BOUSFIELDS INC.

Planning & Urban Design Rationale



1200 King Road

City of Burlington

Prepared For

Alinea Land Corporation

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Job Number
2388

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We are pleased to submit this Planning Rationale Report in support of an application by Alinea Land Corporation to modify the under-review Draft Plan of Subdivision for the lands, and for applications for Official Plan and Zoning By-law Amendments to allow for the development of a 49.1 hectare site known municipally as 1200 King Road (the “subject site” or “site).

The applications seek to permit the development of the subject site as a vibrant, mixed-use, pedestrian-oriented and transit-supportive complete community. The proposed redevelopment represents a unique opportunity for the City of Burlington to establish a new community which includes housing, retail, entertainment, office, recreation and educational uses, supported by new parkland and open space and a new network of public roads, while protecting the natural heritage system.



1 Introduction

We are pleased to submit this Planning Rationale Report in support of an application by Alinea Land Corporation (the "**Owner**") to modify the under-review Draft Plan of Subdivision for the lands (City file no. 510-01/14), and for applications for Official Plan and Zoning By-law Amendments (the "**subject applications**") to allow for the development of a 49.1 hectare (121.3 acre) site known municipally as 1200 King Road (the "**subject site**" or "**site**), as shown on **Figure 1**. The applications seek to permit the development of the subject site as a vibrant, mixed-use, pedestrian-oriented and transit-supportive complete community. The proposed redevelopment represents a unique opportunity for the City of Burlington to establish a new community which includes housing, retail, entertainment, office, recreation and educational uses, supported by new parkland and open space and a new network of public roads, while protecting the natural heritage system.

A Concept Master Plan demonstrates how the lands may develop, in accordance with a corresponding draft Plan of Subdivision which divides the site into 26 blocks. Nine of the development blocks are planned for a mix of uses, including: a retail/service commercial hub in general proximity to King Road, centered around a new retail square and corridor; an institutional campus generally anticipated for a post-secondary user; and a new entertainment district featuring a community centre, arena, event plaza and hotel. In addition to these mixed-use blocks, five of the new development blocks are planned exclusively for residential uses, with the intent of providing a broad range of housing options in low-rise, mid-rise and high-rise form, with a mix of tenures.

The Concept Master Plan has been shaped by a foundational framework which prioritizes the protection and enhancement of on-site natural heritage features, including native woodlands and the Indian Creek corridor. The natural heritage system is planned to be enhanced with trails and stormwater management ponds which will act as secondary open spaces. In addition, a new public park is proposed in the centre of the site, which will be supported by a network of private open spaces across the development blocks. The Concept Plan includes the dedication of five new public roads, to provide multi-modal access to facilitate circulation and access across the subject site and to connect King Road to Alayne Bryk Way. The new road network will ensure the site is highly connected to the Aldershot GO Station, located to its immediate west.

When fully developed, the new community will include approximately:

- 598,360 square metres of gross floor area ("GFA") of residential uses, deployed across approximately 8,820 dwelling units;
- 11,740 square metres of retail/commercial GFA;
- 26,525 square metres of institutional (educational campus) GFA;
- 13,120 square metres of office GFA;
- 16,275 square metres of arena GFA;
- 16,300 square metres of hotel GFA;
- 13,610 square metres for community-centre space;
- 2.03 hectares of public parkland;
- 8.02 hectares of public roads; and
- 12.01 hectares of Natural Heritage System lands.

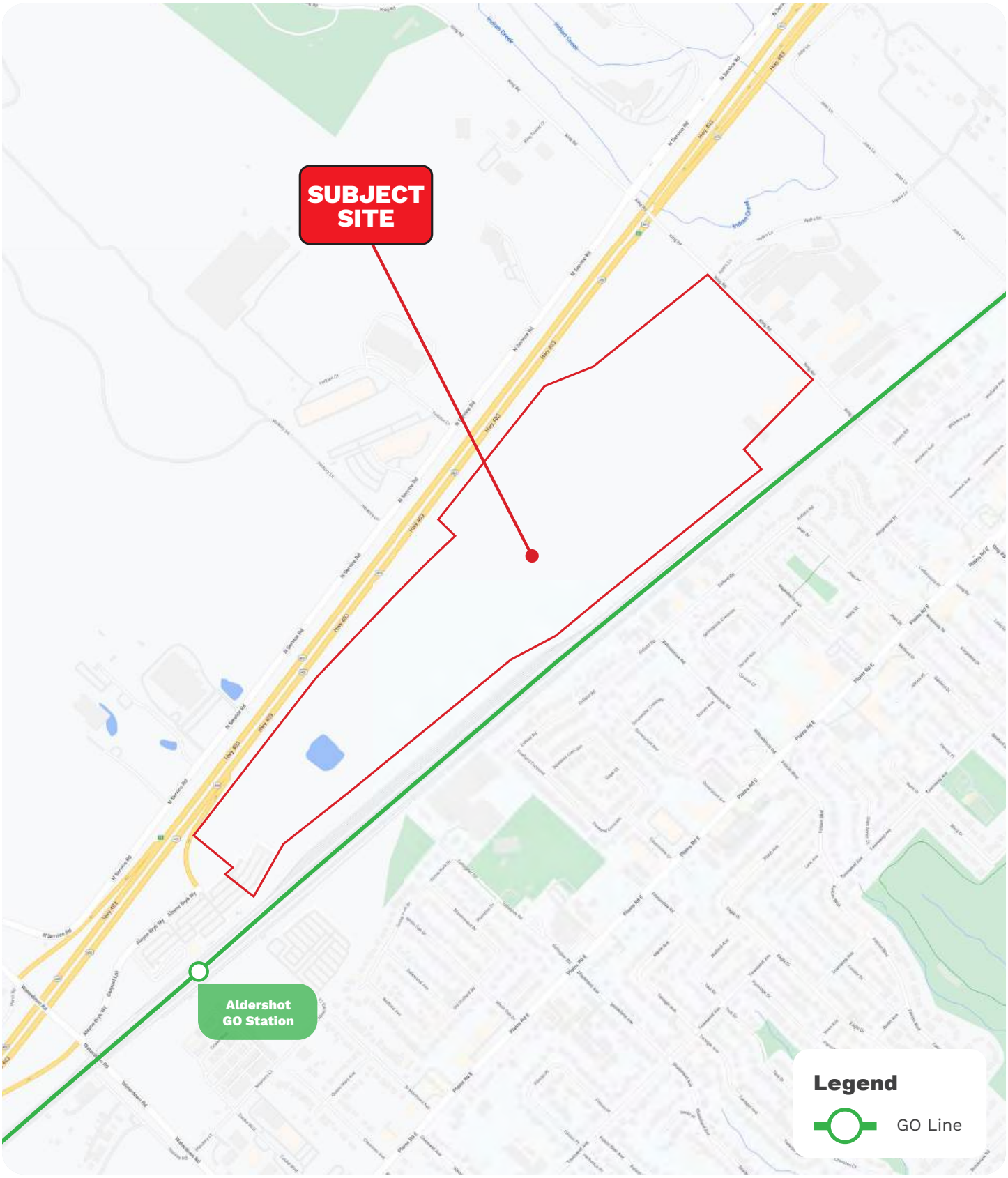


Figure 1 - Location Map

In addition to the above, utility and servicing blocks have been accommodated for. Overall, the resulting anticipated density of the subject site is 443 persons and jobs combined per hectare. As demonstrated by the Concept Plan, density is deployed across a range of built forms, with contemplated heights of up to 53 storeys. Greatest heights are anticipated in proximity to the Aldershot GO Station, along the Highway 403 corridor, resulting in a transition in scale generally from north to south which responds to existing and planned uses in the surrounding area.

The subject site is included within the Urban Area and within a Designated Greenfield Area as identified in the Halton Region Official Plan (the "**ROP**"). The ROP previously included the subject site within the Employment Area overlay, which was removed through Regional Official Plan Amendment No. 49 ("**ROPA 49**") and maintained through Bill 162, *Get It Done Act*, 2024. Burlington City Council subsequently endorsed this removal. At present, it is identified as Employment Lands within the Settlement Pattern of the in-force City of Burlington Official Plan, 1997 (the "**1997 Official Plan**"), in addition to Natural Heritage. Similarly, the site is designated "Region of Halton Employment Area", "Lands Designated for Employment Uses" and "Natural Heritage System, Major Parks and Open Space" within the new, under appeal City of Burlington Official Plan, 2020 (the **"New OP**"). In this regard, the New OP was approved prior to ROPA 49, which removed the Employment area overlay from the ROP. The subject site is zoned in a manner that implements the applicable designations in the 1997 Official Plan and New OP.

The subject applications will implement the intent of the ROP, by re-imagining the subject site as a mixed-use area, rather than exclusively employment uses. The proposed Official Plan Amendment has been prepared to amend the New OP, with the intent that the site-specific application will resolve outstanding policy matters and appeals for the purposes of the site. The proposed Zoning By-law Amendment will both amend the City of Burlington Zoning By-law 2020, and repeal previous Zoning By-law 4000-3 (which is applicable to a portion of the site) as it applies to the lands, to implement the land use framework established through the OPA. The applications seek to comprehensively update an employment-only concept reflected in an active Draft Plan of Subdivision filed in 2015, which will ultimately be modified to reflect the revised vision for the site.

From a land use planning perspective, the subject applications are consistent with the Provincial Planning Statement; conform to the Regional Official Plan, and meet the intent and purpose of the applicable sections of the New OP. The proposal will contribute to accommodating the projected Provincial and Regional Designated Greenfield Density targets for the City, in an area that is intended to accommodate a large portion of this growth. The redevelopment of the subject site represents one of the City's few remaining intensification opportunities for greenfield development within the Urban Area. The proposed mix of uses will accommodate new housing and contribute to the provision of both employment and tourism opportunities in proximity to the Aldershot GO Station.

The proposal contributes to the creation of a complete community and supports the transformation of an underutilized, vacant parcel of land to a vibrant new neighbourhood, with a mix and range of new housing opportunities, commercial and retail uses, entertainment/event, community and campus/institutional space, with a parks and open space network integrated seamlessly with the natural heritage system. The anticipated mix of uses will serve the daily needs of the future on-site residents as well as contribute to the creation of a new focal point in the broader municipal and regional community. The mixed-use intensification will be highly transit-supportive, with excellent access to higher-order transit, with new public street infrastructure that will prioritize active transportation including cycling and walking. The Concept Plan has been developed with careful attention to environmental impact, and the proposal is compatible with and supports the surrounding area. Ultimately, the proposal will have appropriate regard to the subdivision of land criteria set out in Section 51(24) of the *Planning Act*.

