** | | | |
| Parking structure | 0.4 m | 0.6 m | No |
| Floors 2-5 | 0.4 m | 0.4 m | No |
| Floor 6 | 3.5 m | 0.4 m | **Yes** |
| Floor 6 balcony | 0.4 m | 0.4 m | No |
| **Side Yard (west)** | | | |
| Parking structure | 0.4 m | 0.6 m | No |
| Apt Building (incl. balconies) | 1.2 m | 1.4 m | No |
| **Side Yard (east)** | | | |
| Parking Structure – below grade | 0.4 m | 0.6 m | No |
| Parking Structure – above grade | n/a | 1.85 m | **Yes** |
| Floors 1-3 | 3.0 m | 5.0 m | No |
| Floor 4 | 5.0 m | 7.0 m | No |
| Floor 4 balcony | 3.0 m | 5.0 m | No |
| Floors 5 & 6 | 7.0 m | 7.0 m | No |
| Floors 5 & 6 balconies | 4.7 m | 5.0 m | No |
| Roof top Structure for Mechanical Equipment | 10.5 | 13.25 m | No |
| Landscape Buffer (adjacent to street) | 3.0 m | 2.9 m plus encroachments | **Yes** |

It is noted that the City's Zoning By-law, particularly as it relates to land within the downtown Urban Growth Centre, conflicts with the current and proposed Provincial and Regional policy regime. Accordingly, it is expected that the City will undertake a comprehensive review of the Zoning By-law once Provincial and Regional policies have been appropriately implemented into the City's new Official Plan. In the meantime, the proposed zoning by-law amendment to rezone the subject lands to permit the development proposal is consistent with and conforms to the current policy directives at the Provincial and Regional level.

## 9.0 CONFORMITY WITH APPLICABLE STUDIES AND GUIDELINES

Numerous studies and guidelines have been prepared by the Province and City to help guide development and to ensure that existing and emerging land use policies continue to conform with Provincial and Regional policy directives. Applicable studies/guidelines that have been reviewed in the context of this development proposal include the following:

- Metrolinx Mobility Hub Guidelines (2011);
- The City of Burlington Strategic Plan, 2015-2040 (2016);
- City of Burlington Official Plan Review: Mobility Hubs Opportunities and Constraints Study (May 2014);
- Downtown Urban Design Guidelines – City of Burlington (2006);
- Mid-Rise Building Guidelines (March 2019); and
- Burlington City-Wide Parking Standards Review (2017).

Below is a general discussion on each document and how it has been considered in the context of the development proposal.

## 9.1 METROLINX MOBILITY HUB GUIDELINES (2011)

The Metrolinx Mobility Hub Guidelines (2011) (the 'Guidelines') provide details and strategies for the mobility hub concept and are intended to guide the development of municipal mobility hub plans. This document acknowledges that the Growth Plan identified major transit stations as areas that were approximately a ten (10) minute walk from an existing or planned higher order transit station in a 'settlement area'. Major transit stations play a significant role in Metrolinx's regional transit network and are recognized as Mobility Hubs.

The Guidelines provide insight into land use considerations within 'Mobility Hubs', based on the distance from the transit station. The subject property falls within the Secondary Zone of a Mobility Hub (an approximate 500 metres radius from a transit station). Table ii.2 Mobility Hub Zones states the following for Secondary Zones:

> *"Typically includes relatively high densities and mix of uses to benefit from the high level of transit accessibility and promote higher sustainable mode shares." (Mobility Hub Guidelines, 2011, pg. 17)*

The proposal conforms with the intended land use considerations for the Secondary Zone through proposing a height and density that aligns with a transit accessible development. Moreover, the subject property's access to existing and planned transit will facilitate a modal shift towards alternative modes of transportation from the automobile.

The Guidelines provide suggested densities for 'Mobility Hubs' that align with the Growth Plan (2017) 'Urban Growth Centre' targets. The suggested densities are based on the type of rapid transit that is available or planned. With the proposed Metrolinx Bus Rapid Transit (BRT) along Brant Street, the Bus Rapid Transit densities apply, which range from 100-250 residents and jobs combined per a hectare within a 'Mobility Hub'.

The Guidelines suggest that higher densities are appropriate in the Downtown Burlington Mobility Hub and the development proposal is appropriate and consistent with these guidelines.

## 9.2 THE CITY OF BURLINGTON STRATEGIC PLAN 2015-2040 (2016)

The City of Burlington City Council unanimously approved the Burlington Strategic Plan 2015-2040 on April 11th, 2016. The Strategic Plan was informed through public engagements during 2015 to 2016 and provides direction in key areas such as population growth, intensification, economic growth, and mobility choices. Key statements made in the Strategic Plan that help form the City's future direction related to intensification, economic growth, population growth and transportation are worthwhile noting, including:

> *"1.1.g Burlington's downtown is vibrant and thriving with greater intensification attracting both businesses and people to enjoy the quality of life.*
>
> *1.2.a Growth is being achieved in mixed-use areas and along main roads with transit service, including mobility hubs, downtown and uptown.*
>
> *1.2.d New and transitioning neighbourhoods are being designed to promote easy access to amenities, services, recreation and employment areas with more opportunities for walking, cycling and using public transit*
>
> *1.2.h Burlington has a downtown that supports intensification and contains green space and amenities, has vibrant pedestrian-focused streets, is culturally active and is home to a mix of residents and businesses.*
>
> *1.2.i Burlington has a downtown that supports intensification and contains green space and amenities, has vibrant pedestrian-focused streets, is culturally active and is home to a mix of residents and businesses.*
>
> *1.3.a Burlington is an inclusive and diverse City that has a growing proportion of youth, newcomers and young families and offers a price range and mix of housing choices.*

*2.1.b Mobility hubs are being developed and supported by intensification and *built forms that allow walkable neighbourhoods to develop. Metrolinx will have worked with the City to ensure the creation of hubs aligns with intensification and built form objectives.*

*2.1.g Walkability and cycling has guided the development of new and transitioning neighbourhoods and the downtown so that people rely less on automobiles."*

The proposed development aligns well with the statements noted above which help form the direction of the City's Strategic Plan and emerging policies for the City. The proposal seeks to intensify a site within the downtown, which is identified as an area for growth, and will contribute to the creation of a vibrant area for residents. Furthermore, with the subject property's location within the downtown, future residents will have easy access to amenities, services, recreation and employment as illustrated in Section 3.4 of this Report (Facilities, Services and Recreation).

The proposal will also further diversify the City's housing stock providing a mix of housing choices creating a more inclusive City for newcomers and young families. In conformity with Provincial polices, the proposed Official Plan Amendment and Zoning By-law Amendment proposes an appropriate density and built form within the City's Mobility Hub that will promote transit use and active transportation.

## 9.3 CITY OF BURLINGTON OFFICIAL PLAN REVIEW: MOBILITY HUBS OPPORTUNITIES AND CONSTRAINTS STUDY (May 2014)

The Mobility Hubs Opportunities and Constraints Study prepared by Brook McIlroy/ARUP (the 'Study') was one of many City-wide studies prepared to inform Grow Bold. The findings and recommendations of the Study were intended to inform the integration of mobility hubs in the updated Official Plan (Grow Bold), the Transportation Master Plan Update, and the Zoning By-law Review. The Study provides recommendations that apply to the Burlington Downtown Urban Centre Boundary/Mobility Hub Boundary (designated by the Province) and, as such, are relevant to the proposal.

Section 1.4 (Mobility Hub Context) of the Study provides an analysis of each mobility hub in the City of Burlington, and the function each hub has in serving the regional transportation system. The Study acknowledges that mobility hubs are not intended solely for transit but have the potential to become vibrant mixed-use neighborhoods. As it relates to the Downtown Burlington Mobility Hub, the Study acknowledges it has strategic importance as an 'Urban Growth Centre' and represents an area for higher densities. Section 1.4.2 (Burlington's Mobility Hubs) of the Study found that the Downtown Burlington Mobility Hub was:

*"home to 6,500 people, with a population density of 44.3 residents per hectare. It employs 3,300 people, with a density of 22.5 jobs per hectare." (Mobility Hubs Opportunities and Constraints Study, 2014, pg. 8)*

The Study found that a "*significant increase in density will be required to achieve the targets recommended through Places to Grow and Metrolinx's Mobility Hub Guidelines*" (Section 1.4.2 Burlington Mobility Hubs, pg. 9), for all four mobility hubs, including the Downtown Burlington Mobility Hub. The proposal represents a built form and intensification that conforms with the density targets set out Provincial and Regional policies. Moreover, it will facilitate the creation of a complete community and a multimodal transportation system with the subject site's access to the transit, bicycle network and trail system (refer to *Figure 6 – City of Burlington Official Plan, 2008 – Appendix 'A' Schedule 2 – Long Term Cycling Master Plan).*

Section 5.3.2 of the Study provides the Vision Statement for the Downtown Burlington Mobility Hub, which states:

> *"As a mobility hub, Downtown Burlington will continue to develop as an Urban Growth Centre and the primary destination within the City of Burlington. Appropriately scaled mixed-use infill development will be encouraged on vacant and underutilized sites to create vital, pedestrian-supportive streetscapes…" (pg. 59)*

The proposal conforms with the vision as it provides an appropriately scaled mixed-use infill development on an underutilized site. The built form of the proposal includes various design features such as step backs and setbacks/buffers to ensure the building is appropriately scaled for the existing area, while minimizing shadows on adjacent land uses including the heritage dwelling. As discussed in the Urban Design Brief (2019) the inclusion of green space through both landscaping and living balconies will improve privacy and preserve the heritage building's context along the street. Furthermore, the building's setback from the street and adaptive re-use of the heritage dwelling will contribute to the pedestrian realm.

## 9.4 DOWNTOWN URBAN DESIGN GUIDELINES – CITY OF BURLINGTON (2006)

The Downtown Urban Design Guidelines ('UDG') assists in refining the design principles for Burlington's Downtown as a "safe, vibrant, functional, attractive, diverse and economically healthy area". The UDG are intended to be a supplementary document to the City's Official Plan and Zoning By-law regarding design and built form. City Council approved the UDG on October 10th, 2006, however the UDG do not reflect the latest 'Downtown Boundary' or the 'Downtown Mobility Hub Boundary'. As a result, the UDG identify the subject site outside of the 'Downtown Core', and many principles require updating to reflect the 'Downtown Mobility Hub' standards and boundary.

Though the UDG require updating, there are numerous recommendations in Section 5.0 (Built Form Guidelines), that are relevant to the proposed development, as follows:

> *"5.4.1 Building setbacks generally should be sensitive to the location of existing built form, sun angles and the intended use of the sidewalk (patio, gathering place, etc).*

*5.4.2 It is critical that the street wall be constructed with the highest quality of architectural design and materials, as this portion of the building is the most visible and accessible to pedestrians.*

*5.4.6 Materials used at the base of a building should be durable, convey permanence and contrast with higher sections of the building in the case of a tall building (i.e. taller than 7 storeys).*

*Glass should be the dominant material on façades facing a public street.*

*5.5 A Note on Heritage*
*In general, buildings should be retained or removed. Retaining the façade is not an acceptable substitute to the retention of the whole structure.*

*5.6.2 Areas identified as low-rise generally correspond to areas where existing low-rise form is a general characteristic of the area. Building over the 2-4 storey low-rise height may require a building stepback that makes the upper storeys less perceivable from the street.*

*'Visual Angular Plane Analysis' should be used for determining the appropriate building envelope for a specific site. Visual Angular Plane Analysis determines the building envelope utilizing a site cross-section and drawing a 45-degree angle measured from the property boundary located directly across the street of the proposed development.*

*5.5.4 Buildings should be sensitive to casting shadows on low rise residential neighbourhoods, open spaces and pedestrian areas or streets where a high degree of sun penetration exists."*

The proposed development conforms to the guidelines of the UDG and is consistent with the design principles in facilitating the development of a vibrant complete community within the downtown. All proposed parking is below grade, minimizing the visible impact of vehicles along the street. The mid-rise building is setback 10.6 metres from the street (behind the existing heritage structure), which will ensure that the heritage building dominates the pedestrian realm. Moreover, the provided setback and podium design will enable a human scale along the frontage of the property with an undeniable focus on the heritage building.

In relation to building material and the street wall, the building is primarily made up of a glazed glass (which is a preferred building material), while the podium is a combination of taupe stone concept and architectural wood screen. This contrast of building material between the podium and higher sections creates a pleasant backdrop for the heritage house, which is maintained.

With the adjacent townhouses to the east, the building incorporates step backs in the design from the 2-storey podium to mitigate the building's shadow and incorporates natural buffering for privacy. The Shadow Studies prepared by ATA Architects Inc. (Jan 2019) determine there will

be a minimal difference between the proposed 11-storey building and the approved 6-storey building in terms of shadowing on adjacent properties. The design also gives consideration to the recommended 45-degree angular plane, while proposing an angular plane that balances the proposal's density and shadowing. It is noted that the proposed building is, in fact, within the 45 degree angular plane; however, the application of a 45-degree angular plane is not a critical measure of compatibility in the downtown or for the subject lands. The subject lands are located in an area of downtown which contains some ground-related housing (i.e. townhouses and live/work units) and it is noted that there is a significant separation between the subject lands and those built forms. The closest residential built form is the existing townhouses to the east. Any building on the subject lands of a significant height, even the approved as-of right 6 storey (23 m height) building, would be within the 45-degree angular plane.

Further, it is noted that the intent of the 45-degree angular plane is to assess the separation distances and interface between ground-related and mid/high rise developments. The application of the 45-degree angular plane is not appropriate in a downtown setting as it may have the effect of limiting heights and densities, thereby resulting in an underachievement of growth and development potential in the downtown, which would be contrary to Provincial and Regional policies. Accordingly, the 45-degree angular plane is more appropriately applied in a suburban context to assess the interface between ground related and mid/high rise development.

The proposed development conforms with the UDG principles for Burlington's downtown, which is discussed in greater detail in the Urban Design Brief + Conservation Plan + Shadow Study prepared by ATA Architects Inc, dated April 2019.

## 9.5 MID-RISE BUILDING GUIDELINES (MARCH 2019)

The Mid-Rise Building Guidelines (March 2019) are intended to be read as key document in addition to the Council adopted "Grow Bold Official Plan". The City began engaging the public in September 2018 for feedback and the Draft Guidelines became available in November 2018. The Mid-Rise Building Guidelines note that the City's 'urban area' represents the land where forecasted population and employment growth will be accommodated and the 'mid-rise' building form is anticipated to be a key element of this growth. The Guidelines seek to ensure that well-designed mid-rise buildings will be developed in the City which is focused on strategically growing in place.

It is noted that the mid-rise built form represents an ideal building type to transition into higher densities. Within the Mid-Rise Building Guidelines, a mid-rise building is defined as any building between five (5) to eleven (11) storeys. Mid-rise buildings provide opportunities to create comfortable pedestrian realms, provide a mix of housing in the City at densities that improve viability of transit, use land in a sustainable way and provide a more affordable form of housing than traditional low-rise buildings.

The Mid-Rise Building Guidelines represent best practices that are intended to influence the design of mid-rise buildings and support the creation of the complete communities. The Mid-Rise Building Guidelines are intended to guide both developers and architects, as well as City staff in

the evaluation of development applications. The Draft Mid-Rise Building Guidelines provide best practices related to:

- Height,
- Massing,
- Transitions, and
- Building articulation

It should be noted that the guidelines aim to create a high quality built form, "*but do not anticipate every design scenario. It is not the intention of the guidelines to limit creativity. Where it can be demonstrated that an alternative built form achieves the intent of the guidelines, alternative solutions should be permitted and encouraged."*. These guidelines are discussed in more detail in the Urban Design Brief prepared by ATA Architects (2019).

## 9.6 BURLINGTON CITY-WIDE PARKING STANDARDS REVIEW (2017)

With the City's growth and shift towards a more urban built form, the existing parking standards reflected in the By-law 2020 were recently reviewed to better support the City's intensification targets. The City of Burlington retained IBI Group to conduct the assessment, and their report was presented to Council on September 25th, 2017. The City anticipates that the revised report will be presented to Council in Spring 2019 for final approval; however, they are proactively applying the new standards to current development applications.

The City-Wide Parking Standards Review (the 'Parking Standard Review') recommended decreases in parking rates for several types of built forms to support an efficient form of development that encourages both public transit and active transportation. The Parking Standard Review proposed the following changes to Apartment Building parking standards:

Table 6: Parking Standard Review (City of Burlington)

| Land Use | Existing Parking Standard Minimum | Change | Intensification Areas: Maximum | Intensification Areas: Minimum |
|---|---|---|---|---|
| Apartment Building | Occupant:<br>1.25-1.75 spaces/unit<br>Visitor:<br>0.35 spaces/unit | Updated | Occupant:<br>1.5 spaces/unit<br>Visitor:<br>0.25 spaces/unit | Occupant:<br>1 spaces/unit<br>Visitor:<br>0.25 spaces/unit |

The proposed development is within an intensification area in Burlington and, according to the above noted Parking Standard Chart, the City envisions requiring 1.0 spaces per unit for occupants and 0.25 spaces for visitors per unit. While the proposal seeks to provide 1.23 spaces per unit for occupants and zero visitor spaces, it is noted that the overall ratio of 1.23 spaces per unit is close to the proposed new minimum parking requirement in intensification areas of an overall 1.25 spaces per unit (for both occupants and visitors). Due to the availability of on-street parking and

City parking lots in close proximity to the subject lands, it is proposed that the proposed parking rate of 1.23 spaces per unit is appropriate.

The Official Plan Amendment and Zoning By-law Amendment therefore is generally in conformance with the City's emerging parking standards, providing a ratio almost equivalent to the minimum required for apartment buildings in the intensification area.

Section 3.2 of the Parking Standard Review summarizes potential opportunities for parking reductions such as availability of carshare vehicles and developing in locations with a mix of land uses, transit opportunities and available on-street parking. The subject site is located within the Burlington Downtown Mobility Hub with a mix of uses and is within a ten (10) minute walk to the John Street Downtown Bus Terminal. Moreover, the subject site is in close proximity to the City's multi-use trail and cycle networking providing opportunities for active transportation. As such, visitors have access to a variety of alternative modes of transportation to reach the subject property, and there are numerous on-street parking opportunities nearby within the downtown area. As such, the subject property is ideally situated for a reduction in overall parking, which supports the goals of the City in promoting a *complete community*.

## 10.0 SUPPORTING TECHNICAL STUDIES

The following represent a short summary of some of the technical reports prepared in connection with the proposed development at 2085 Pine Street.

## 10.1 TRANSPORTATION IMPACT BRIEF

The supporting Transportation Impact Brief prepared by Paradigm Transportation Solutions Ltd. (April 2019) was prepared to assess the potential effects of the proposed development on traffic and transportation patterns in the surrounding area. The study concludes that there is available traffic capacity in the road system for the additional traffic generated by the proposed mid-rise building. It is noted that "*overall, the boundary road network provides sufficient reserve capacity to accommodate the proposed development and approved in-stream development applications. The analyses indicates that off-site traffic improvement would not be required to support the Application."*

The study determined that the current traffic system in the surrounding area has sufficient capacity to accommodate the additional traffic generated by the proposal and does not make any traffic recommendations.

## 10.2 ENVIRONMENTAL NOISE IMPACT STUDY

An Environmental Noise Impact Study prepared by dBA Acoustical Consultant Inc. (January 2019) was conducted to evaluate the potential environmental noise impact of the proposed residential and commercial development. The analysis included an assessment of the noise impact anticipated to impact the residential project, in accordance with the Ministry of the Environment and Climate Change (MOECC) guidelines.

The analysis evaluated the impact of road noise for both interior and exterior spaces of the project and found all noise levels were below the Ministry of Environment road noise limit and therefore, the development does not require any mitigation measures. The study also examined stationary noise sources form the site and noted that HVAC units are proposed within the rooftop mechanical building and there will be no noise impact on area residential properties. As well, it is noted that a ground floor generator is considered and will be addressed for noise compliance once the exact siting and sizing of the generator is confirmed. The report concludes by confirming that noise control measures are not required to meet indoor or outdoor noise levels for this proposed development.

## 10.3 ENVIRONMENTAL SITE ASSESSMENT

An Environmental Site Assessment (ESA) Phase One, was prepared by Landtek Limited (2018). The Phase One was completed per the requirements of Ontario Regulation 153/04 and through a review of records and site inspections no potentially contaminating activities were identified. Based on the results of the Phase One ESA, no potentially contaminating activities were identified, and no further studies are required.

## 10.4 FUNCTIONAL SERVICING REPORT

A Functional Servicing Report, prepared by Metropolitan Consulting Inc. (2018), outlines that the proposed development will meet the City's servicing requirements and stormwater management objectives. Water services will be provided through a new 100mm water service and 150mm fire service connection to the 150mm watermain along the north side of Pine Street. A 150mm sanitary service and manhole at the property line will be used to service the site. In relation to storm water management, the study confirms that the proposal will connect to an existing storm sewer on Pine Street to service the proposed development. In addition, a storage tank will also control for 100 year post development peak flows to the 2 year pre development peak flow. The Functional Servicing Report concludes that the proposed grading, drainage and stormwater management design conforms with the City of Burlington standards and that there is capacity in the system to adequately accommodate the proposed development.

## 10.5 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation Report was prepared by Terraprobe Inc. (November 15$^{th}$, 2018). The purpose of the report was to investigate the subsurface soil, rock and groundwater conditions in relation to the anticipated construction conditions. The Geotechnical Investigation Report found that the subject property generally consists of lacustrine, outwash sand, and Halton Till: clay or silt till. In addition, beneath the overburden deposits is red shale bedrock. The study concluded that based on the preliminary information, the disposal of excess excavated soil from the site is not expected to be problematic.

## 10.6 TREE INVENTORY AND PRESERVATION PLAN REPORT

A Tree Inventory and Preservation Plan Report was prepared by Kuntz Forestry Consulting (October 2014, Revised February 2019). The purpose was to prepare an inventory of the existing tree resources on and around the subject property and to evaluate the potential for tree preservation, where applicable. The Tree Inventory and Preservation Plan Report noted that there are eight trees on or around the subject lands that may be impacted by the proposed development and of those, two trees will be preserved. Of the eight trees on site today, two (2) are City owned and have some level of damage and must be removed and four (4) are located along the property boundary and must be removed. The remaining two trees are located within fenced rear yards of the adjacent townhouse properties and will be preserved. The study recommended a board fence lining the eastern property line to protect the two trees on the subject property and pruning any roots or branches that extend past the prescribed tree protection zone. The protection of existing trees on the subject property and the introduction of additional landscape features demonstrate that the proposal to conforms with policy 2.5.2 a) vi). The Tree Inventory and Preservation Plan found a total of eight (8) trees on site

## 10.7 WIND STUDY

A Pedestrian Wind Assessment was prepared by Rowan Williams Davies & Irwin Inc. (February, 2019). The Pedestrian Wind Assessment analyzed the existing site conditions, local wind climate, existing wind conditions, and the wind conditions in connection with the proposed building.

The assessment noted that although the proposed 11-storey building is taller than the neighbouring properties, the building has been designed with features such as step backs to reduce "downwashing winds" within the pedestrian realm (Rowan Williams Davies & Irwin Inc., 2019, pg. 9). The Pedestrian Wind Assessment also noted that the building design features such as step backs, landscaping around the site, and the proximity of the podium to adjacent buildings will diffuse the wind energy along the street. Therefore, the proposed development is not anticipated to significantly alter the surrounding area from a wind perspective. The Pedestrian Wind Assessment concluded with recommending the inclusion of landscaping that retain their foliage during the winter months near the entrance of the commercial building in the southeast corner of the site and also in the southwest corner of the site to minimize (eliminate) the expected southwesterly winds downwashing off the west façade of the building into the public realm.

## 10.8 LANDSCAPE PLAN

A Landscape Plan was prepared by N.J. Sinclair, Landscape Architect (December 14, 2018). The Landscape Plan illustrates the new and existing landscape features for the proposed development. The Landscape plan highlights the natural buffers that are incorporated into the plan to increase privacy for adjacent parcels as well to increase the City's green space. The Landscape Plan also incorporates natural features such as shrubs and greeneries near the entrance of the heritage building to mitigate wind created by the proposed mid-rise building and to create a pleasant outdoor seating area that will further animate the public realm.

## 10.9 HEIGHT SURVEY OF ADJACENT BUILDINGS

ATA Architects Inc. prepared a Height Survey of surrounding lands (2019). This survey illustrates that the general area is characterized by a mix of land uses and building heights consistent with a downtown area. It is also important to note that a number of redevelopment/intensification projects, similar to the proposed redevelopment, have been approved and are not yet constructed within the City's downtown area. This is consistent with objectives and policy directives of an Urban Growth Centre.

## 10.10 URBAN DESIGN BRIEF + CONSERVATION PLAN (2018)

An Urban Design Brief, Conservation Plan and Shadow Study was prepared by ATA Architects Inc. (April 2019) ("UDB"). The report reviews the contextual significance of the existing heritage building within the downtown Urban Growth Centre and highlights the retention of the historic Nelson Ogg-Jabez Clark house (the heritage building). The UDB notes that through an adaptive re-use of the heritage building, the public realm will be further animated. The Urban Design Brief discusses design features that have been incorporated into the proposed mid-rise building to ensure the design is both compatible and contextually appropriate. These design features range from step backs to living balconies to reduce visual encroachments on the adjacent land uses.

The proposed mid-rise building is spatially separated from the heritage building, which maintains the original form and views of the heritage building. This is further enhanced with the incorporation of a slim building design with a glazed wall directly behind the heritage building further maintaining the original views. A step back is designed at the podium level that further pushes the mid-rise building back from the street contributing to the human scale at the street level. Moreover, a set back is also proposed on the east side of the building to provide greater amounts of sunlight for the adjacent townhouses. The podium is designed with similar textures and colors as the heritage building, and the podium is designed in a "C" shaped that visually frames the heritage building as a focal point. The "C" shape is also incorporated throughout the building design along the east side of the building and upper levels for consistency. The mid-rise building is stepped back on the east side which provides greater amount of openness and space for the existing residential townhouse to the east. Furthermore, greenery and landscaping are proposed along the eastern property boundary, the eastern side of podium and along all balconies to provide greater amounts of privacy for residents.