From a built form and urban design perspective, the proposal efficiently makes use of the land through a compact and pedestrian-oriented form that is supportive of nearby transit systems. It contemplates greater heights in proximity to the Aldershot GO Station and associated Major Transit Station Area, as well as along Highway 403, resulting in a transition down in scale generally from north to south which responds to existing and planned land uses. The proposed layout of the development blocks responds to the new network of public streets, which will create circulation and porosity across the subject site and provide opportunities for high-quality landscaping within the design of the right-of-ways. The proposal is appropriately scaled and enhances the existing and planned neighbourhood context, as well as representing good urban design.

Based on the foregoing, it is our opinion that the proposal represents good planning and urban design. We recommend that the City approve the requested Official Plan and Zoning By-law Amendments, and ultimately support the modified Draft Plan of Subdivision application.



2 Site & Surroundings

2.1 Subject Site

The subject site, municipally known as 1200 King Road, is located on the west side of King Road, between Highway 403 and the GO Transit Lakeshore West Line (see **Figure 2**). The subject site is generally triangular in shape with a total approximate area of 49.1 hectares (121.3 acres) and has a frontage of approximately 313 metres on King Road. The site has a depth of over 1.5 kilometres at its greatest extent.

The subject site is a currently vacant and undeveloped parcel of land. Past records indicate the subject site and surrounding lands were historically used for agricultural purposes, forested areas and an industrial use (National Sewer Pipe Company Limited), which was existing on the subject site through the 1930s and appears to have ceased operations by the 1960s. The natural environment has been heavily affected by the past agro-industrial uses.

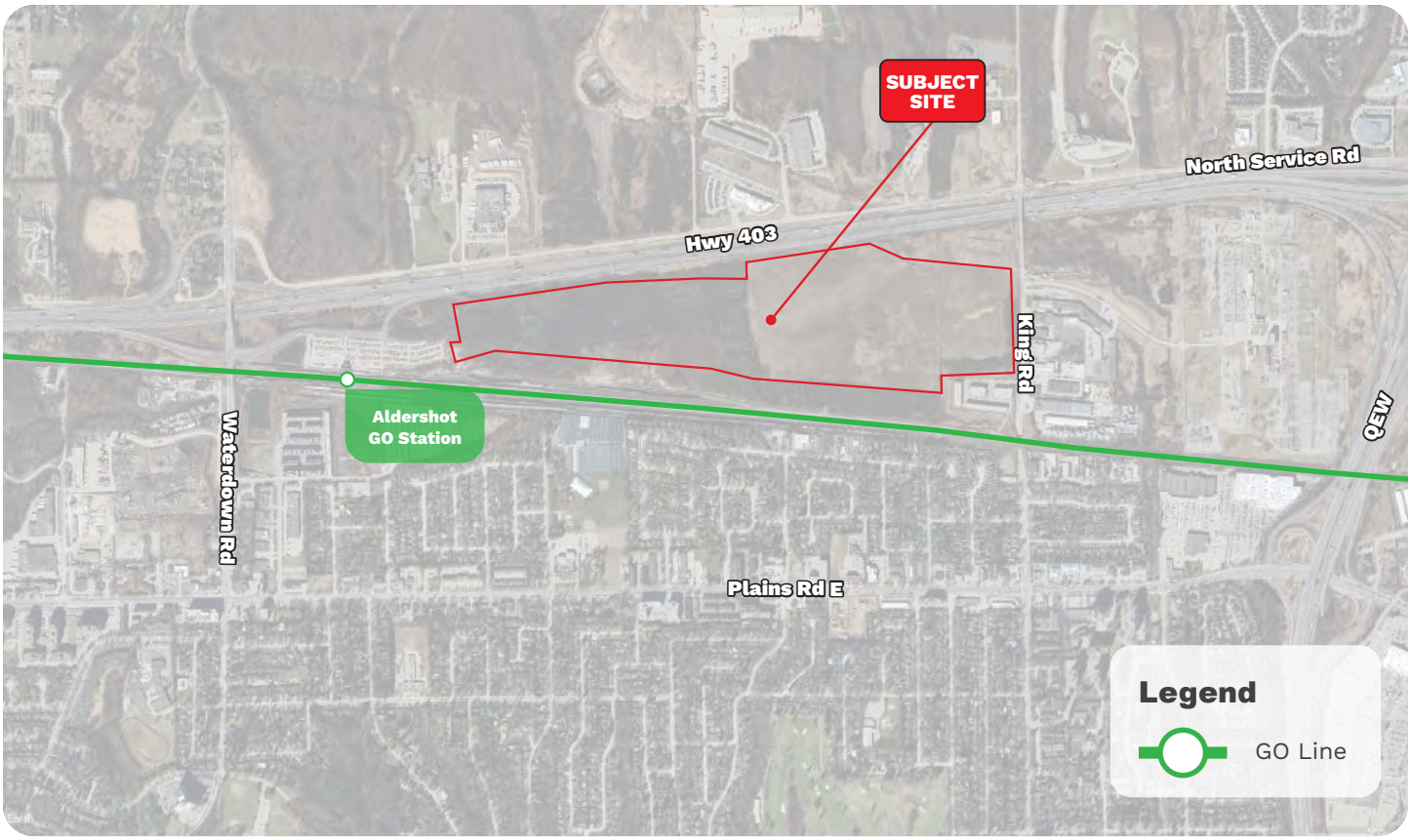


Figure 2 - Aerial Photo - Site Context

There are currently no structures or buildings on the subject site; however, there are a number of natural features on the subject site, including a mix of forest and thicket stands in the westerly portion. Flacon Creek and Grindstone Creek are located in the western woodland, along with a small human-made waterbody which is located in the southwestern portion. In the east, Indian Creek flows southeast through a cultural meadow and agricultural portion of the lands. Pockets of wetlands also exist.

The existing natural heritage features on the subject site largely form part of the Region's Natural Heritage System, primarily located on the western half of the site as well as along the creek corridor running north-south through the eastern portion of the lands. In addition, portions of the lands are regulated by Conservation Halton, in particular as it relates to the presence of the wetlands and watercourses.

In terms of topography, the subject site generally slopes downwards from the northwest to the southeast. The subject site presently has access via an unmaintained driveway from King Road.



Subject site, view looking south-east from King Road



Subject site, view looking south-west from King Road

2.2 Area Context

The subject site is located within the northern limit of the Aldershot neighborhood, an area generally bound by the fishway canal (York Boulevard) to the west, Highway 403 to the north, the Queen Elizabeth Way to the east and Burlington Bay and Hamilton Harbour to the south. This portion of the Aldershot neighbourhood has a mixed character, with pockets of industrial uses generally located along and in proximity to the rail corridor, Waterdown Road and King Road. Along Waterdown Road and within the low-rise residential neighbourhood to the south, these industrial pockets are mixed in with low-rise residential uses.



Low-rise industrial uses located along King Road (1217 King Road)



Employment and retail uses adjacent to low-rise residential uses along Waterdown Road



Low-rise industrial uses located along King Road (1135 King Road)



Low-rise industrial uses located adjacent to low-rise residential uses along Waterdown Road (Cooke Business Park)

The surrounding area east of Waterdown Road extending to the Queen Elizabeth Way has traditionally been a grade-oriented, low-rise neighbourhood. Given the proximity to the rail line, office, commercial and prestige industrial uses have also historically existed in the area, particularly closer to the rail line.

The 1997 Official Plan developed a policy framework that would see Plains Road and Waterdown Road transform into mixed-use corridors with the land uses on Waterdown Road focused on commercial and office uses. This policy framework was carried forward into the 2020 Burlington Official Plan, where these corridors are designated Mixed Use Nodes and Intensification Corridors. The segment of King Road on which the subject site fronts was intended to develop as a business corridor and area of employment / commercial uses, in line with the ROP Employment Areas designation, which has since been removed.

In 2006, the Growth Plan for the Greater Golden Horseshoe was released and provided a policy direction to, among other elements, direct growth to major transit station areas and included an intensification-first foundation. This policy framework led to the City of Burlington's GO Station Lands Intensification Opportunity Study and Mobility Hubs Opportunities and Constraints Study as part of its Official Plan Review, and more recently, the Major Transit Station Area ("**MTSA**") Area Specific Planning Project for the Downtown Burlington UGC/Burlington GO MTSA, Aldershot GO MTSA, and the Appleby GO MTSA. An Official Plan Amendment to enact policies and mapping for the noted MTSAs is now in full force and effect, as discussed in Section 4.10 below.

This policy context has also led to a significant amount of new development proposals near the Aldershot GO Station, immediately adjacent to the subject site. Mid and high-rise residential and mixed-use (commercial and residential) buildings have been developed along Plains Road East, particularly along the south side, as well as on the west side of Waterdown Road.

Of note is the constructed development at 101 Masonry Court (Phase 1), located at the northeast corner of Waterdown Road and Masonry Court, on the opposite side of the rail corridor. The development consists of 140 stacked townhomes, 58 back-to-back townhomes, 35 street townhomes and 172 apartment units (within 2, 6-storey buildings).