The UDB confirms that the proposed mid rise building's generous setback from the street enables greater amounts of sunlight and views for adjacent properties than if the building was proposed closer to the street. The Urban Design Brief states the inclusion of the above stated design features will ensure the proposed mid-rise building's compatibility with both the surrounding area and the existing heritage building.

The Conservation Plan details how the heritage building will be maintained with minor changes that respect the building while incorporating it into the proposal. The related porch, garden shed and garage were determined to be not architecturally or historically significant and are proposed to be demolished. No new openings will be created to the heritage building and the existing

doorways will be used to access the new addition that connects the two buildings. The proposed entry to the mid-rise building is setback from the rear wall of the heritage building and the canopy extends to the rear wall which maintains the gable form. During construction, the heritage building will be relocated off-site temporarily to facilitate the site construction, then will be brought back to the site and installed in the same location. Furthermore, three new dormers are proposed to replace the long-shed dormer, which will enhance the appearance of the heritage building.

## 10.11 SHADOW STUDY

The Shadow Study (ATA Architects, 2019) examined shadows for three different dates including March 21st, June 21st, and December 21st at 9:30 AM, 12:30PM, and 3:30PM in accordance with the City's requirements for Shadow Studies. The Shadow Study concluded that the shadows that would result from the development proposal are minimal and not any more significant than what is currently permitted on site today. Furthermore, the heritage building is minimally affected by any shadowing resulting from the proposed development. As a result, the Shadow Study concludes that the shadows created by the proposed development represent a negligible impact on surrounding lands.

## 10.12 HERITAGE ASSESSMENT, HERITAGE IMPACT STATEMENT and CONSERVATION PLAN

A Heritage Assessment ("HA") and Heritage Impact Statement ("HIS") were prepared by ATA Architects Inc. (April 2019). The HA noted the building located on 2085 Pine Street is listed on the Municipal Register for the City of Burlington but has not been designated under the Ontario Heritage Act. An inspection of the site, including photographic documentation, was conducted and an analysis of background information from the Burlington Historical Society and the City's online Heritage Directory was provided in this study.

The historical house located on 2085 Pine Street is believed to have been constructed in 1847 by Nelson Ogg, who's family played significant roles in the community's politics. In addition, the building held the first Roman Catholic service in the community, as the parish was established prior the church's construction. The property passed though different ownership from 1852 to 1884 until Jabez Clark purchased it, who was a prominent local farmer in the area and, interestingly, now has a gooseberry named after him.

In relation to the architectural significance of the building, it is a small one and half storey end gable frame structure. The HA notes the "*the house was reclad in stretcher-bond brick by James Clark in the 1870's"* (ATA Architects Inc., 2019, pg. 10). The exterior of the building has been well maintained over the years and the HIS also notes that the interior is also in very good condition though many of the original finishes have been removed. The HA states that though it is "*a simple building that does not aspire to any high degree of technical or scientific achievement, it is a good example of vernacular style Ontario cottage"* (ATA Architects Inc., 2019, pg. 11). As downtown Burlington becomes more urban, buildings such as those at 2085 Pine Street become more significant as remnants of the City's heritage. Moreover, the design, condition and location of the building provides a visual prominence along the Pine Street and the area. The HA concludes that

the building represents significant heritage value and is worthy of heritage recognition and designation as a result of the historical ties to the City's early development. Further, it represents a well-preserved example of Ontario cottage vernacular architecture.

The Historical Impact Statement notes that the current site is surrounded by higher forms of densities, and that the single detached dwelling on this relatively large lot is out of context with the emerging intensification in the area. Accordingly, the proposed redevelopment maintains and incorporates the existing one and half storey dwelling through an adaptive re-use. The proposed design protects the existing heritage value through redeveloping the newer rear addition of the building (which is not historically significant) for a connection between the two buildings. Moreover, the large front yard setback of the mid-rise building and its design ensures the pedestrian view of the heritage building is unaffected. The architectural design style of the proposed mid-rise building will clearly define the new built form against the existing heritage building and give the heritage building a greater presence along the street. A variety of design features have been included such as "C" shaped podium to preserve and enhance the heritage building's prominence. The HIS states that through the integration of the heritage building in the overall site design and development of appropriate landscaping, the heritage building will be rehabilitated and overall site development will enhance the site and surrounding area. The HIS concludes with a variety of mitigation measures ranging from relocating the house to an adjacent site during construction to refinishing the building's exterior to ensure the development of the site maintains and respects the existing building's heritage value.

## 11.0 SUMMARY AND CONCLUSIONS

In summary, the proposed development of the subject property for an 11-storey mid-rise residential building and the adaptive re-use proposed for the existing heritage building is consistent with the Provincial Policy Statement and conforms to the relevant objectives and policies of the Growth Plan and the Region of Halton Official Plan. In fact, the Provincial and Regional policies and many emerging policies and guidelines prepared by the City of Burlington provide significant support for this proposal. The proposed Official Plan and Zoning By-law Amendments are appropriate and justified and represent good planning for the following reasons:

1. The current in-effect Burlington Official Plan and Zoning By-Law for the subject lands conflict with the upper tier Provincial and Regional planning documents and policy directives. Accordingly, it is appropriate and reasonable to consider the proposed site-specific Official Plan and Zoning By-Law Amendments to facilitate the proposed development for the subject lands.

2. The proposal is consistent with the polices of the Provincial Policy Statement in the context of building strong communities, promoting efficient development and land use patterns and prioritizing intensification, compact built form, transit-supportive development and contributing to a range of housing options for residents of all ages;

3. The proposal conforms with the Growth Plan in the context of supporting the achievement of a complete community in the City of Burlington's downtown through prioritizing intensification, diversifying uses and housing options and supporting an existing (and growing) transit network within an area that has access to a variety of services, facilities and transit options, as well assisting the City in meeting and exceeding the minimum density target of 200 residents and jobs combined per a hectare for the Urban Growth Centre;

4. The proposal conforms with Metrolinx: The Big Move in the context of proposing a transit-oriented density that contributes to the growth of the Burlington downtown 'Anchor Hub' and will facilitate an increase in transit ridership;

5. The proposal conforms with the Region of Halton Official Plan through supporting the growth of the Urban Growth Centre and Major Transit Infrastructure by proposing a density that will help achieve and exceed the minimum density of 200 residents and jobs per combined hectare. Moreover, the proposal will further diversify the housing mix within the City through proposing a mix of unit sizes to meet diverse needs.

6. The proposed Official Plan Amendment will allow the City's policies and permissions for these lands to be updated to ensure they are no longer in conflict with Provincial and Regional Plans as it relates to intensification, transit-supportive densities, prioritizing development in strategic growth areas and the development of compact, vibrant and complete communities;

7. The proposal satisfies the goals, objectives and policies of the current Burlington Official Plan and the adopted Grow Bold Official Plan including promoting development and intensification within the downtown area and promoting compact built form and compatibility within the downtown Urban Growth Centre.

8. The proposed built form is compatible with the existing surrounding community and planned developments in the area. The built form incorporates a variety of design features such as step backs, landscaping, buffers and setbacks to mitigate impacts on adjacent uses. The proposed built form and accompanying landscape features are considerate of the design elements, as demonstrated in the Urban Design Brief.

9. The proposal includes careful consideration of the east elevation as it relates to scale, views, privacy and overlook conditions. The elevation will be extensively landscaped with tress within the elevated planter, providing a visual buffer for views to and from the proposed building and the balconies along the east elevation will contain planters along the outer perimeter which will further prevent visual overlook opportunities. As well, the two-storey podium has limited windows which are further limited by the wood style panel screens.

10. The proposal incorporates an adaptive re-use of the existing heritage building for an office/commercial use that will further animate the street and preserve and enhance the important heritage significance of the building.

11. The various supporting technical reports and studies undertaken conclude that the proposed development is appropriate and supportable from various technical perspectives and that there are no outstanding technical issues.

12. The proximity of the proposed development to community amenities such as parks, community centres, schools, shopping, entertainment as well as bus routes, rapid transit networks and active transportation options contributes to the reduction in reliance on automobile use and encourages active transportation and transit usage which ultimately facilitates the development of complete communities;

13. The proposed development is transit-supportive as it is located in the City's Mobility Hub, which has access to existing bus routes that connect to the GO system and will become more transit accessible with the completion of the planned BRT line along Brant Street.

This Report provides rationale and justification from a planning perspective to support the proposed amendments to the City of Burlington Official Plan and Comprehensive Zoning By-Law to permit the proposed mid-rise residential development on the subject property. This application represents desirable development in the appropriate location supported by sustainable infrastructure. These amendments are necessary and appropriate to bring relevant City Official Plan policy and Zoning By-Law provisions into conformity with overarching Provincial and Regional policy directives. As such, these amendments represent good planning and should be approved.

**Respectfully submitted,**

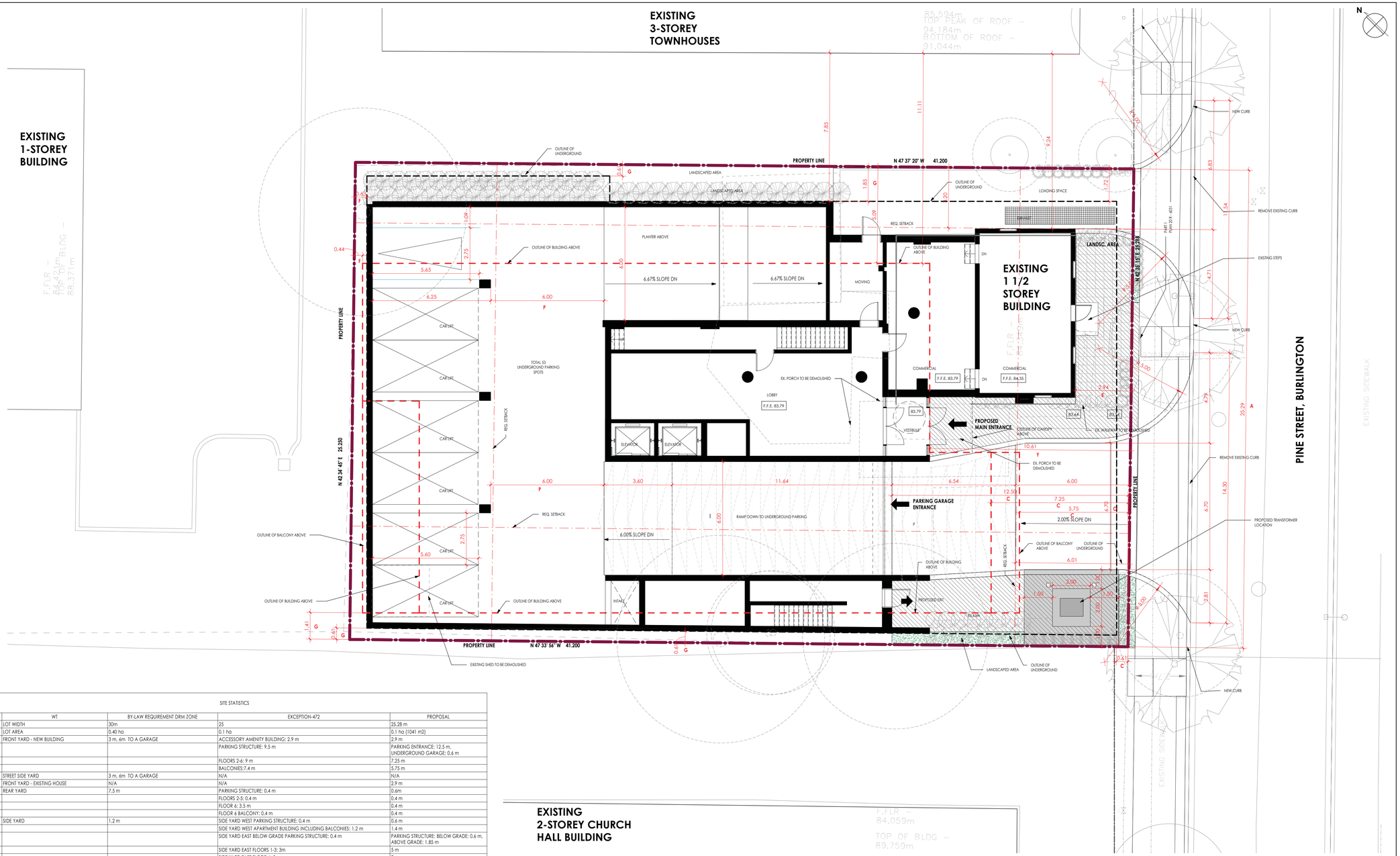
**GLEN SCHNARR & ASSOCIATES INC.**

Karen Bennett.

**Karen Bennett, M.C.I.P., R.P.P.**
**Senior Associate**



# Appendix I: Site Plan

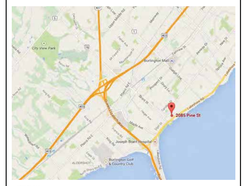



| SITE STATISTICS | | | | |
|---|---|---|---|---|
| CODE | WT | BY-LAW REQUIREMENT DRM ZONE | EXCEPTION-472 | PROPOSAL |
| A | LOT WIDTH | 30m | 25 | 25.28 m |
| B | LOT AREA | 0.40 ha | 0.1 ha | 0.1 ha (1041 m2) |
| C | FRONT YARD - NEW BUILDING | 3 m, 6m TO A GARAGE | ACCESSORY AMENITY BUILDING: 2.9 m | 2.9 m |
| | | | PARKING STRUCTURE: 9.5 m | PARKING ENTRANCE: 12.5 m, UNDERGROUND GARAGE: 0.6 m |
| | | | FLOORS 2-6: 9 m | 7.25 m |
| | | | BALCONIES:7.4 m | 5.75 m |
| D | STREET SIDE YARD | 3 m, 6m TO A GARAGE | N/A | N/A |
| E | FRONT YARD - EXISTING HOUSE | N/A | N/A | 2.9 m |
| F | REAR YARD | 7.5 m | PARKING STRUCTURE: 0.4 m | 0.6m |
| | | | FLOORS 2-5: 0.4 m | 0.4 m |
| | | | FLOOR 6: 3.5 m | 0.4 m |
| | | | FLOOR 6 BALCONY: 0.4 m | 0.4 m |
| G | SIDE YARD | 1.2 m | SIDE YARD WEST PARKING STRUCTURE: 0.4 m | 0.6 m |
| | | | SIDE YARD WEST APARTMENT BUILDING INCLUDING BALCONIES: 1.2 m | 1.4 m |
| | | | SIDE YARD EAST BELOW GRADE PARKING STRUCTURE: 0.4 m | PARKING STRUCTURE: BELOW GRADE: 0.6 m, ABOVE GRADE: 1.85 m |
| | | | SIDE YARD EAST FLOORS 1-3: 3m | 5 m |
| | | | SIDE YARD EAST FLOOR 4: 5 m | 7 m |
| | | | SIDE YARD EAST FLOOR 4: BALCONY: 3 m | 5 m |
| | | | SIDE YARD EAST FLOORS 5 & 6: 7 m | 7 m |
| | | | SIDE YARD EAST FLOOR 5 & 6 BALCONIES: 4.7 m | 5 m |
| | | | SIDE YARD EAST ROOF TOP STRUCTURE FOR MECHANICAL EQUIPMENT REQUIRED FOR THE OPERATION OF THE BUILDING, INCLUDING ELEVATOR AND STAIRWAY RECEIVING AREA: 10.5 m | 13.25 m |
| H | YARD ABUTTING R1, R2, R3, DRL ZONES | 12 m | N/A | N/A |
| I | DENSITY | 26 UNITS PER HA MINIMUM/ 50 UNITS PER HA MAXIMUM | 150 UNITS PER HECTARE MAXIMUM AND 15 UNITS MAXIMUM | 374.6 UNITS PER 1 ha |
| J | BUILDING HEIGHT | MAXIMUM HEIGHT: 3 STOREYS UP TO 12m | 6 STOREY MAXIMUM TAKEN FROM FIXED GRADE UP TO 23 M FOR APARTMENT BUILDING | 11 STOREY 40 m |
| | BUILDING HEIGHT | | 1 1/2 STOREY MAXIMUM TAKEN FROM FIXED GRADE UP TO 7 M FOR AN ACCESSORY AMENITY BUILDING | |
| K | AMENITY AREA | 15 m2 PER EFFICIENCY UNIT/20 m2 FOR ONE BEDROOM UNIT/ 35 m2 FOR 2 OR MORE BEDROOM UNITS | 490 m2 (32.67 m2 / unit) | 25.9 m2 PER UNIT (1010 m2) |
| L | PARKING (RESIDENTS) | 1.25 SPACES PER 1 BEDROOM UNIT/ 1.5 FOR 2 BEDROOM UNIT/ 1.75 PER 3 BEDROOM UNIT | 20 | 48 (1.23 SPACES PER UNIT) |
| M | PARKING (VISITOR) | 0.35/UNIT | 0 | 0 |
| N | HANDICAPPED SPACES | 1 | 1 | 2 |
| O | DRIVEWAY WIDTH | 6.7m | N/A | 6.7 m |
| P | DRIVEWAY WIDTH (UNDERGROUND GARAGE) | 6.0m | N/A | 6.0 m |
| Q | NUMBER OF DRIVEWAYS | 1 | N/A | 1 |
| R | LANDSCAPE BUFFER (ADJACENT TO STREET HAVING WIDTH UP TO 26 M) | 3m | N/A | 2.9 m PLUS ENCROACHMENTS |
| S | LANDSCAPE BUFFER ABUTTING DRH, DRM ZONES | 2m | N/A | N/A |
| T | LOADING SPACES | 1 | 1 | 1 |
| U | BELOW GRADE PARKING STRUCTURE | 3 m FROM ALL PROPERTY LINES | 0.4 m | SAME AS YARDS |
| V | GROSS FLOOR AREA | N/A | N/A | 5,560.1 m2 |
| | FSI | N/A | N/A | 5.34 |
| W | COVERAGE % | N/A | N/A | 74.8% |
| X | NUMBER OF UNITS | N/A | 15 | 39 |
| Y | FRONT YARD SETBACK PEDESTRIAN ENTRANCE | N/A | N/A | 10.0 m |

| GROSS FLOOR AREA | | | |
|---|---|---|---|
| Level | OCCUPANCY | AREA | AREA SF |
| 00 STREET LEVEL | COMMERCIAL | 41.5 m² | 447 SF |
| 00 STREET LEVEL | COMMERCIAL IN HERITAGE | 70.9 m² | 763 SF |
| 00 STREET LEVEL | EXIT AND ELEVATOR | 90.0 m² | 968 SF |
| 00 STREET LEVEL | LOBBY | 74.6 m² | 803 SF |
| 00 STREET LEVEL | MOVING | 14.2 m² | 153 SF |
| 00 STREET LEVEL | VESTIBULE | 7.9 m² | 85 SF |
| Grand total: 7 | | 299.1 m² | 3,220 SF |
| 01 1ST FLOOR | RESIDENTIAL | 549.1 m² | 5,911 SF |
| 02 2ND FLOOR | RESIDENTIAL | 549.1 m² | 5,911 SF |
| 03 3RD FLOOR | RESIDENTIAL | 537.0 m² | 5,780 SF |
| 04 4TH FLOOR | RESIDENTIAL | 489.1 m² | 5,264 SF |
| 05 5TH FLOOR | RESIDENTIAL | 489.1 m² | 5,264 SF |
| 06 6TH FLOOR | RESIDENTIAL | 489.1 m² | 5,264 SF |
| 07 7TH FLOOR | RESIDENTIAL | 489.1 m² | 5,264 SF |
| 08 8TH FLOOR | RESIDENTIAL | 489.1 m² | 5,264 SF |
| 09 9TH FLOOR | RESIDENTIAL | 489.1 m² | 5,264 SF |
| 10 PENTHOUSE 01 | RESIDENTIAL | 351.9 m² | 3,788 SF |
| 11 PENTHOUSE 02 | RESIDENTIAL | 339.4 m² | 3,654 SF |
| | | 5261.0 m² | 56,629 SF |
| **TOTAL** | | **5560.1 m²** | **59,849 SF** |

| SALEABLE AREA | | | | |
|---|---|---|---|---|
| LEVEL | OCCUPANCY | AREA | AREA SF | UNITS |
| 00 STREET LEVEL | COMMERCIAL | 41.5 m² | 447 SF | 0 |
| 00 STREET LEVEL | COMMERCIAL IN HERITAGE | 70.9 m² | 763 SF | 0 |
| | | 112.3 m² | 1,209 SF | 0 |
| 01 1ST FLOOR | RESIDENTIAL | 364.6 m² | 3,925 SF | 3 |
| 02 2ND FLOOR | RESIDENTIAL | 487.9 m² | 5,252 SF | 4 |
| 03 3RD FLOOR | RESIDENTIAL | 475.6 m² | 5,120 SF | 4 |
| 04 4TH FLOOR | RESIDENTIAL | 427.9 m² | 4,606 SF | 4 |
| 05 5TH FLOOR | RESIDENTIAL | 427.9 m² | 4,606 SF | 4 |
| 06 6TH FLOOR | RESIDENTIAL | 427.9 m² | 4,606 SF | 4 |
| 07 7TH FLOOR | RESIDENTIAL | 427.9 m² | 4,606 SF | 4 |
| 08 8TH FLOOR | RESIDENTIAL | 427.9 m² | 4,606 SF | 4 |
| 09 9TH FLOOR | RESIDENTIAL | 427.9 m² | 4,606 SF | 4 |
| 10 PENTHOUSE 01 | RESIDENTIAL | 290.8 m² | 3,130 SF | 2 |
| 11 PENTHOUSE 02 | RESIDENTIAL | 276.8 m² | 2,980 SF | 2 |
| | | 4463.3 m² | 48,042 SF | 39 |
| TOTAL | | 4575.6 m² | 49,251 SF | 39 |

1 A1.1 SITE PLAN
1 : 100



KEY PLAN

## LEGEND

GREEN LANDSCAPED AREA

PAVED SURFACE

## REVISIONS

| NUMBER | DATE | REMARKS |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| 004 | 2019 04 11 | ISSUED FOR OPA/ZBA |
| 003 | 2019 03 06 | ISSUED FOR SHORING |
| 002 | 2018 11 21 | FINAL DESIGN |
| 001 | 2018 10 15 | PREP FOR SHORING |

CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK. DRAWINGS ARE NOT TO BE SCALED.

CONTRACT DOCUMENTS ARE THE COPYRIGHT OF THE CONSULTANTS AND SHALL NOT BE USED OR REPRODUCED WITHOUT AUTHORIZATION. DOCUMENTS ARE TO BE RETURNED UPON COMPLETION OF THE PROJECT.

ATA ARCHITECTS

ATA ARCHITECTS INC.
211 LAKESHORE ROAD EAST,
OAKVILLE ONTARIO L6J 1H7
T 905 849 6986 F 905 849 4369
E info@ataarchitectsinc.com
www.ataarchitectsinc.com

SEALS

ONTARIO ASSOCIATION OF ARCHITECTS
ALEXANDER L. TEMPORALE
LICENCE 2597

PROJECT TITLE

2085 PINE STREET

2085 PINE STREET,
BURLINGTON, ONTARIO

DRAWING TITLE

SITE PLAN

DRAWN BY

JG

SCALE

1 : 100

DATE

2019 04 11

CHECKED BY

MD

PROJECT NUMBER

18-1268

DRAWING NUMBER

A1.1

C:\Users\jun\Documents\18-1268 2085 Pine Street -SD -11 storey_Junn1
4/26/2019 9:31:56 AM

# Appendix II: Draft Official Plan Amendment

AMENDMENT NUMBER ____

TO THE OFFICIAL PLAN OF

THE

CITY OF BURLINGTON PLANNING AREA

1.0 Purpose:

The purpose of this Amendment is to amend the City of Burlington Official Plan's current land use designation of 'Downtown Residential Medium and/or High Density Precincts' for 2085 Pine Street to facilitate the development of an 11 storey (40 m) mid-rise residential building with underground parking, access to Pine Street, a maximum number of units of 39, and to facilitate the adaptive re-use of the existing heritage structure on site for a commercial or office use.

2.0 Location:

The subject lands are located on the north side of Pine Street, west of Martha Street, municipally addressed as 2085 Pine Street and are legally described as PT LT 9 BLK L , COMPILED PLAN PL92 , PT LT 10 BLK L , COMPILED PLAN PL92 , AS IN 569355, EXCEPT PT 1, 20R6031 ; BURLINGTON. Schedule 'A' illustrates the subject property location.