Mid-rise Residential Buildings south of Aldershot GO Station and Rail Line (Masonry Court and Cooke Boulevard)

As of February 6, 2026, the planning applications listed in **Table 1** are ongoing or approved in the immediate vicinity of the subject site:

Table 1 - Surrounding Development Applications

Address	Distance	Status	Unit Count	Type	Building Height
1010 Downsview Drive and 355 Plains Road East	~600m	Approved at OLT OPA, ZBA	540 (apartment) 72 (townhouse)	Residential Mixed Use	9, 11, 11 storeys
1085 Clearview Avenue	~500m	Approved at OLT Site Plan	164	Residential	7, 7 storeys
1120 Cooke Boulevard	~600m	Council Approved OPA, ZBA	1,165	Residential Mixed Use	30, 32, 34 storeys
1062 – 1074 Cooke Boulevard	~800m	Under Appeal[1] OPA, ZBA	809	Residential Mixed Use	30, 32 storeys
1029 – 1033 Waterdown Road	~900m	Approved at OLT OPA, ZBA	279	Residential Mixed Use	24 storeys
35 Plains Road East	~900m	Approved OPA, ZBA	72	Residential Mixed Use	9 storeys
53 – 71 Plains Road East, 1025. Cooke Boulevard	~800m	Approved at OLT OPA, ZBA	555	Residential Mixed Use	9, 18 storeys
40 – 70 Plains Road East	~900m	Approved OPA, ZBA	389	Residential	12 storeys
92 Plains Road East	~800m	Approved OPA, ZBA	49	Mixed Use Residential	6 storeys
284 Plains Road East	~700m	Under Review OPA, ZBA	141	Residential	7 storeys
484 – 490 Plains Road East	~550m	Approved OPA, ZBA	276 (apartment) 110 (stacked townhouse)	Residential	8, 8 storeys
236 Plains Rd E	~700m	Approved ZBA	6	Condominium townhouse block	4 storeys

2.3 Immediate Surroundings

To the immediate **north** of the subject site is a hydro corridor that buffers the site from Highway 403. North of Highway 403 is North Service Road along which a variety of low-rise industrial and institutional buildings exist, including, from west to east:

- 151 North Service Road, Cumis, General Insurance Agency
- 201 North Service Road, Ippolito Fruit and Produce Ltd, Trucking Company
- 441 North Service Road, Mercedes Benz Burlington, Car Dealership
- 521 North Service Road, Burlington Christian Academy, School

Beyond North Service Road are several other businesses which feature a variety of commercial, service commercial uses and industrial uses situated along Yorkton Court. Within Yorkton Court are two mixed-tenancy buildings at 1550 and 1549 Yorkton Court. The Canada Brick plant and quarry are located at 1570 Yorkton Court and are bound by a decommissioned landfill site to the west, and Bayview Park to the northeast.

Similar industrial uses can be found near the northwest quadrant of the intersection at King Road and North Service Road. Applications for Official Plan and Zoning By-law Amendment were filed for the industrial plaza located at 539 King Forest Court for the addition of a 3,436 square metres warehouse and 515 square metres of office space and have been approved by City Council. An application for Site Plan approval is ongoing to implement this approval.

North beyond the industrial and commercial uses situated around North Service Road and Yorktown Court is a mixture of undeveloped employment lands, natural heritage features and vegetated areas. North of this natural area, between Mountain Brow Road and Highway 5 is a residential subdivision within the City of Hamilton's urban area.



Hydro Corridor, north of the subject site



Mercedes-Benz Burlington, 441 North Service Road



Keltech Limited, 598 King Forest Court

To the immediate **west** of the subject site, on the south side of Alayne Bryk Way is a large surface parking area that services the Aldershot GO Station and bus terminal that is located along the rail line south of the site (1199 Waterdown Road). The entrances to Aldershot GO Station are located on the south end of the parking area.

West of the Aldershot GO Station, Alayne Bryk Way intersects with Waterdown Road, which provides an overpass above the rail corridor and Highway 403. Lands west of Waterdown Road are generally vacant and are interspersed with industrial uses and areas of parkland and the natural heritage system on the south side of Highway 403. To the north of Highway 403 are a nursing home and institutional use (The Christian & Missionary Alliance, 159 Panin Road), and single-family homes along Panin Road.

Further beyond are lands within the North Aldershot Planning Area that consist of a mix of residential uses and areas within the natural heritage system. An under-appeal application for Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision approval have been filed for the lands located at 640, 1673 and 1751 Flatt Road and 1664 Waterdown Road to permit the development of 924 single detached dwelling units (Eagle Heights Subdivision). This application remains under review.



Terminus of Alayne Bryk Way, adjacent to the subject site


Aldershot GO Station – Western Entrance


Location of Eagle Heights Subdivision – 640, 1673 and 1751 Flatt Road and 1664 Waterdown Road

To the immediate **south** of the subject site, on its eastern edge is a series of low-rise industrial buildings and surface parking (1156 King Road, 1158 King Road, 1160 King Road, and 1162 King Road) located at the northwest corner of King Road and the rail corridor. These warehouse buildings include several units and support multiple tenants. Along the remaining extent of the southern limit of the property is the rail corridor and the CN Rail Aldershot Yard

South of the rail corridor and the western portion of the subject site is an additional access to the Aldershot GO Station and an ancillary parking lot that services the station. East of this ancillary parking lot is Grove Park, followed by Aldershot Greenhouses Limited (1135 Gallagher Road). Further beyond these uses and extending east to King Road is a low-rise residential neighborhood generally characterized by single-detached dwellings interspersed with industrial and employment uses (mainly in proximity to the rail line). The properties in this neighborhood are generally located on large lots with generous front and rear yard setbacks, and paved driveways.

Within this neighbourhood is Aldershot Park, which features a playground, the Aldershot Tennis Club, and two baseball diamonds. South of the park, the low-rise residential community provides a school, the Holy Rosary Catholic Elementary School (261 Plains Road East), the Holy Rosary Church and Holy Rosary Senior Bridge (286 Plains Road East), in addition to a number of small retail uses. South of the subject site along Ensfield Road generally between Willowbrook Road and Maplehurst Road is a number of small-scale manufacturing, distribution and industrial uses, as well as an animal hospital.

Bisecting the residential neighbourhood is the Plains Road East corridor, which is a generally mixed-use strip featuring a variety of commercial and retail uses including restaurants, personal services, and residential uses. As noted, a variety of residential and residential mixed-use development applications have been filed along this corridor in proximity of the subject site, further intensifying the corridor with low and mid-rise buildings with retail and service commercial uses at grade.



CN Rail Aldershot Yard



Multi-Tenant Industrial Buildings (1156 – 1162 King Road)



Typical dwelling within Aldershot neighbourhood, in proximity to subject site



Typical manufacturing / industrial use interspersed within neighbourhood (McAlpine Foods, 445 Enfield Road)



Mixed-Use Mid-Rise Development along Plains Road East, south of the subject site

To the immediate **east** of the subject site, on the east side of King Road between Highway 403 and the rail line are commercial and warehousing properties of one and two storeys in height that generally feature outdoor storage and surface parking to the rear. Hydro Lane connects to the east side of King Road and provides access to Jobs Lane on which the Hydro One Burlington Transmission Station is located.

South of the rail line, to the east of the subject site are warehousing and industrial uses backing onto the rail line, followed by a commercial plaza containing a grocery store (Fortinos), two standalone big box retailers (JYSK and IKEA), a standalone retail store and a multi-tenant retail building. Beyond this plaza is the Queen Elizabeth Way.



Hydro One Burlington Transmission Station (Operations building)



Hydro One Burlington Transmission Station (Infrastructure)

2.4 Transportation Network

Road Network

The subject site's eastern property line fronts onto King Road, which is classified as a 'Industrial Connector' on Schedule O-1 Classification of Transportation Facilities (Urban Area) of the City of Burlington Official Plan (2020), which is identified as generally featuring a single lane of traffic in each direction. According to Table 2 – Road Allowance Widths, King Road has a public right-of-way width of 35 metres adjacent to the subject site between the rail line and North Service Road, while other portions of King Road have a public right-of-way width of 30 metres. There are currently no sidewalks provided on either side of King Road adjacent to the subject site.

The subject site also has access to the Provincial road network, notably the highway interchange of Highway 403, Highway 407, and Queen Elizabeth Way (see **Figure 3**).

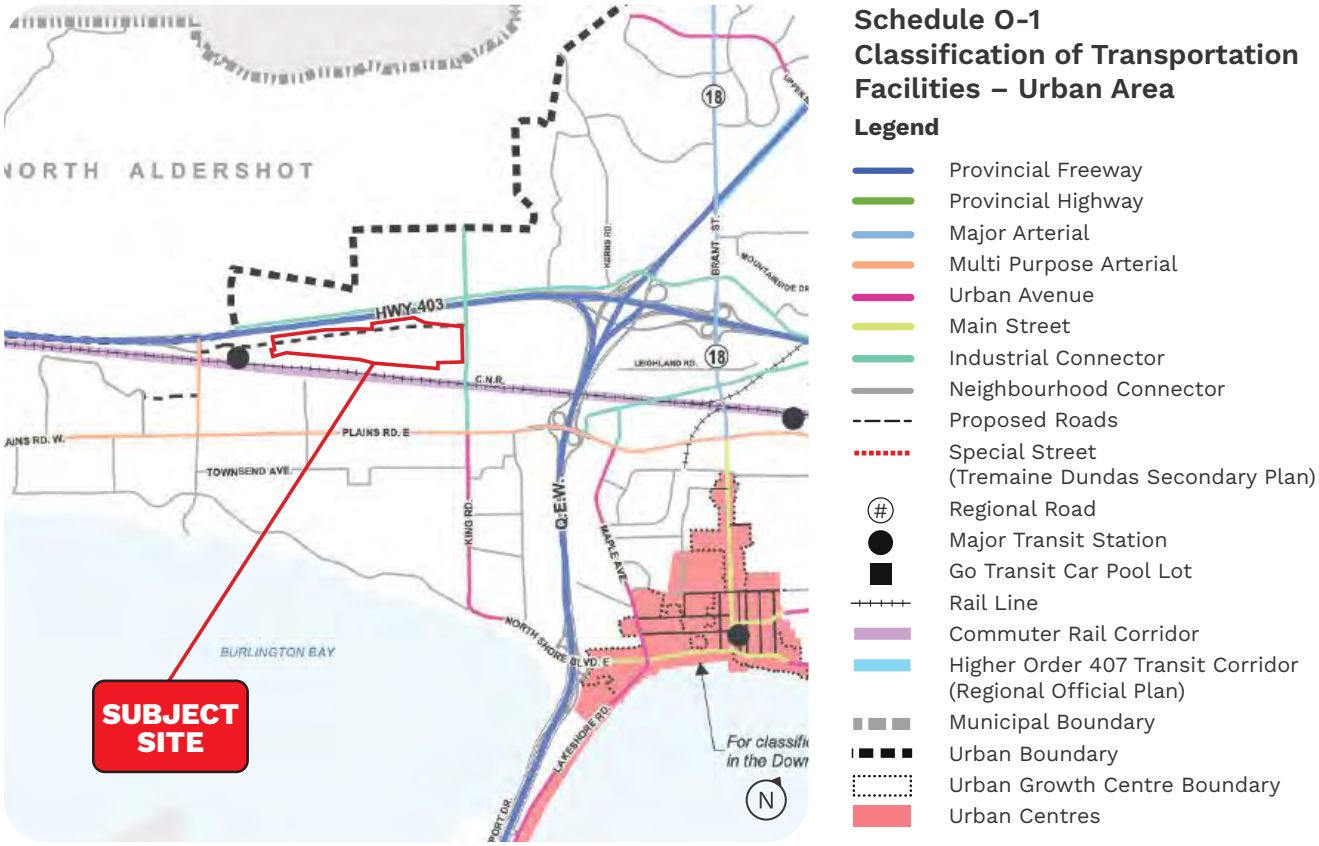


Figure 3 - Schedule O-1 – Classification of Transportation Facilities – Urban Area

Transit Network

The subject site is well served by public transit as it is located in proximity to the Aldershot GO Station, with the entirety of the subject site being located within a 2-kilometre radius of the station. The Aldershot GO Station provides higher-order frequent transit service on the Lakeshore West Line which operates between the West Harbour GO/Hamilton GO and Union Station in downtown Toronto. The Aldershot GO Station provides frequent GO train service, with train service every 30 minutes to Union Station in Toronto and every 1 hour to West Harbour GO in Hamilton, with more during rush hour. Bus service on the Lakeshore West line is provided early morning and late night after train service is completed (4:30am, 10:25pm, 11:25pm). There are also three trains throughout the day (approximately 10am, 6pm and 11pm) that provide train service to Niagara Falls GO with busses every 2-3 hours providing service to Brock University (GO Bus 11). Go Bus Route 15 also provides hourly bus service between Aldershot GO and the Brantford Bus Terminal.