3.0 Amendments and Policies Relevant Thereto:

3.1 The document known as the Official Plan of the City of Burlington Planning Area is hereby amended:

a. by adding a policy in Part III, Section 5.5 Downtown Mixed Use Centre, Subsection 5.5.5 Downtown Residential and Medium and/or High Density Precincts, as follows:

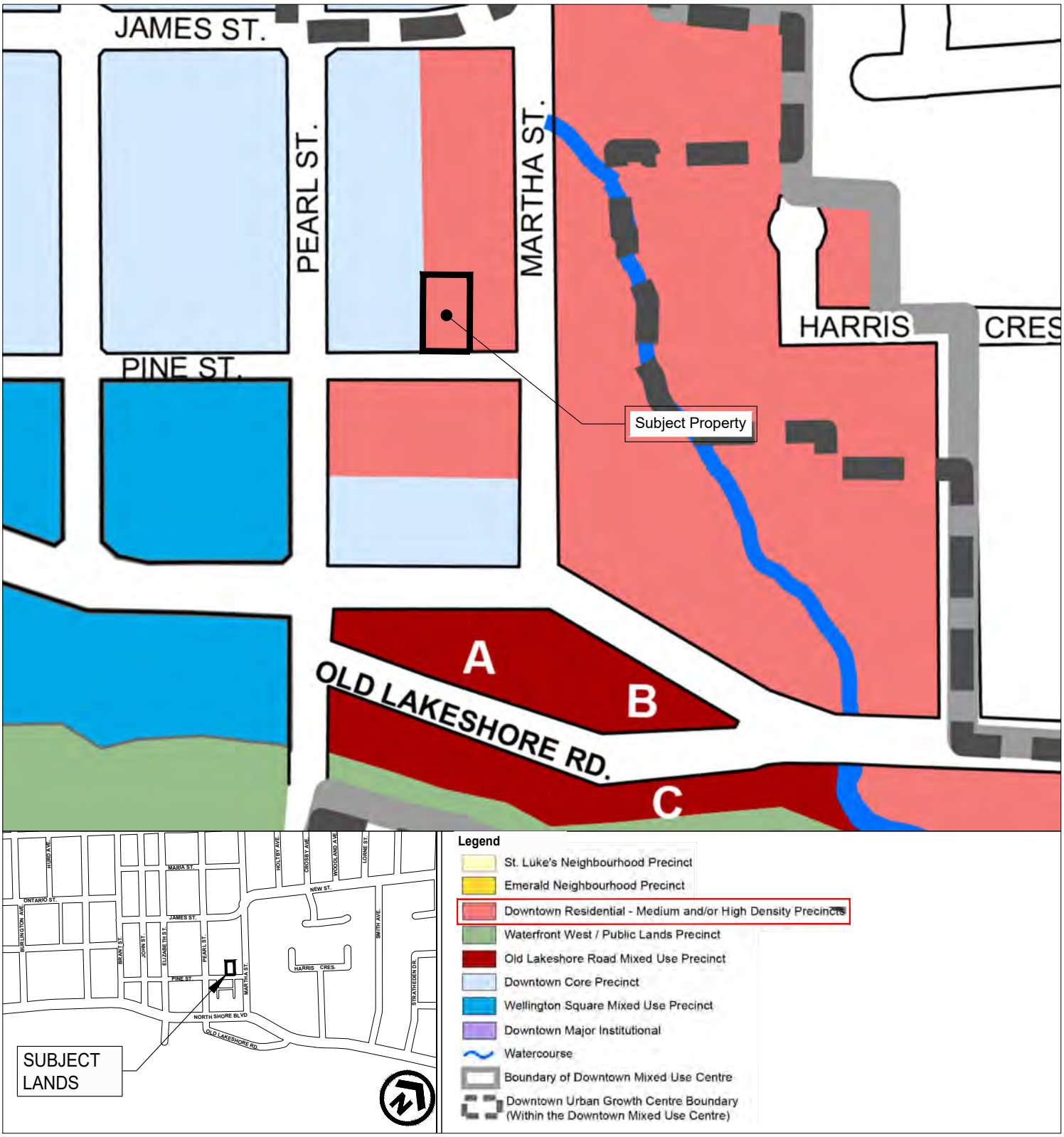
"**2085 Pine Street**: (f) Notwithstanding Part III, Subsection 5.5.5 (b) of this Plan, for the lands described as 2085 Pine Street, an 11 storey (40 m) (exclusive of rooftop mechanical units) residential building having a maximum density of 375 uph and accessing Pine Street shall be permitted, and there shall be commercial use permission within the heritage building and within the ground floor of the mid-rise building on site."

Approved as to Content:

_____
Heather MacDonald, MCIP, RPP
Director, Planning and Building

X: \Drawings\1014-002\2019 04 April\OPA_Apr 30 19.dwg

# SCHEDULE 'A'




Subject Property

Scale: NTS
April 30, 2019

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS
SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE,
MISSISSAUGA, ONTARIO, L5R 3K6
TEL (905) 568-8888 FAX (905) 568-8894 www.gsai.ca

# Appendix III: Draft Zoning By-law Amendment

Draft Zoning By-law Amendment

THE CORPORATION OF THE CITY OF BURLINGTON

BY-LAW

***Number*_____**

A by-law to amend By-law 2020, as amended; 2085 Pine Street

_____

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 PB-XX/19 on _____2019 to amend the City's existing Zoning By-Law No. 2020, as amended, to permit a residential mid-rise apartment building at 2085 Pine Street;

**The Council of the Corporation of the City of Burlington ENACTS as follows:**

1. By-law 2020, as amended, is hereby further amended:

   a) Zoning Map Number 9A to By-law 2020, as amended, is hereby amended as shown on Schedule "A" attached to this By-law

   b) The lands designated "A" on Schedule "A" attached hereto are hereby rezoned from

| From the Existing Zoning of: | To Proposed New Zoning of: |
|---|---|
| DOWNTOWN MEDIUM DENSITY RESIDENTIAL EXCEPTION 472 **(DRM-472**) | DOWNTOWN MEDIUM DENSITY RESIDENTIAL EXCEPTION 472 AMENDED (**DRM-472 AMENDED)** |

Part 14 of By-law 2020, as amended, Exceptions to Zone Classifications, is amended by altering Exception DRM-472 with the following:

1. Notwithstanding Sections 1.0 of Exception 472 of this by-law, the lands designated DRM-472 Amended on Schedule A to this by-law shall be subject to the following requirements and restrictions:

| | | |
|---|---|---|
| 1.0 | Regulations for Apartment Buildings and Accessory Building: | |
| a) | Density & Units: | 375 units/ ha maximum and 39 units maximum |
| b) | Building Height: | 11-storeys (40 m) (from fixed grade) |
| c) | Permission for office / retail or service commercial | 113 $m^2$ |
| d) | Amenity Area: | 1,010 $m^2$ (25 $m^2$ /unit) |
| e) | Occupant Parking Space: | 1.23 spaces/unit (48 sp) |
| f) | Front Yard Setback: | |
| | to underground parking structure: | 0.6 m |
| | to Floors 2-6 (and above): | 7.25 m |
| | to balconies: | 5.75 m |
| g) | Side Yard (East) Setback: | |
| | to elevated planter | 1.85 metres |
| h) | Landscape buffer (adjacent to street) | 2.9 m plus encroachments |
| i) | Rooftop Structure for mechanical equipment required for operation of the building, including elevator and stairway receiving area: | 13.5 metres |

2 Except as amended herein, all other provisions of this By-Law, as amended, shall apply.

READ a FIRST, SECOND and THIRD TIME and PASSED, in OPEN COUNCIL, this _____ day of_____, 2019.

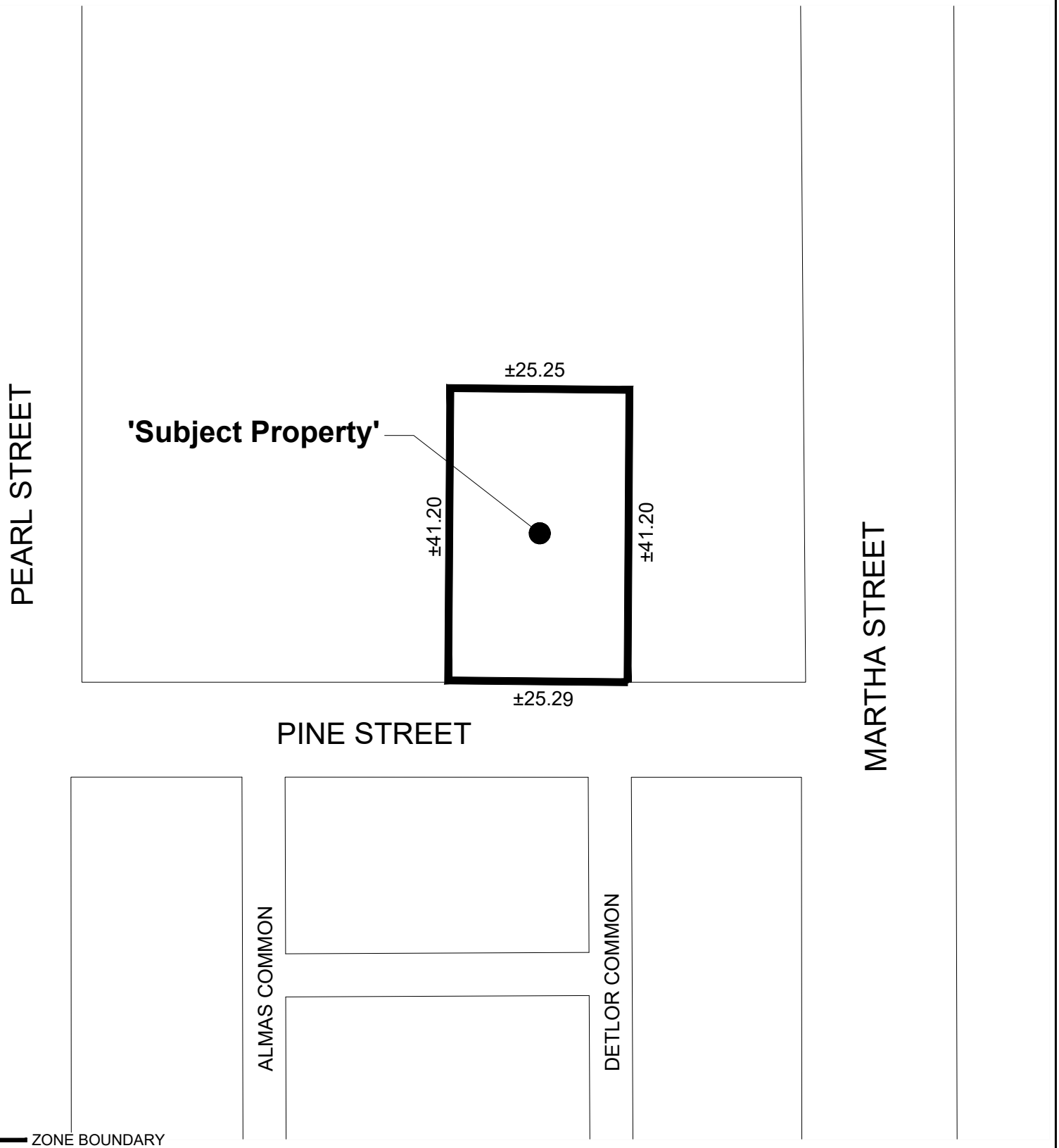
_____
MAYOR

_____
CITY CLERK

Approved as to content:

_____

Heather MacDonald, MCIP, RPP
Director of Planning and Building




PT LT 9 BLK L, COMPILED PLAN PL92, PT LT 10 BLK L, COMPILED PLAN PL 92, AS IN 569355, EXCEPT PT 1, 20R6031; BURLINGTON

**CITY OF BURLINGTON**

BY-LAW _____ SCHEDULE A

1: 750

Date:

Drawn By:

# Appendix IV: Minutes from Public Meeting

**2085 Pine Street Preliminary Public Consultation**
**Preliminary Neighbourhood Meeting of February 21st, 2019**

| Number of Attendees | Notable Attendees |
|---|---|
| - 45 approximately | - Lisa Stern (City of Burlington Planner)<br>- Lisa Kerns (Councillor Ward 2)<br>- Marianne Meed Ward (Mayor)<br>- Francine Grimshire (asst. to Kearns)<br>- Alex Temporale – ATA Architects<br>- Karen Bennett - Glen Schnarr & Associates Inc. |

**Overview:**

- KB provided overview of Planning related points of interest (details of Subject property, previous approval in place, Growth Plan, The Big Move, growth in DT Burlington, Burlington Official Plan, details of proposal (including. Heritage Component)
- Karen Bennett and ATA Architects/Alex Temporale provided detailed overview of proposal from an architectural perspective, including details regarding site plan, elevations, balconies, landscaping, heritage component, renderings, etc.

**Question and Answer Notes:**

1. Resident: Ron Pour
    - What are the number of parking space per unit?
        - 1.3 spaces per unit for occupants, and zero visitor parking
    - What are the amendments required for the proposed building
        - Height and density
    - Pine Street setbacks in excess, what are the setbacks on north side specifically and the podium view concerns

2. Resident: Beth Shaw (Townhouse resident)
    - What are the views from the north side balconies onto to the Townhouses?
        - ATA/Alex advised that perhaps a portion of the first townhouse is visible, but a minimally
    - Why does the planting along the east side stop short of extending full length of east elevation?
        - ATA -There is a large planter proposed to accommodate mature tree plantings
    - Recognition that Planters were placed strategically to prevent views above 5-storey point for balconies on the east side, BUT what happens if planters not maintained (does that change the view on east TH's?)