Aldershot GO Station also offers VIA train service to several other destinations including Toronto, London and Windsor, among others.

In addition to the above, the eastern frontage of the site is within 500-800 metres of Burlington Transit station stops along Plains Road East, along which routes 1 and 4 provide service every 30 minutes during weekdays and every hour on the weekends between Aldershot GO Station, the Downtown Terminal, Appleby GO Station and, in the case of route 1, the City of Hamilton (see **Figure 4**). Hamilton Street Rail also provides a connection from Aldershot GO Station to Waterdown (Route 18).

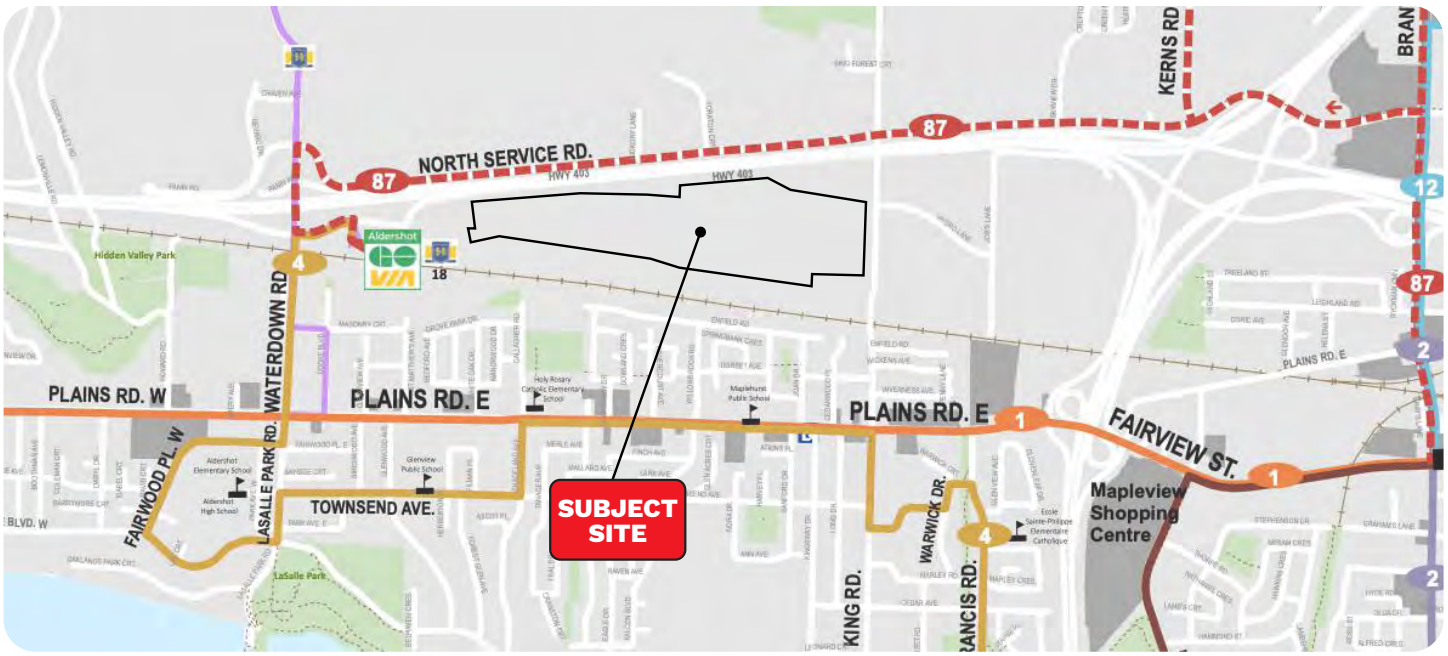


Figure 4 - Burlington Transit Route Map

Cycling Network

With respect to the cycling network, King Road and Plains Road feature Painted Bike Lanes as identified on the City of Burlington Cycling Plan Map 1 – Existing Network (**Figure 5**). Further, the northern segment of King Road as it approaches North Service Road features a Signed Route. The Painted Bike Path extends south to North Shore Boulevard East, and east to Brant Street and beyond.

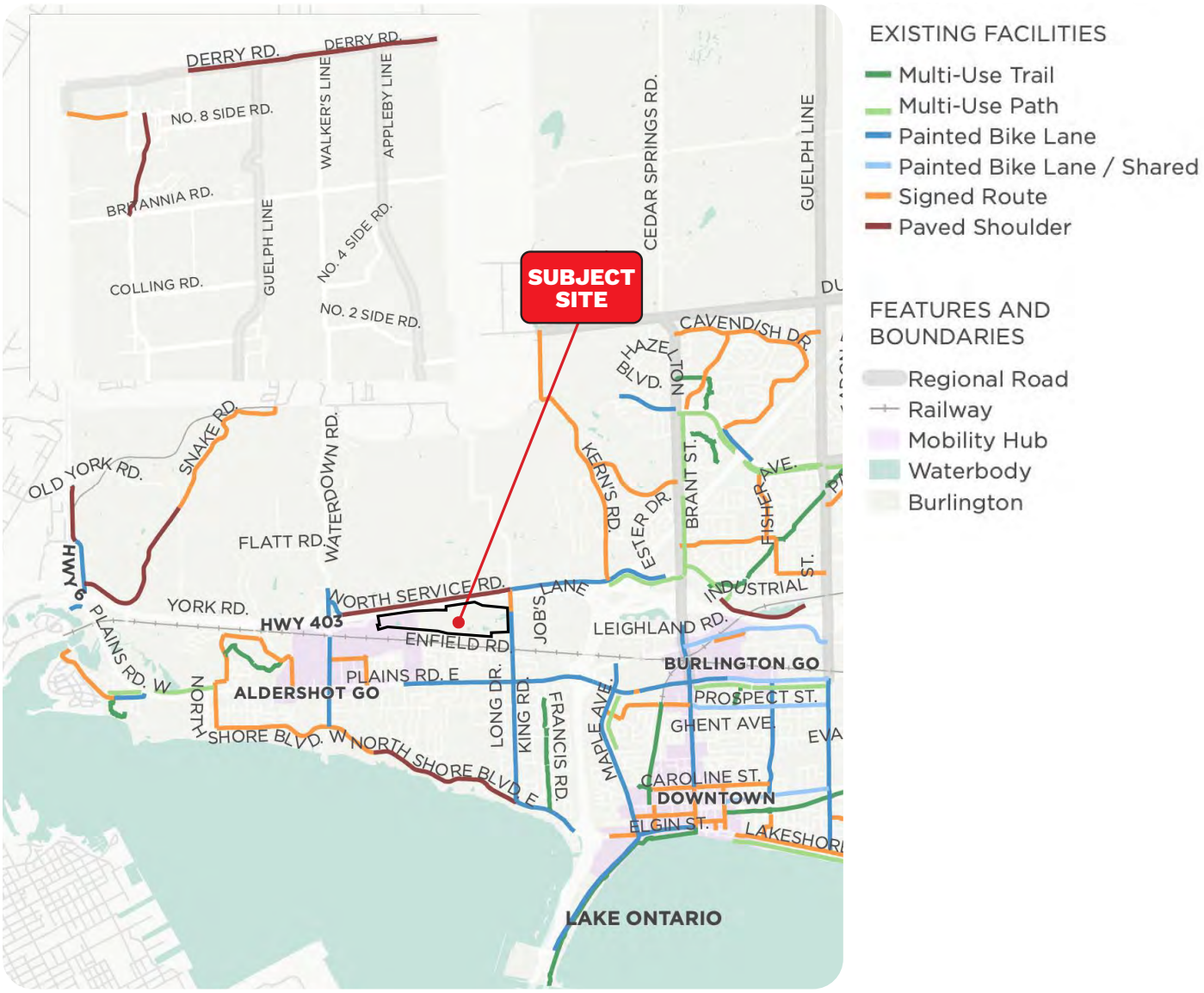


Figure 5 - City of Burlington Cycling Plan – Map 1 – Existing Network



3 Proposal

3.1 Description of Proposal

The proposal is for a new, mixed-use development that will establish a complete community in the City of Burlington's urban area. The proposal integrates existing natural heritage features with a mix of residential, commercial, office, institutional, event/entertainment and community uses, supported by parks and open space uses and new public roads, within a compact urban environment that emphasizes and supports walkability, cycling connections and convenient transit usage. High-quality architecture and urban design is anticipated, with particular attention to the public realm across the entire site.

The following section provides a high-level summary of the proposed development across the site, as reflected in the Concept Master Plan filed by the applicant and the corresponding Draft Plan of Subdivision. The draft Official Plan Amendment and Zoning By-law Amendment have been drafted to support the Concept Master Plan, while providing some flexibility to allow for design adaptation and evolution as the lands develop over the long-term. The specific block-by-block details will be determined through future Site Plan Approval applications within each development block.