        - ATA - Lower level, the view is minimal because of windows and high plantings below 5-storey
        - ATA- Above 5-storeys there is nothing you see because of the height and setback
        - ATA - Condo corporation maintains the planting
    - Concerns over the planting along the east side not continuing along the driveway access for commercial vehicles

3. <u>Resident: Gary Care (Townhouse Resident)</u>
    - Expressed concerns over the pre-consultation process
        - Asked what was said between the developer and City, for the developer to come with a 12-storey proposal (counting above grade)
        - Rosa (City Planning?) clarified that City does not weigh in at Pre-consultation – just provides list of required studies
            - Applicant can ultimately apply for whatever they want to
        - Appalled at the advancement of this type of application in light of political environment in Burlington today
    - Asked for clarification – if this application is pursued, can City revert back to the original three-storey max height for site?
        - KB - 6-storey is in effect legally
    - Expressed concerns over foundation of the Heritage House, his understanding that moving the house could damage the house?
        - ATA: weakest part of the rubble stone foundation, house can be easily moved, will be put exactly where it currently sits, restored

<u>4. Resident: Jack</u>
    - Regarding the Marth Street Development (ADI Development) the City disagreed, as did the community, will this go to LPAT and be approved?
        - Uncertain future
    - Can we remove the mobility hub designation?
    - Mayor's Comments:
        - Encourages community participation - if community has not spoken it is easier for approval at LPAT
        - Process is now different, no more 'de novo' hearings
        - LPAT takes in consideration what Council has in front and the technical feedback and community feedback in the final decision
        - Mayor - Urban Growth Centre and Mobility hubs are thorn in our side
            - Council can vote to remove the Mobility Hub designation
            - Requests citizen advocacy to remove Urban Growth Centre (lobby the Province)

- Height and Density to be evaluated in new review of OP review
- Metrolinx invited to meet and discuss the removal of the designation

- Pls explain statement 'Shadow study no different than from the approved as of right'
  - ATA/Alex - Length longer but not more in terms of impacting
  - ATA/Alex– clarifies Large setback
- Need to Rethink the approach to accommodating visitor parking

5. Resident: Unknown woman
   - Concerns regarding no visitor parking

6. Resident: Cathy Lamb
   - Concerns over compatibility with existing character of area

4. Resident: Tom Wilson (Townhouse Resident)
   - What is the actual height of the building proposed?
     - KB - 40 metres
   - Concerns over commercial access driveway in regards to the building setback and height of podium
     - (ATA/Alex clarified garage extension above grade is same height as fence)
     - ATA clarified - Setback from above ground garage ranges from 1.84 metres to 2.4 metres

5. Resident/Councillor: Lisa Kerns
   - Traffic impact study should include all the surrounding approved developments:

6. Resident: Penny (lives in a condominium)
   - No guarantee that balcony planters will be maintained
     - irrigation could be removed by the condominium board
   - Stresses concerns with height (storeys are not reflective because of floor to ceiling ratio)

7. Resident: Unknown Woman
   - Quantify what you mean as not significant regarding shadowing (highlight on Lion's park?)
   - Asked to share Shadow study

8. Resident: Unknown Man
    - Are there planters on the raised garage?
        - Yes on the raised section
        - Concerns regarding the viability of trees on garages and need for deep soil
        - Planters 1.8 metres

9. Resident: Unknown Man (445 Elizabeth – Resident)
    - Why can't we build a 5-storey and make it profitable?

10. Resident: Joan Little
    - What price range for units, does it meet affordability
        - KB – premature for prices
        - ATA /Alex– high end, high quality product

11. Councillor: Lisa Kerns
    - Resident requested copy of our slide show
        - KB – could share, but this is all preliminary and subject to change in light of comments tonight
        - Perhaps more appropriate to share once application is made
    - Lisa – suggests we should share the slides

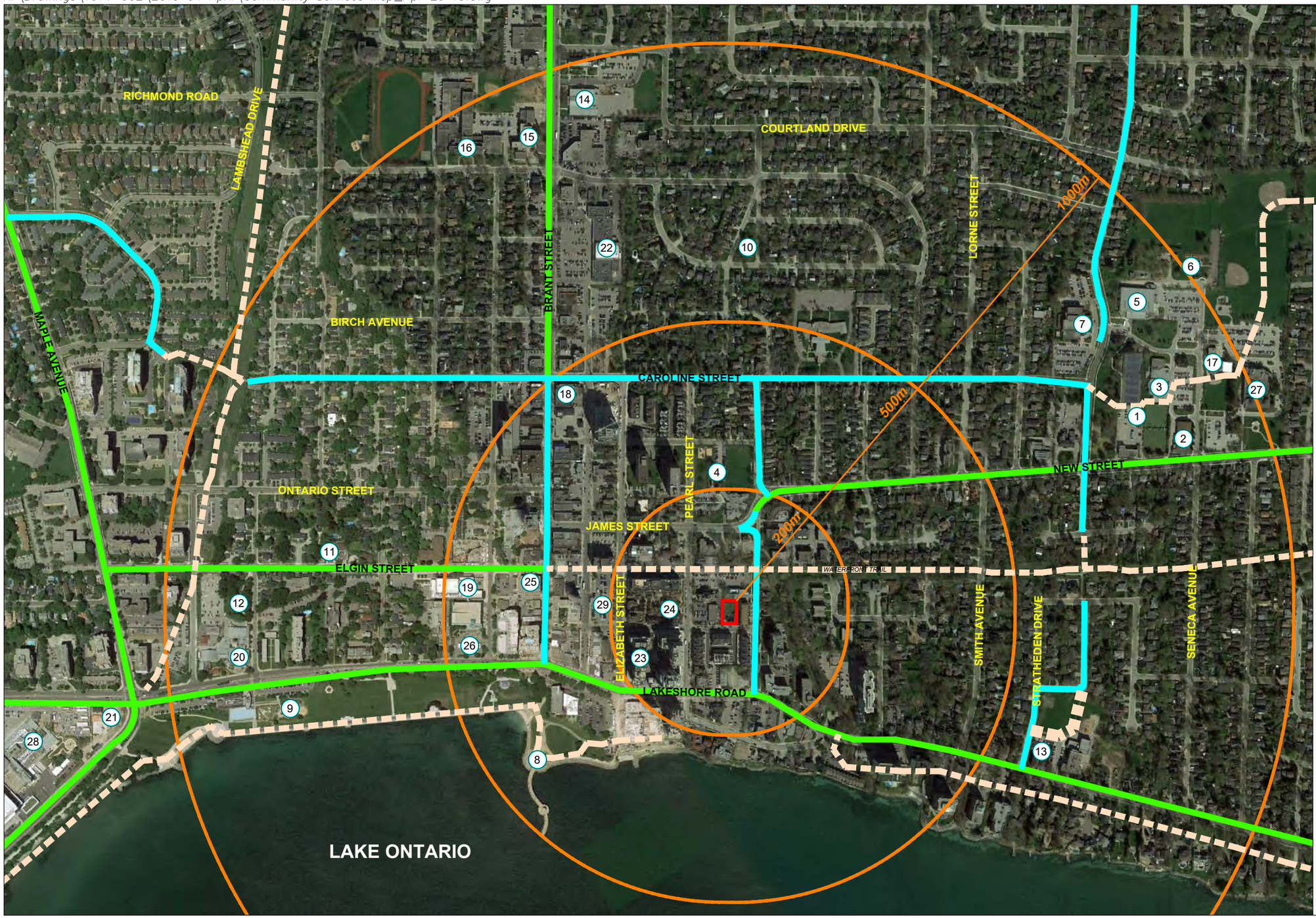
12. Mayor's Question
    - The previous plan that came forward had unique features for parking that include:
        - a recessed first floor – is that still there?
        - some parking accommodating elevator lifts? -still there?
        - 1 to 2 storeys parking underground? (AT clarifies 3 level u/g)
        - ATA/Alex – clarifies regular parking decks, initial discussion automatic but proposal seeks parking in standard floors
        - This proposal is not contingent on the parking lifts
        - ATA/Alex – notes elevated parking garage because proposal requires more space to provide the level of parking
    - Podiums typically include a step back but it doesn't look like any recessing, it is just an architectural feature then?
        - ATA/Alex - Balconies in podium are recessed and parking recessed as a result of the big setback from the heritage building, the building is already stepped back, the intent is different

18. Mayor's Final thought

- since this is a pre-consultation meeting to get feedback, we'd like you to consider something more 5-6 storey as of right in the next submission
- Burlington is already Meeting Growth Targets
    - Opening up Official Plan Review - Density and height, plan downtown
    - Reiterates the previous process, that good planning in a Mobility Hub and in an Urban Growth Centre was a 6-storey building

# Appendix V: Community Facility Context Mapping

X:\Drawings\1014-002\2019 04 April\Community Services Map_Apr 29 19.dwg




## Parks & Recreation

1. Burlington Tennis Club/ Lawn Bowling Club
2. Burlington Curling Club
3. Burlington Seniors' Centre
4. Lions Park
5. Central Recreation Centre
6. Central Park Community Garden
7. Ron Edwards Family YMCA
8. Brant Street Pier
9. Spencer Smith Park
10. Coronation Park
11. Apeldoorn Park
12. Brock Park

## School

13. Lakeshore Public School
14. St. John (Burlington) Catholic Elementary School
15. Central Public School
16. Burlington Central High School

## Entertainment

17. Burlington Music Centre
18. Cine Starz Burlington
19. The Burlington Performing Arts Centre
20. Art Gallery of Burlington
21. Joseph Brant Museum

## Commercial

22. Grocery Stores (ex. Bob's No Frills)
23. Restaurants (ex. Boon Burger Café)
24. Retail (ex. Village Square)
25. Cafes (ex. Coffee Culture Café and Eatery)
26. Gas/Convenience

## Institutional

27. Burlington Public Library - Central
28. Joseph Brant Hospital

## Mobility

29. John Street Terminal
    - Various Bus stops
    - Various Bike Lanes

2085 Pine Street, City of Burlington

# COMMUNITY FACILITY CONTEXT MAPPING

Subject Property
Bike Lane
Bicycle Priority Street
Multi-Use Path

200m = ±5 min walk
500m = ±10 min walk
1000m = ±20 min walk

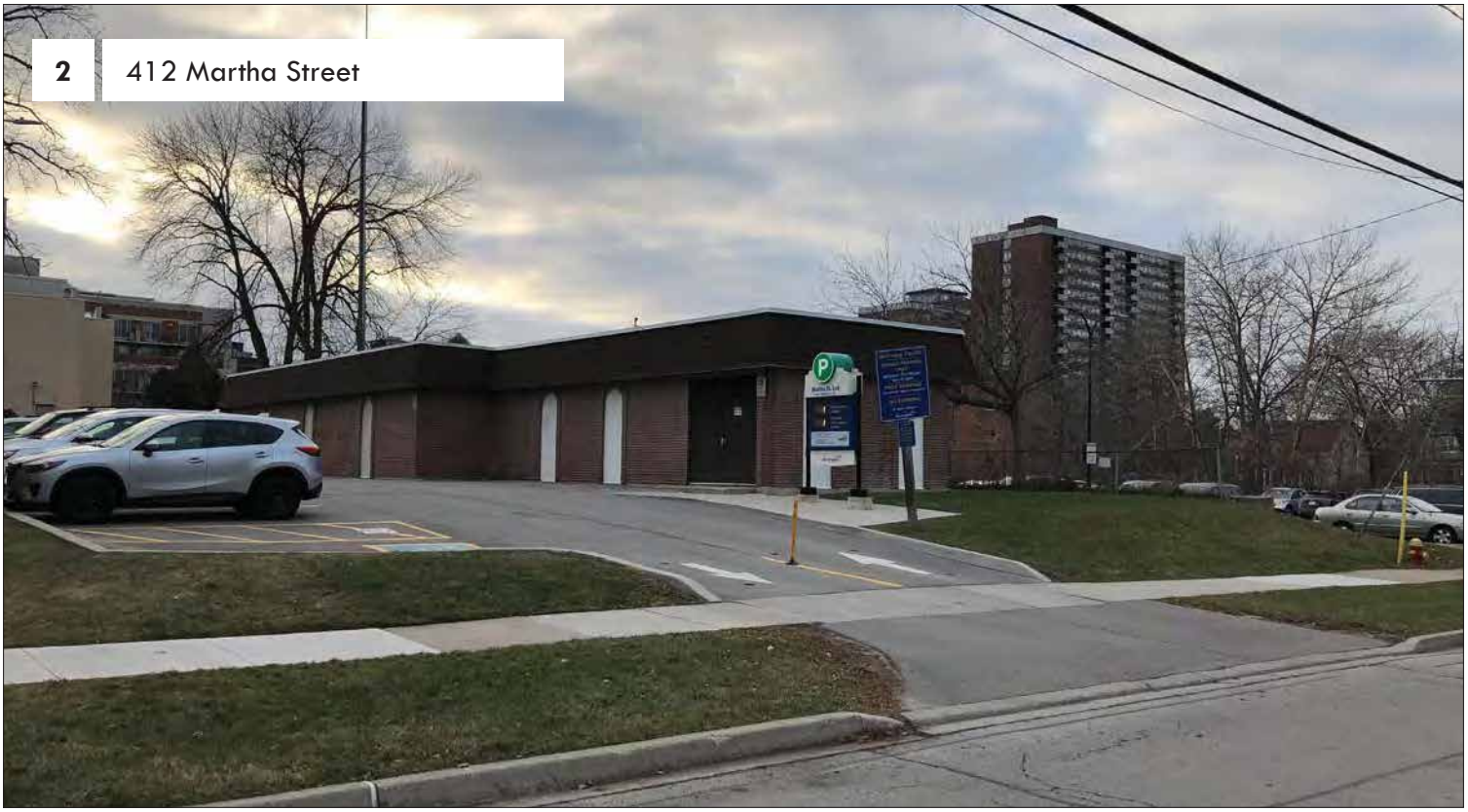
Scale 1:7000
April 29, 2019

GSAI
Glen Schnarr & Associates Inc.