This unique proposal subdivides a large site into a fine-grained new community, which will integrate a range of uses while also creating precincts focused on certain synergies. It is proposed to subdivide the site into 26 blocks (see **Figure 6**), summarized as follows:

- Four mixed-use development blocks (Blocks 1, 2, 3, 4) in proximity to King Road, proposed for high-density residential uses as well as grade-related retail/commercial uses, centered around a new retail square (4.84 ha), in addition to one centrally located mixed-use block that incorporates high-density residential uses and office space (Block 9, 1.9 ha);
- A new entertainment district (Block 5) which includes a new hotel, arena, event plaza and community centre and ice pad (2.93 ha);
- Three educational campus blocks, featuring two centrally located blocks (Blocks 6 and 7) with institutional space integrated with potential student residences or other residential tenures, and a standalone campus block at the west end of the site (4.52 ha);
- Six residential-only blocks (Blocks 10, 11, 12, 13 and 14), proposed for low-, mid- and high-density residential uses (8.6 ha);
- One centrally located park block (Block 15, 2.03 ha);
- Two natural heritage system blocks (Blocks 16 and 17, 10.13 ha) and three blocks associated with Indian Creek (Blocks 18, 19 and 20, 1.88 ha);
- Two stormwater management pond blocks (Blocks 22 and 23, 1.87 ha);
- one landscape buffer block adjacent to the CN rail line to the south (Block 21, 0.46 ha) and two blocks securing a setback to the MTO property line to the north (Blocks 24 and 25, 1.27 ha);
- one future development block (Block 26, 0.62 ha); and,
- a new network of collector, arterial and local roads throughout the site (8.02ha).

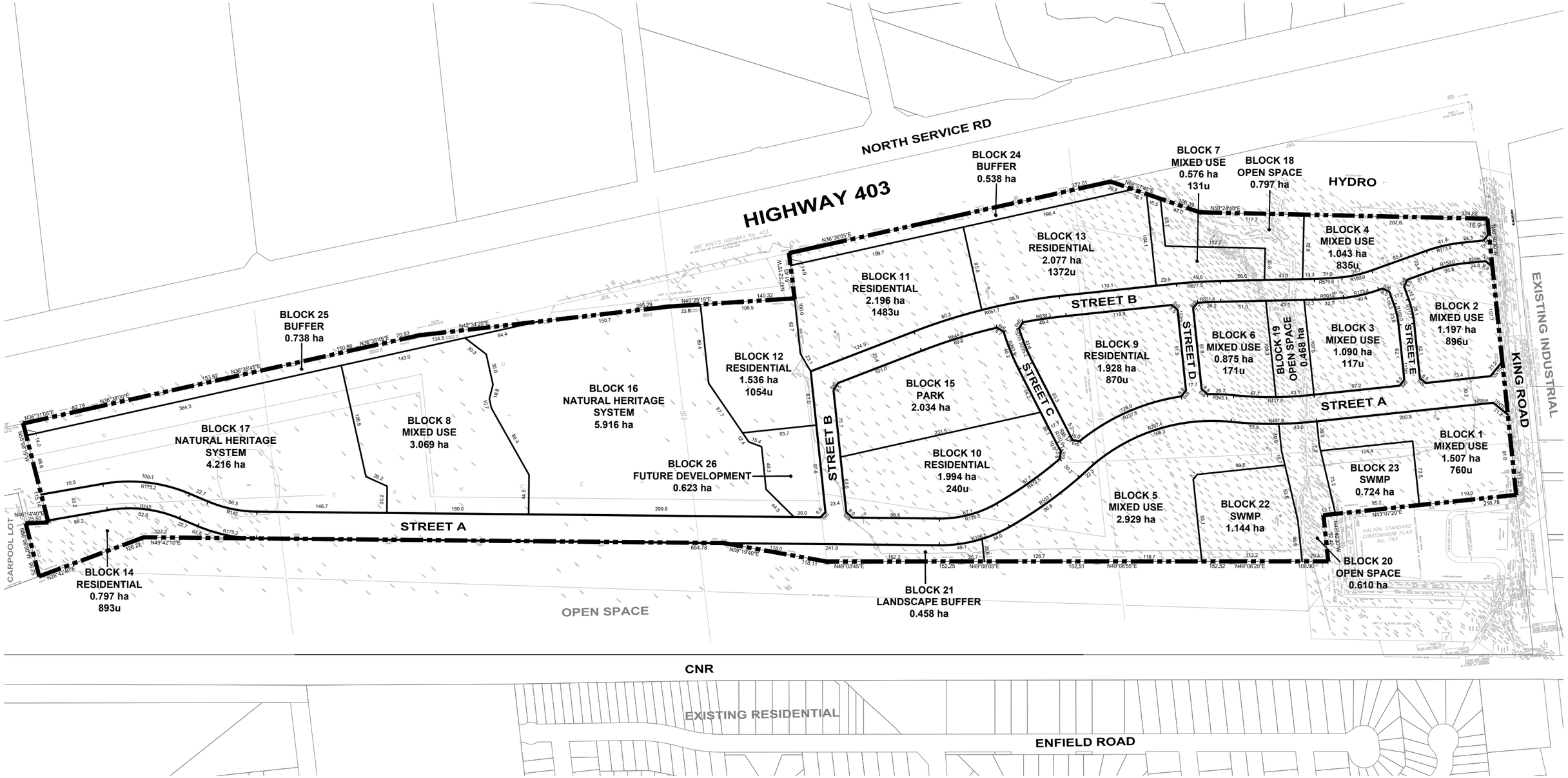


Figure 6 - Proposed Draft Plan of Subdivision

A Concept Master Plan has been submitted to demonstrate how development of all blocks identified on the plan of subdivision could proceed (see **Figure 7**). The Concept Master Plan illustrates how the community is intended to develop, and how the network of streets, residential, commercial, retail, institutional, event/entertainment and community uses, as well as parks and areas of natural features, will function. In total, approximately one third of the Concept Master Plan is for natural heritage, parkland and open space uses. For the balance of the site, the Plan accommodatesr 8,822 residential units (planned for a range of tenures and types) and approximately 2,245 jobs, which will be deployed across single and mixed-use buildings ranging in height from 1 to 53 storeys.

Preliminary unit counts for the development blocks have been included in the concurrently submitted Draft Plan of Subdivision. The resulting densities have been secured through the accompanying draft Zoning By-law Amendments. As noted, final unit counts will be ultimately determined as part of the Site Plan Approval applications for individual development blocks.

In general, the development of the private blocks is anticipated to be phased based on the delivery of infrastructure. Existing infrastructure along King Road will enable the development of the easterly blocks at an earlier phase. The western portion of the site will proceed upon the availability of new services, in accordance with the capital upgrades identified by Halton Region in its servicing master plan.



Figure 7 - Concept Master Plan

New Street Network

The proposed development introduces a new municipal street grid that is to be implemented through the plan of subdivision. The new public streets will bring pedestrian, cycling, transit and vehicular connectivity throughout the subject site, as well as to existing and planned adjacent uses. The new road network will provide access to all development blocks, while minimizing impacts on the Natural Heritage System.

The concurrently submitted Urban Design Brief, prepared by Giannone Petricone Associates Inc. Architects and Nak Design Strategies, includes anticipated cross-sections for the new streets. A summary of the proposed network is set out below.

Parkway Link (30.2m ROW)

The proposed Parkway Link, identified as 'Street A' on the Draft Plan of Subdivision and Concept Plan, extends generally east-west through the subject site and connects King Road to the terminus of Alayne Bryk Way, a signalized intersection adjacent to the Aldershot GO Station parking lot. The road extends from Alayne Bryk Way along the southern limit of the subject site until mid-way along its extent, where it curves northward before extending to intersect with King Road to the east at a proposed signalized intersection.

Parkway Link/Street A has a proposed right-of-way width of 30.2 metres and intersects with all other proposed minor collector and local roads (Streets B through E). Within this right-of-way, four lanes of vehicular traffic is planned for, in addition to a bi-directional cycle lane. Sidewalks and street trees are proposed on both sides of the street. A shuttle bus is proposed to provide ease in transit connections between King Road and the Aldershot GO Station.

Minor Collector Street (23.4m ROW)

Street B, a minor collector street with a proposed right-of-way width of 23.4 metres, extends northward from its connection with the Mobility Link Parkway before turning eastward to connect with King Road. It provides the secondary access point to the subject site from King Road via a second proposed signalized intersection. Street B intersects with Streets A, C, D and E along its extent. In the east segment of Street B, two lanes of vehicular traffic are anticipated, along with a bi-directional cycle lane. Sidewalks and street trees are proposed on both sides of the street, as well as on-street parking on one side. In the west segment, no on-street parking is proposed which would allow for the integration of traffic calming design through an additional landscape zone.

Local Streets (17.7m ROW)

A network of local streets, identified as Street C, Street D and Street E, are included, each of which have a proposed right-of-way width of 17.7 metres and provide north-south connections between Street A and Street B. Generally, the local streets include two lanes of traffic, on-street parking on one side of the street, and landscape/tree planting and sidewalks on both sides.

In accordance with the requirements of the New OP, daylighting triangles are provided at the intersections of all roads.

Parks and Open Space

The Concept Master Plan has been shaped around natural heritage features and parkland and open space, responding to existing on-site conditions and anticipating how this network of open space can facilitate connections across the subject site. The integration of these natural heritage and open space features will positively contribute to the public realm. These blocks dedicated to parkland and open space will be secured through the Plan of Subdivision, with greater design details determined subsequent to their conveyance to the City.

The proposal includes three open space blocks associated with Indian Creek (Blocks 18, 19 and 20) and two natural heritage system blocks associated with mature woodlands (Blocks 16 and 17). In total, these lands represent 25% of the gross area of the subject site. These areas are intended to be conveyed to the City of Burlington, which will contribute to the preservation and enhancement of these natural heritage features. A series of conceptual passive recreational trails have been suggested to traverse these areas, subject to consideration by the City and Conservation Halton.

The proposal includes two blocks which deliver on-site infrastructure services. These will also be conveyed to the City's ownership through the plan of subdivision. Block 22, located on the west side of Indian Creek, and Block 23, located on the east side of Indian Creek, will contain stormwater management ponds and have a combined area of 1.87 hectares. It is anticipated that these blocks will function secondarily as open spaces.

A new, public Central Park of 2.03 hectares in area is proposed at the centre of the site (Block 15), optimizing access from all future users. It is intended to be integrated with, and provide connections to, the areas of natural heritage system and the open space network proposed elsewhere on the site. Overall, the public parkland being dedicated is approximately 4% of the total area for redevelopment (inclusive of lands planned for public roads). The park block is generally rectangular and proposed to have public frontage on three sides, and otherwise be adjacent to the low-rise residential uses planned for Block 10. A park space of this size and geometry can accommodate a wide variety of recreational uses.

Private open spaces are anticipated for the future mixed-use and residential blocks. In particular, there is a pedestrian spine feature embedded into the anticipated block design that is intended to traverse through the centreline of the site from King Road to the Central Park. This pedestrian corridor will include a pedestrian bridge across Indian Creek, an urban square and woonerf in proximity to King Road (Block 3) and the proposed entertainment / recreation centre (Block 5), and a campus green (Block 9), all connected via the network of streets, open space trails and paths. Beyond the central park, the pedestrian spine would connect to the trail network anticipated as part of the Natural Heritage System, ultimately connecting to the Aldershot GO Station.

The proposal includes two blocks of land along the north perimeter (Blocks 24 and 25) which protects for the 14-metre setback required by the Ministry of Transportation ("MTO") between structures and buildings from the property line of a provincial highway (in this case, Highway 403). No development has been included within these buffer areas.

Development Blocks

As noted, the following section describes the conceptual development of each block that has informed the draft Zoning By-law Amendment, and will ultimately be further defined and determined through future Site Plan Approval applications.

Block 1

Block 1 is located along King Road on the south side of Street A. It consists of two mixed-use buildings. The westernmost building is proposed with a mid-rise form and height of 11 storeys, stepping down to 2-4 storeys. The easternmost building features two towers of 21 and 25 storeys, joined by a podium with a height of 1 to 6-storeys. The 25-storey tower is located at the northeast portion of the Block at the intersection of King Road and Street A.

A total of 760 dwelling units are proposed. Both buildings feature retail at grade (approximately 1,231 square metres in total). The westernmost building features approximately 369 square metres of community-focused space along Street A.

Block 2

Block 2 is located south of Street B and north of Street A, bound by King Road and Street E to the east and west, respectively. This block features a large-scale building containing two mixed-use towers of 25 and 30 storeys, connected by two 1- to 6-storey podiums. The resulting form is an "O" shaped building design with an interior courtyard space.

A total of 896 dwelling units are anticipated to be accommodated on Block 2. Approximately 2,294 square metres of retail is proposed, split between the four corners of the building to activate each corner of the block.

The main pedestrian spine begins at Block 2 and extends west to the central park.

Block 3

Block 3 is bound by Street B to the north, Street A to the south, Street E to the east and Indian Creek to the west. It is traversed by the main pedestrian spine extending east-west across the Block, connecting to a pedestrian bridge across Indian Creek. Within the block, a retail square is proposed, on the west side of Street E. There are two single-storey retail buildings located to the north and south of the retail square, which will allow for spillover into this open space. The block also includes a 6-storey building on the western portion of the block, which includes at-grade retail and a total of 117 dwelling units. Approximately 2,294 square metres of retail is proposed between the three buildings.

Block 4

Block 4 is located on the north side of Street B, northwest of where it intersects with King Road. It is contemplated for two mixed-use tall-buildings of 38 storeys, with a 1 to 6-storey podium, and 33 storeys, with a 1 to 6-storey podium.

Block 4 is anticipated to accommodate 835 dwelling units. The easternmost building is proposed to contain approximately 2,650 square metres of gross floor area, facing King Road where it intersects with Street B.

Block 5

Block 5 contains the planned 'entertainment district'. It features a 19-storey hotel (which has a planned GFA of 16,297 square metres), above at-grade retail GFA (703 square metres of GFA), a new arena that is intended to provide event / entertainment space (16,275 square metres of GFA), and a 3-storey building containing community amenity space (12,830 square metres of GFA) inclusive of a community ice pad. The hotel and arena block are connected by a 2-storey podium. An event plaza is located adjacent to the podium, along Street B. The building is buffered from the CN rail line by a 5-storey parking area.

Block 6

Block 6 is bound by Street A to the north, Street B to the south, Street D to the west and Indian Creek to the east. Similar to Block 3, Block 6 features a length of the pedestrian spine extending east-west across its extent. It features two mixed-use, mid-rise buildings of 11 and 12 storeys, which step down to 4 storeys and 1 storey, respectively.

A total of 171 dwelling units are expected. The northernmost building contains approximately 18,238 square metres of institutional GFA, anticipated to accommodate a future post-secondary school user as well as a small retail component at grade, adjacent to the pedestrian spine. It is anticipated that the residential and retail space would relate to the institutional component, including potentially through student residences. The southernmost building features two small retail areas along the pedestrian spine and along Street A, with a collective retail GFA across the block of approximately 386 square metres.

Block 7

Block 7 is located on the north side of Street B, bound by Indian Creek to the north and east. An 11-storey mid-rise, mixed-use building that steps down to 1-storey along its eastern extent is proposed for this block. It is intended to accommodate a mix of institutional and residential space, including 131 dwelling units.

The eastern portion of the proposed building is planned to include approximately 4,891 square metres of institutional GFA at grade. As with Block 6, it is anticipated that the residential space on the site would support the campus-use anticipated within Block 7.

Block 8

Block 8 is located on the north side of Street A, bound to its east and west by areas of the Natural Heritage System (Blocks 16 and 17). Block 8 features three one-storey buildings. Collectively, these building are anticipated to accommodate 3,396 square metres of institutional space, 2,180 square metres of retail space, and 409 square metres of community space. Access is provided via a private driveway from Street A that provides direct vehicular access to each building, as well as to a surface parking lot.

In response to its location in proximity to the Natural Heritage System, the perimeter of Block 8 is expected to be highly landscaped and feature the extension of passive recreational trails from the Central Park, through the Natural Heritage System Blocks, to Aldershot GO Station and beyond.

Block 9

Block 9 is bound by Street A, Street B, Street C and Street D. It is split into four quadrants by a portion of the pedestrian spine extending from King Road to the Central Park. The development for each quadrant is proposed as follows:

- Northwest: 25-storey residential building with podium stepping down to 6, 3 and 1 storeys;
- Northeast: 18-storey residential building with podium stepping down to 5 and 1 storey;
- Southeast: 22-storey residential building with podium stepping down to 5, 3 and 1 storey; and
- Southwest: 9-storey office building with podium stepping down to 7, 5 and 1 storey.

Collectively, it is anticipated that these buildings will accommodate a total of 870 dwelling units and 13,120 square metres of office space. Access to each building is provided via a private driveway directly to each building, limiting vehicular conflicts with pedestrian and those using other active-transportation methods.

Block 10

Block 10 is located south of the Central Park on the north side of Street A, bound by Street B and C to the west and east respectively. Block 10 features ten 4-storey stacked townhouse blocks. The townhouse units are accessed by a private road that traverses east-west between Street B and Street C and provides direct vehicular access to each building. Collectively, it is anticipated that Block 10 can accommodate a total of 240 dwelling units.

Block 11

Block 11 is located on the north side of Street B, south of Block 24 which is planned to reflect the setback required by the MTO to Highway 403. As shown on **Figure 7** above, all living space is located outside of this buffer block.

Block 11 consists of two proposed residential buildings: the westernmost one with two towers of 46 and 35 storeys connected by a 3- to 4-storey podium; and the easternmost building consisting of a 42-storey tower, inclusive of a 3- to 4-storey podium. The base of the buildings includes townhouse units along Street B. It is anticipated that the Block can accommodate a total of 1,483 dwelling units.

Block 12

Block 12 is located on the north and west side of Street B and consists of two proposed residential towers. The northernmost tower is 53 storeys, with a 2- to 4-storey podium, and the southernmost tower is 41 storeys in height, with a 1- to 4-storey podium. Collectively, the two buildings include a total of 1,054 dwelling units.

Block 13

Block 13 is located on the north side of Street B, south of the MTO setback area and east of Block 11. Block 13 features two buildings. The westernmost building includes two towers with heights of 35 and 41 storeys, connected by a 3- to 4-storey podium. The easternmost building includes a 34-storey tower, inclusive of a 3- to 4-storey podium. At-grade townhouse units are proposed along Street B. It is anticipated that these buildings can accommodate a total of 1,373 dwelling units.

Block 14

Block 14 is located on the south side of Street A immediately adjacent to the Aldershot GO Station parking lot. It proposes two residential towers with heights of 48 and 31 storeys, connected by a 1-storey podium that steps up to 5-storeys in proximity to the 48-storey tower. It is anticipated that these proposed buildings can accommodate 893 dwelling units.

Block 26

Block 26 is located on the north side of Street A and the west side of Street B. It is located adjacent to the NHS that forms part of Block 16 but does not have the same characteristics to warrant protection as part of the natural heritage system. This block is intended for future development, with details to be determined as part of a future process.

Parking, Loading and Access

For each of the development blocks, new private driveways will be included to provide access from the new public street network.

In general, most parking spaces across the subject site will be ultimately located underground, with the exception of the above-grade parking structure anticipated for Block 5. In addition, Block 8 may have a mix of parking typologies in response to the potential campus user's needs. On the balance of the blocks, additional elevated parking structures or surface parking areas may be considered on a block-by-block basis through the Site Plan application process.

A Transportation Impact Study ("**TIS**") was prepared by TYLin, and dated March 2026. The TIS proposes the following parking rates:

- Residential: 0.75 resident spaces + 0.05 visitor spaces per unit
- Retail: 1.5 spaces per 100 m2.
- Campus: 3.0 spaces per 100 m2
- Community: 4 spaces per 100 m2
- Arena: 5 spaces per 100 m2
- Hotel: 0.75 spaces per unit plus 7.5 spaces per 100 m2 of public area.

This results in a total of 9,114 spaces site-wide, which is a reduction from the Zoning By-law requirements. The TIS justifies this reduction through a variety of reasons, including existing transit coverage, the design of the site as a transit-oriented development, mode share, the City of Burlington No Required Minimum Parking Pilot Program, Shared-use parking, low risk parking infiltration, and MTSA considerations. Bicycle parking rates are anticipated to meet Zoning By-law requirements, but locations and details will be determined through Site Plan Control Applications and the detailed design stage

3.2 Key Statistics

The summary of the proposed lots and blocks, to be secured in the draft plan of subdivision, are summarized in **Table 2** below.

Table 2 - Key Statistics of the Draft Plan of Subdivision

Land Use	No. of Lots / Blocks	Area (in Hectares)
Mixed Use	Blocks 1-9	14.2
Residential	Block 10-14	8.6
Park	Block 15	2.03
Natural Heritage System	Blocks 16-17	10.13
Open Space	Blocks 18-20	1.88
Landscape Buffer	Block 21	0.46
Stormwater Management Pond	Blocks 22-23	1.87
MTO Buffer	Blocks 24-25	1.27
Future Development	Block 26	0.62
Public Right-of-Ways	--	8.02

A summary of the key statistics of the proposed development, as outlined by the built form illustrated in the Concept Master Plan, is included in **Table 3** below.