# Appendix VI: Photo book



1 Subject Site



2 412 Martha Street

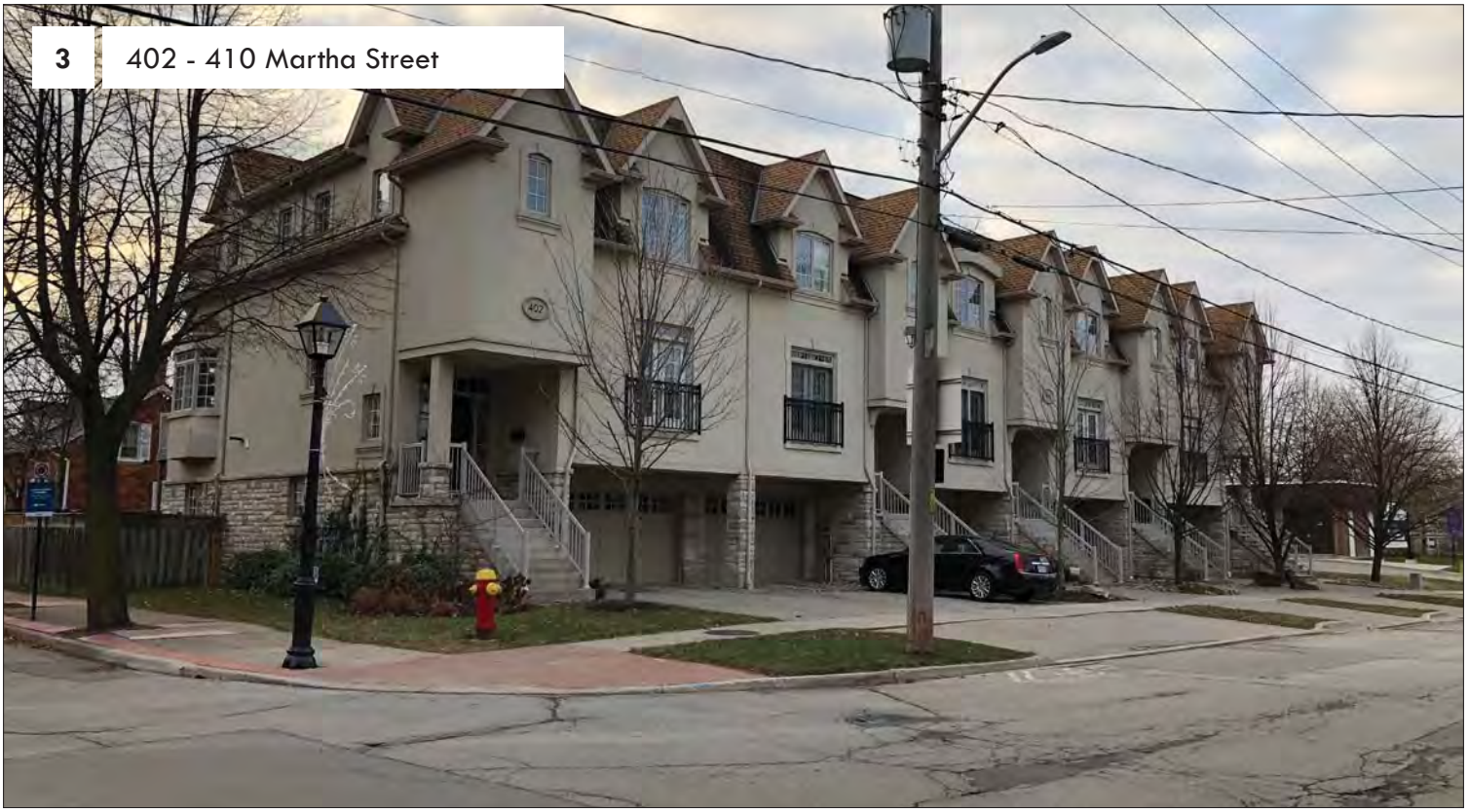
File# 1014-002

# SITE PHOTOS



January 2018

GSAI
Glen Schnarr & Associates Inc.



**3** 402 - 410 Martha Street



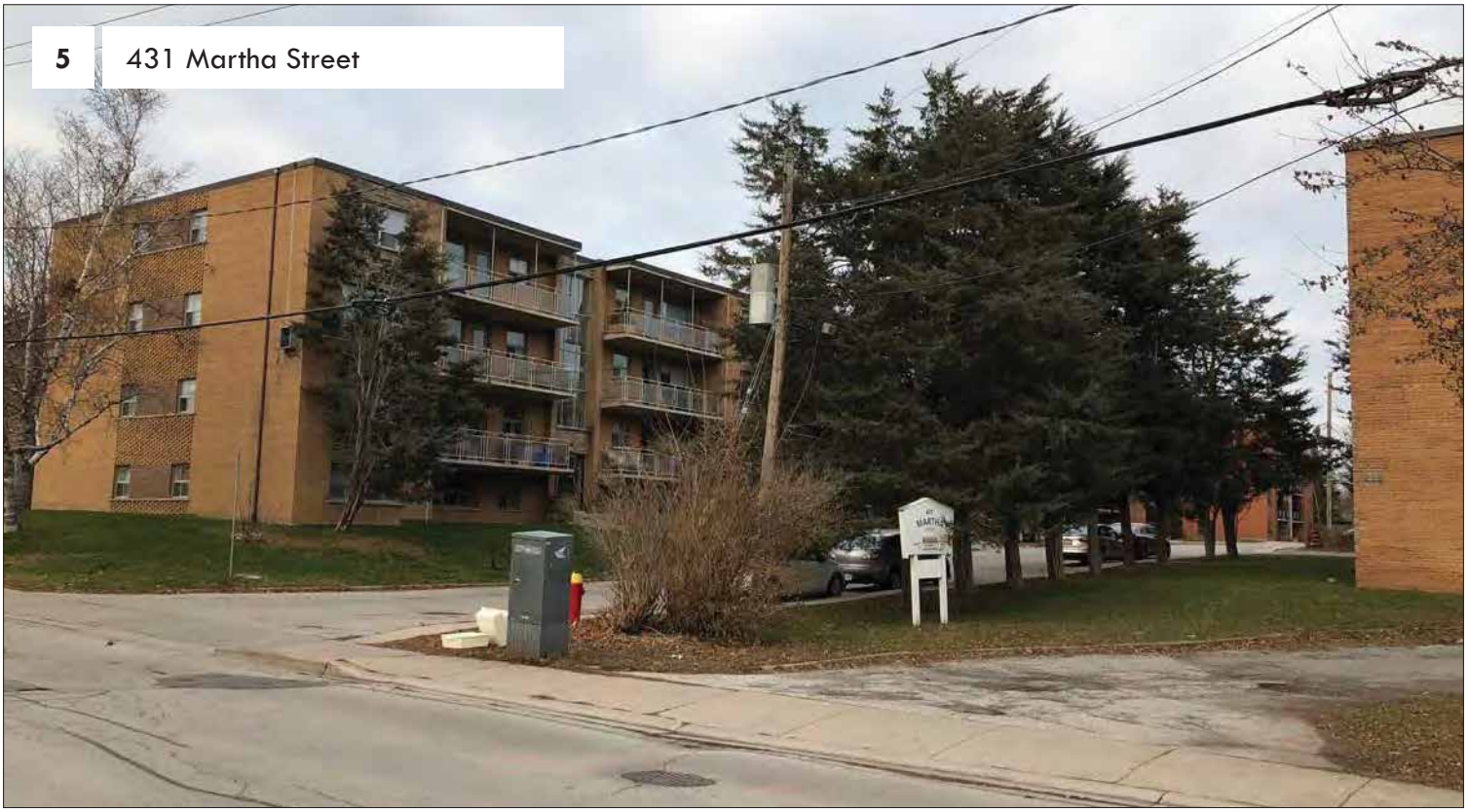
**4** 411 and 413 Martha Street

File# 1014-002

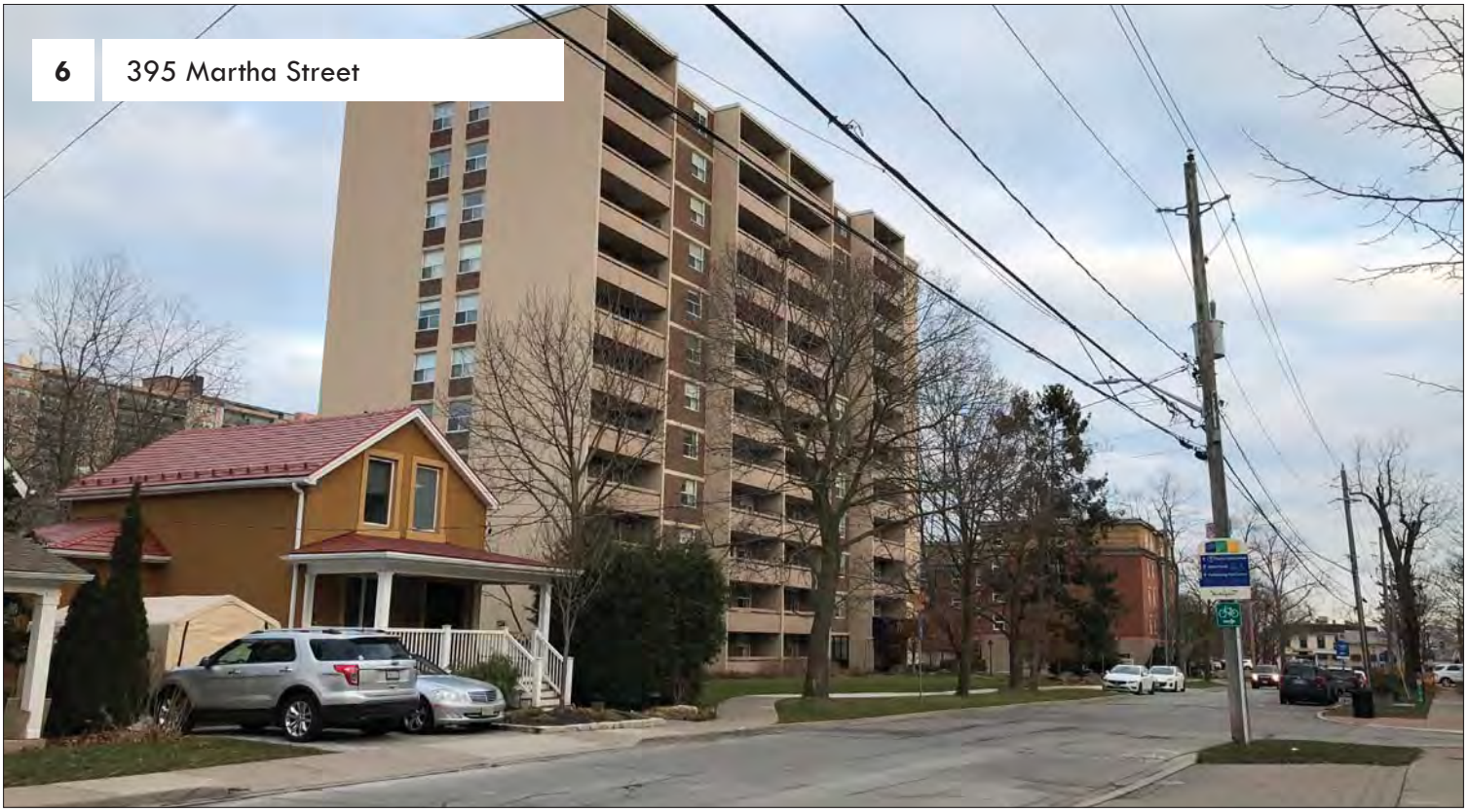
# SITE PHOTOS



GSAI
Glen Schnarr & Associates Inc.