Table 3 - Summary of Concept Master Plan

Statistics	Proposed
Dwelling Units	8,822
Residential (gross floor area)	598,360 m^2
Retail (gross floor area)	11,738 m^2
Institutional (Campus) (gross floor area)	26,526 m^2
Community (gross floor area)	13,607 m^2
Arena (gross floor area)	16,275 m^2
Hotel (gross floor area)	16,297 m^2

3.3 Application and Appeal History

The subject site has a lengthy planning history that was largely focused on appropriate land use, and whether these lands should be developed exclusively for employment uses or are they were more appropriate for a mix of uses, including residential. This core dispute resulted in various referals, deferrals and appeals of City and Regional Official Plans and Official Plan Amendments as far back as 1997. The latest appeal of the City's new Official Plan (2020) was filed in December 2020 and remains before the OLT for adjudication (OLT-22-002219). Once again, the central issue on the appeal was a challenge to the City's proposal to designate the subject site for various employment uses.

The dispute on land use was finally resolved through the approval of ROPA 49 on November 4, 2022. As noted earlier, among other things, ROPA 49 removed the subject site from the Region's designated "employment areas" and designated it as Urban Area. This was confirmed through Bill 162 in 2024. Both of these decisions post-date the employment designations and associated policies in the City's new OP that are under appeal. As the City's new Official Plan must conform to the Regional Official Plan, including the fundamental changes for this site made through ROPA 49, it is clear that modifications to the City's new Official Plan are also in order.

As a result, much of the pre-ROPA 49 planning history is of little relevance to the current applications. There remain outstanding appeals of Burlington's new OP, as well as to a draft plan of subdivision for the site that was filed in 2015. The draft plan application was appealed for lack of decision (OLT File No. PL170728). It must now be modified to reflect this mixed-use proposal which implements ROPA 49. These appeals remain relevant to the policy context and are further described in Section 4.0 of this report.

3.4 Required Approvals

To implement the proposal, an Official Plan Amendment is required. The application seeks to establish appropriate land use designations and policies for the subject site to permit the range and mix of uses, at a high-density scale, as contemplated by the Concept Plan. The proposed Official Plan Amendment (the "**OPA**") will be the basis of modification to the New OP, which will also resolve the outstanding, active appeal by the Owner.

A Zoning By-law Amendment (the "**ZBA**") will be required to implement the framework established by the Official Plan Amendment. It is proposed to amend the City of Burlington Zoning By-law 2020 and repeal Zoning By-law 4000-3 that applies to the western portion of the subject site. The amendment will establish appropriate site-specific exception zones across the subject site and to establish relevant development standards for each.

The currently proposed development requires a comprehensive overhaul to the under appeal Draft Plan of Subdivision application. Concurrent to the Official Plan Amendment and Zoning By-law Amendment applications, the Draft Plan of Subdivision has been modified. This modified plan has been provided as part of the Official Plan and Zoning By-law Amendment applications for information and to support the review of the applications. Ultimately, the Draft Plan of Subdivision will be brought back to the OLT for approval.



4 Policy & Regulatory Context

4.1 Overview

As set out below, the development proposal is supportive of numerous policy directions set out in the Planning Act, Provincial Planning Statement, , the Halton Regional Official Plan (the "ROP"), and the in-force 1997 Official Plan, and the intent of the in-force policies of the New Official Plan as they relate to the subject site, all of which promote the efficient use of land and infrastructure, specifically areas in close proximity to transit.

4.2 Planning Act, R.S.O. 1990, c.P.13

Section 2 of the *Planning Act* R.S.O 1990, c.P.13 (the *"Planning Act"*) outlines the matters of provincial interest for which the council of a municipality, a local board, a planning board and the Tribunal shall have regard to in carrying out their responsibilities pursuant to the legislation. Matters of provincial interest include, among others:

- the protection of ecological systems, including natural areas, features and functions;
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing;
- the adequate provision of employment opportunities;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- the promotion of built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 2(1) requires that when approval authorities make a decision under subsection 17(34) of the *Planning Act* or the Tribunal makes a decision in respect of an appeal, it shall have regard to:

a. any decision that is under the *Act* by a municipal council or by an approval authority and relates to the same planning matter; and,

b. any information and material that the municipal council or approval authority considered in making the decision described in clause (a).

Section 3(1) gives the Minister the authority to issue policy statements, and Section 3(5) requires that a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter:

a. shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and,

b. shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

Section 51(24) forms criteria on which a Draft Plan of Subdivision is assessed. This Section specifies that, in considering draft plans of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare to the present and future inhabitants of the municipality and to:

a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

b. whether the proposed subdivision is premature or in the public interest;

c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

d. the suitability of the land for the purposes for which it is to be subdivided;

e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

f. the dimensions and shapes of the proposed lots;

g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

h. conservation of natural resources and flood control;

i. the adequacy of utilities and municipal services

j. the adequacy of school sites;

k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c.32, s. 31 (2); 2006, c.

For the reasons set out in Section 5.0 of this report, it is our opinion that the proposed development satisfies the requirements of the *Planning Act* and has appropriate regard to Section 51(24).

4.3 Provincial Planning Statement (2024)

On August 20, 2020, the Ministry of Municipal Affairs and Housing released the 2024 Provincial Planning Statement ("2024 PPS") which came into effect on October 20, 2024. The new 2024 PPS replaces both the 2020 Provincial Policy Statement (which was replaced with the Order in Council No. 1099/2024), as well as the 2019 Growth Plan for the Greater Golden Horseshoe, as amended in 2020 (which was revoked through Order in Council No. 1100/2024).

The 2024 PPS provides policy direction on matters of Provincial interest related to land use planning and development and will apply to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the 2024 PPS. In this regard, Policy 6.1.1 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the former Provincial Policy Statement (2020) and Growth Plan (2019, as amended), the 2024 PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

Chapter 1 of the 2024 PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

> *"More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come."*

Chapter 1 goes on to describe Ontario's land use planning framework, stating that:

> *"Ontario's land use planning framework and the decisions that are made, shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians."*

One of the key policy directions that continues to be expressed in the 2024 PPS is the need to build complete communities with a mix of housing options by promoting efficient development and land use patterns.

Policy 2.1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1(b) requires planning authorities to permit all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and all types of residential intensification.

Further, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 2.3 of the 2024 PPS contains policies related to settlement areas, which the subject site is located within. Policy 2.3.1.1 provides that settlement areas shall be the focus of growth and development, while Policy 2.3.1.2 promotes land use patterns in settlement area which efficiently use lands and resources, optimize existing and planned infrastructure and public service facilities, and support active transportation and transit. Further to this, Policy 2.3.1.5 encourages planning authorities to establish density targets for designated growth areas based on local conditions. The PPS defines designated growth areas as "lands within settlement areas designated for growth or lands added to settlement areas that have not yet been fully developed. Designated growth areas include lands which are designated and available for residential growth in accordance with policy 2.1.4.a), as well as lands required for employment and other uses".

In this regard, Policy 2.3.1.6 encourages large and fast growing municipalities, such as the City of Burlington, to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

With respect to Employment, Section 2.8.1.1 provides policies for promoting economic competitiveness, by encouraging planning authorities to provide for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; provide opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses; and encourage intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities.

With respect to energy conservation, air quality and climate change, Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of climate change through approaches that support the achievement of compact, transit supportive and complete communities; incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems; and protect the environment and improve air quality.

Generally, the infrastructure policies of Chapter 3 of the PPS place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The efficient use of infrastructure and planning for sewage, water and stormwater management are key elements of provincial policy (Sections 3.1 and 3.6).

Specifically, Policy 3.1.1 provides that infrastructure and public service facilities be provided in an efficient manner while accommodating projected needs, and Policy 3.1.2 requires that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs.

Regarding transportation systems, the 2024 PPS states that transportation systems should be provided which are safe, energy efficient, and facilitate the movement of people and goods; efficiently use existing and planned infrastructure, and connect within and among transportation system and modes as part of a multimodal transportation system (Policies 3.2.1 and 3.2.2). Further, Policy 3.2.3 provides that as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

Section 3.3 provides guidance for transportation and Infrastructure Corridors, including that Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs; Major goods movement facilities and corridors shall be protected for the long term; and that Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities. Section 3.4.1 provides policies for planning for land uses in the vicinity of airports, rail facilities and marine facilities so that their long-term operation and economic role is protected; and airports, rail facilities and marine facilities, and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.

In terms of land use compatibility, Policy 3.5.1 indicates that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures. Further, Policy 3.5.2 provides that where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

Further, Policy 3.6.2 provides that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.

With respect to stormwater management, Policy 3.6.8 requires planning for stormwater management to, among other things: be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle; minimize, or, where possible, prevent or reduce increases in stormwater volumes and containment loads; minimize erosion and changes in water balance including through the use of green infrastructure; promote best practices including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

With respect to public spaces, recreation, parks, trails and open space, Policy 3.9.1 encourages that healthy, active, and inclusive communities should be promoted by, among other things: planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity; planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; and recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Chapter 4 of the PPS includes policies with respect to the wise use and management of resources, including natural heritage, water, agriculture, minerals and petroleum, mineral aggregate resources and cultural heritage and archaeology.

With respect to Natural Heritage, Policy 4.1.1 provides that natural features and areas shall be protected for the long term, while Policy 4.1.2 encourages that the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among features.

Policy 4.1.5 provides that development and site alteration shall not be permitted in significant woodlands and significant wildlife habitat, among others, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

With respect to Water, Policy 4.2.1 provides that planning authorities shall protect, improve or restore the quality and quantity of water using the watershed as the ecologically meaningful scale; minimizing potential negative impacts; identifying water resource systems; maintaining linkages and functions of water resource systems; implementing necessary restrictions on development to protect drinking water and vulnerable areas, to protect and impact vulnerable surface and ground water; planning for efficient and sustainable use of water resources; and ensuring consideration of environmental lake capacity. Further, Policies 4.2.3 and 4.2.4 identifies that municipalities are encouraged (or in the case of large and fast-growing municipalities such as Burlington, are required) to undertake watershed planning to inform planning for sewage and water services and stormwater management, including low impact development, and the protection, improvement or restoration of the quality and quantity of water.

Regarding cultural heritage and archeology, Policy 4.6.5 provides that Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.