**5** 431 Martha Street



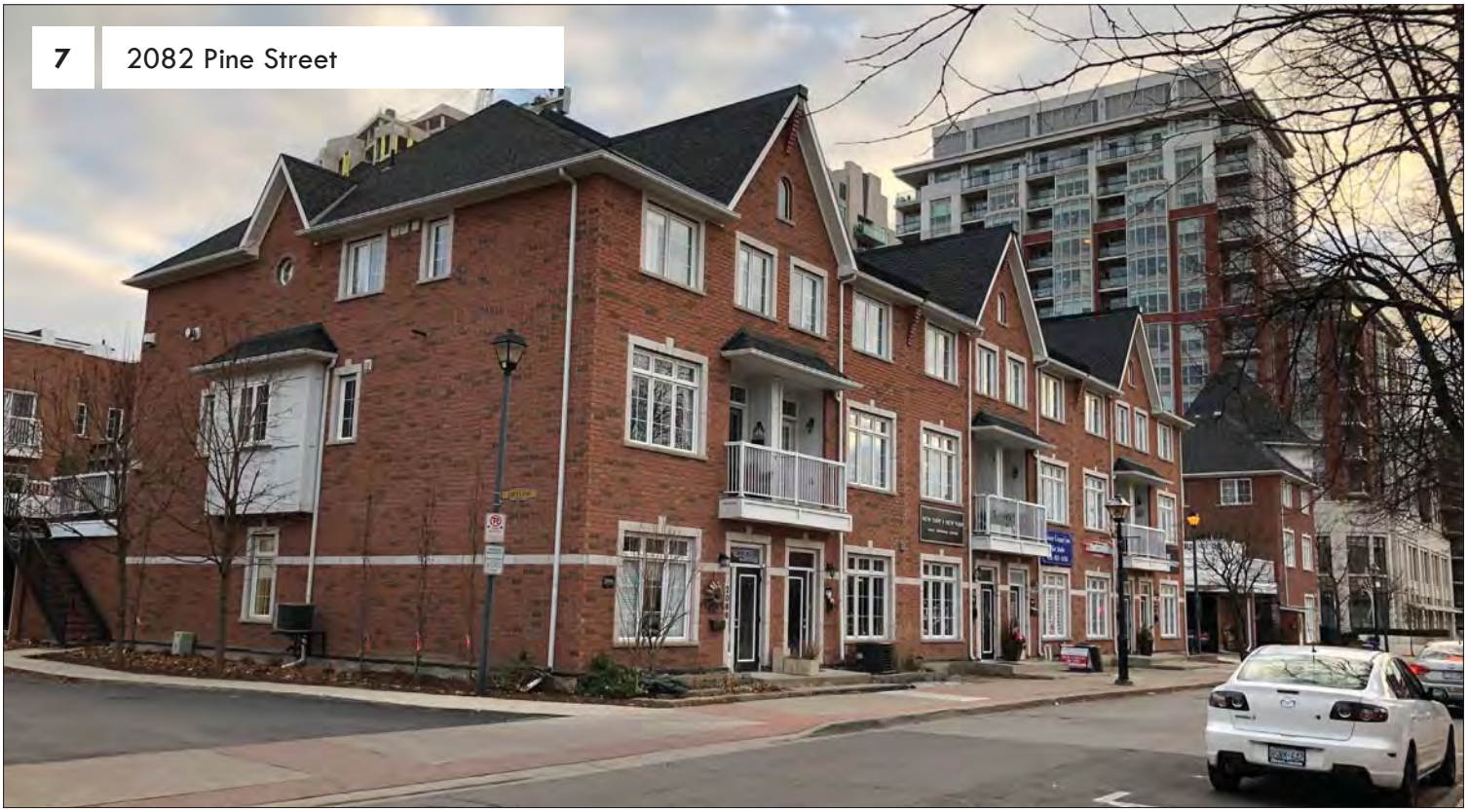
**6** 395 Martha Street

File# 1014-002

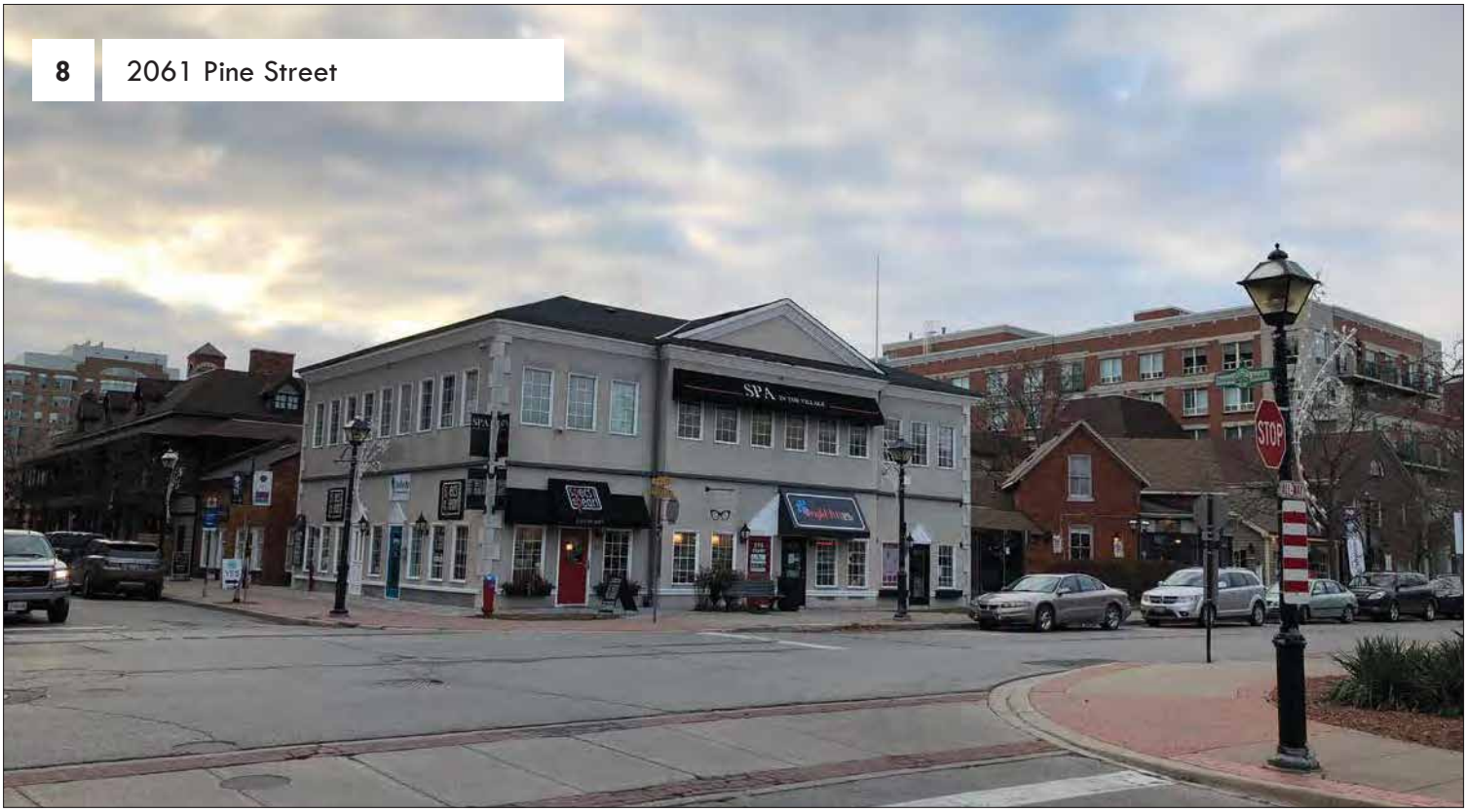
# SITE PHOTOS



GSAI
Glen Schnarr & Associates Inc.



**7** 2082 Pine Street




**8** 2061 Pine Street

File# 1014-002

# SITE PHOTOS

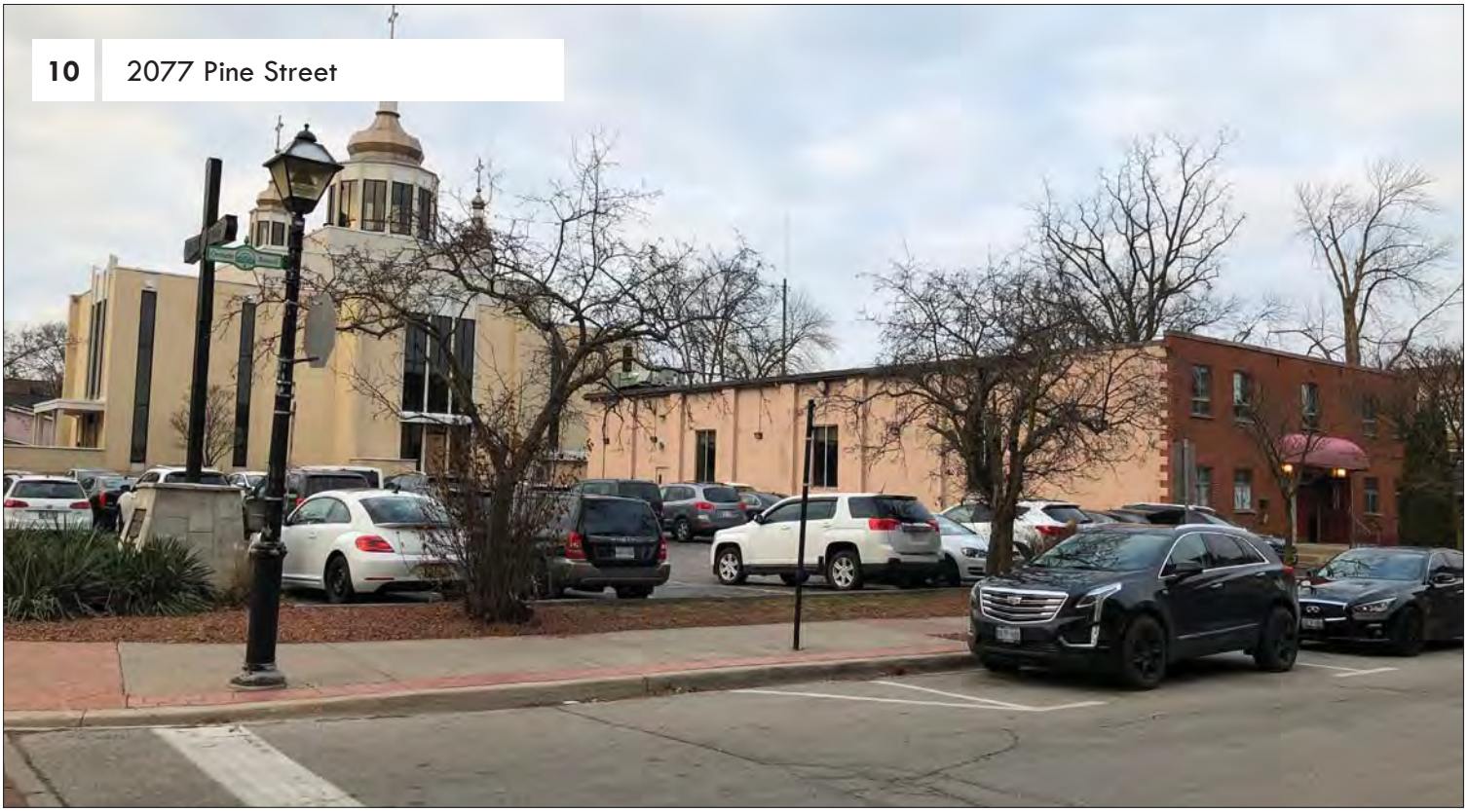


GSAI
Glen Schnarr & Associates Inc.

**9** 390 Pearl Street




**10** 2077 Pine Street



File# 1014-002

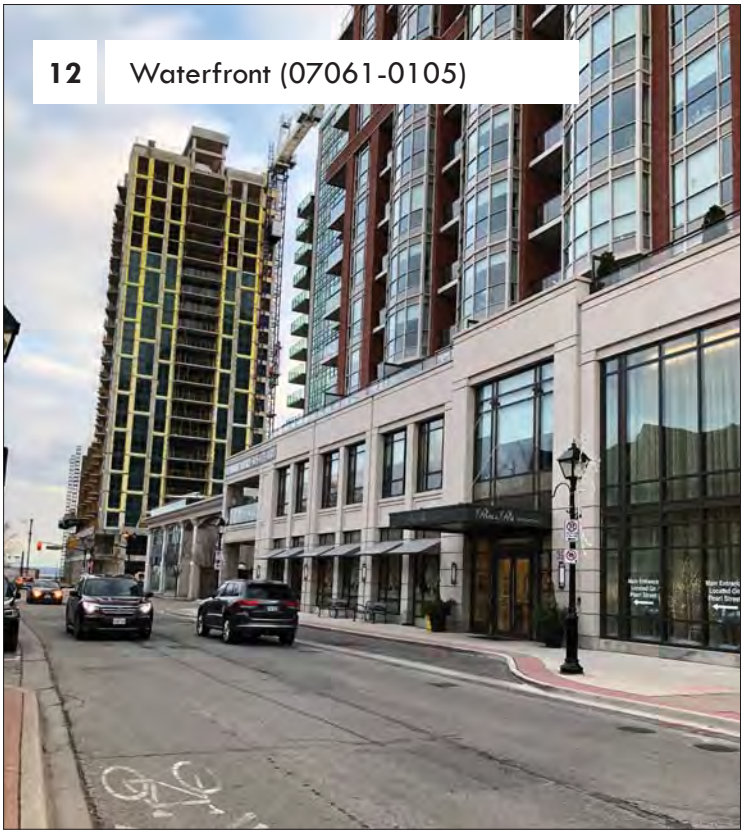
# SITE PHOTOS



GSAI
Glen Schnarr & Associates Inc.




11 Village Square



12 Waterfront (07061-0105)



13 Waterfront Trail

File# 1014-002

# SITE PHOTOS



GSAI
Glen Schnarr & Associates Inc.