For reasons set out in Section 5.0 of this report, it is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment, as well as the updated Draft Plan of Subdivision are consistent with the policies of the PPS.

4.4 Growth Plan for the Greater Golden Horseshoe

Upon the Provincial Planning Statement, 2024 coming into effect on October 20, 2024, the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshow were repealed. O.Reg 311/06 lays out transition policies for the Growth Plan, specifically the deemed day of commencement for application types. The Draft Plan of Subdivision application was submitted to the City prior to the Growth Plan being repealed, and therefore consideration should be made to the Growth Plan policies for this separate application.

4.5 Halton Region Official Plan (November 4, 2022 Interim Office Consolidation, Including ROPA 49)

The Halton Region Official Plan ("**ROP**") was adopted by Regional Council on March 30, 1994, and approved, with modifications, by the Minister of Municipal Affairs and Housing ("MMAH") on November 27, 1995. Between 2006 and 2009, the Region undertook a planning exercise called Sustainable Halton which resulted in the adoption of Regional Official Plan Amendment 38 on December 16, 2009. Further, Regional Council adopted Regional Official Plan Amendment 48 ("**ROPA 48**") on July 7, 2021, and was approved by the MMAH on November 10, 2021, further updating the ROP to identify a hierarchy of strategic growth areas to help accommodate population and job growth to 2051, as required by the 2019 Growth Plan.

Subsequently, an additional Regional Official Plan Amendment to address Regional Growth Targets was brought forward in Regional Official Plan Amendment 49 ("**ROPA 49**"). It was brought into full force and effect on November 4, 2022 by MMAH, and amended the ROP to accommodate growth in the Region to 2051. As noted earlier, prior to ROPA 49, the subject site was designated for Employment Uses, and the ROPA removed the Employment designation from the site, opening it up to other development opportunities. As discussed in further detail in Sections 4.6 and 4.7 below, Bill 150 *Planning Statute Law Adjustments Act*, 2023, and Bill 162 *The Get It Done Act*, 2024 reversed many of the Minister's modifications made of ROPA 49; however, it did not reverse the Minister's decision to remove the Employment Area overlay from the subject site. Accordingly, the subject site is in the Urban Area without the additional designation directing use.

On June 10, 2024, Bill 185 *Cutting Red Tape to Build More Homes Act*, 2024 received royal assent and proclaimed Halton Region as an "Upper Tier Municipality Without Planning Responsibilities", effective July 1, 2024. Bill 185 identified that Halton Region is no longer an approval authority over the City of Burlington's planning decisions and that the City of Burlington is to take on the Region's review and approval responsibilities, including ownership over the Halton Region Official Plan. Therefore, the ROP continues to apply to the subject site as it will be implemented by the City of Burlington.

Policy 31 of the ROP sets out a vision for planning Halton's future by building "healthy communities" and through defining a "healthy community" as one where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community (Policy 31(4)); and, there mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes (Policy 31(5)), among others.

Policy 50.2 of the ROP discusses Halton's Regional Structure which implements Halton's planning vision for its future landscape by organizing land uses into three broad categories as follows:

1. Settlement Areas, consisting of the Urban Areas as well as Hamlets and Rural Clusters.
2. Agricultural System, consisting of the Agricultural Area and parts of the Natural Heritage System outside of Key Features or where the only Key Features is a significant earth science area of natural and scientific interest.
3. Natural Heritage System, consisting of the Regional Natural Heritage System and the Greenbelt Natural Heritage System.

The subject site is located within the Settlement Area. Policy 51(1) describes the Urban Area land use designation as one where urban services are provided to accommodate concentrations of existing and future development. As shown on Map 1 – Regional Structure of the ROP (see **Figure 8**), the subject site is located within the Urban Area, but outside of the Built Boundary within the Designated Greenfield Area.

Policy 55 of the ROP describes that the Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment for the planning horizon year of 2051, as contained in Table 1 of the ROP. Table 1 identifies a 2021 population of 195,000 for the City of Burlington with an increase to 265,160 by the horizon year of 2051 representing a 35% increase. Similar to population forecasts, the Region anticipates that the City of Burlington will increase its employment from 98,340 in 2021 to 124,390 in the horizon year of 2051, representing a 26% increase.

According to Table 2 of the ROP, the Region anticipates that the City of Burlington will see a total of 76 people and jobs per hectare combined in the Designated Greenfield Area by 2041, measured in accordance with Section 227.1 of the ROP. These forecasts are further expanded in Table 2A – Regional Phasing with the City of Burlington expected to contribute 590 units in the Designated Greenfield Area in the 2022-2026 planning window, 620 units in the 2027-2031 planning window, 450 units in the 2032-2036 planning window and 460 units in the 2037-2041 planning window.

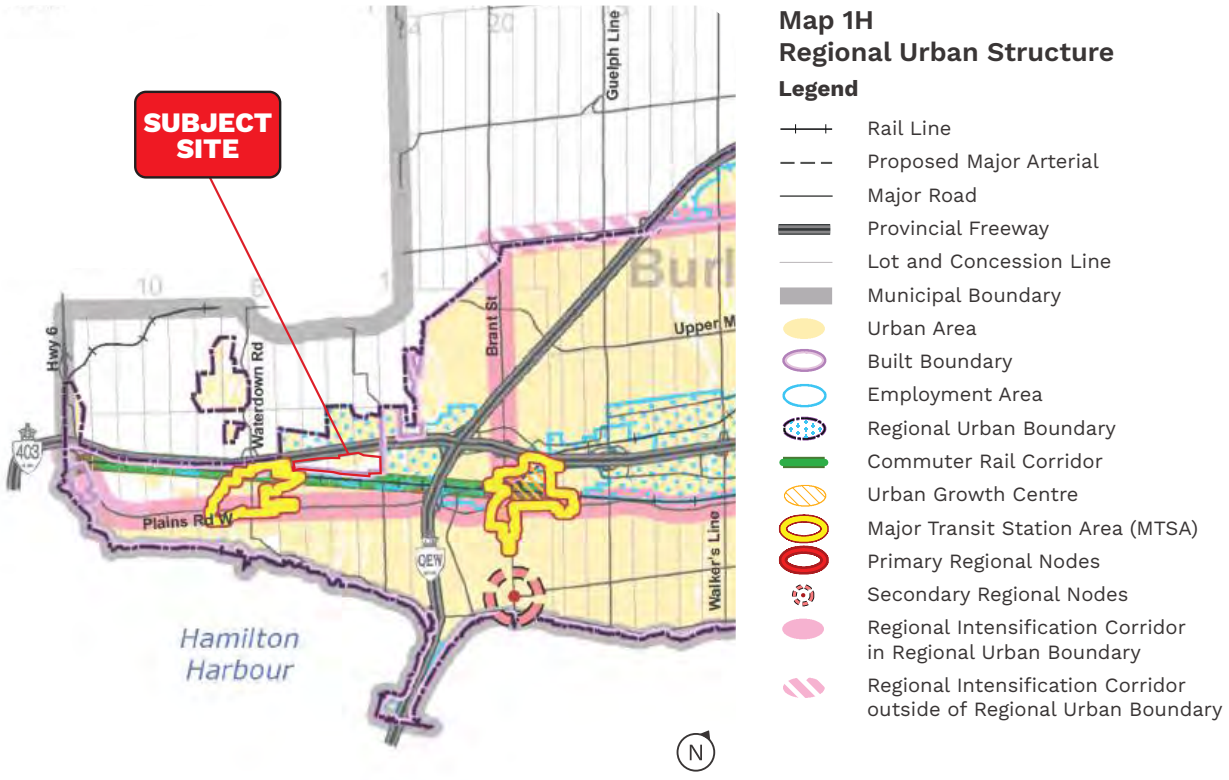


Figure 8 - Map 1H – Regional Urban Structure[2])

2 We note that Halton Region has not updated ROP mapping to reflect the amendments to the Plan in accordance with Bills 150 and 162. We have utilized mapping from the Minister's November 2022 approval of the ROP.

Urban Area Land Use Designation Policies

Policy 72 of the ROP states that the objectives of the Urban Area land use designation are to: support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel and reducing the dependence on the automobile while promoting live-work relationships (Policy 72(2)); 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 (Policy 72(3)); to ensure that growth takes place commensurately both within and outside the Built Boundary (Policy 72(4)); 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 (Policy 72(7)); to facilitate and promote intensification and increased densities (Policy 72(9)); to provide for an appropriate range and balance of employment uses including industrial, office and retail, and institutional uses to meet long-term needs (Policy 72(10)); and, to provide opportunities for post-secondary education facilities to locate within Halton (Policy 72(11)).

Policy 74 provides that the Urban Area is where urban services are or will be made available to accommodate existing and future urban development and amenities. Policy 76 states that the range of permitted uses and the creation of lots will be in accordance with Local Official Plans and Zoning By-laws, while all development remains subject to the policies of the ROP.

Further, Policy 77(2.4) requires that development in the Designated Greenfield Area must:

- contribute to achieving the development density targets in Table 2 and Regional phasing of Table 3a;
- contribute to the creation of healthy communities;
- Create street configurations, densities and an urban form that support walking, cycling and the early integration and sustained viability of transit services;
- Provide a diverse mix of land uses, including residential and employment uses to support vibrant neighbourhoods; and
- Create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.

Regional Urban Structure Policies

According to Policy 78, the Regional Urban Structure intends to implement Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit and the long-term protection of lands for employment uses. Among others, it includes Designated Greenfield Areas. The main objectives of the Regional Urban Structure are to provide a structure and hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this plan.

Housing

Policy 84 of the ROP establishes the importance of housing for the people of Halton as it is a goal of the Region to supply an adequate mix and variety of housing to satisfy differing physical, social and economic needs. Policy 86(6)(a) provides that the Region will follow housing targets to achieve a target of at least 65 percent of new housing units produced annually in Halton to be in the form of townhouses or multi-storey buildings through 2031, and at least 75 percent each year thereafter. Policy 86(11) provides that the Region will permit intensification of land use for residential purposes such as infill, redevelopment and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained. Further, Policy 86(20) requires that local municipalities provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and projected demands reflecting socio-economic and demographic trends. To this effect, a Housing Impact Study has been prepared by KPEC, the conclusions of which are expanded on in Section 6.6 of this report.

Transportation

One of the primary objectives of the Region of Halton, per Policy 172(2), is to develop a balanced transportation system that will reduce automobile dependency, include a safe, convenient, and accessible public transit system and promote active transportation. Further, Policy 172(6) provides that it is also a goal of the Region to provide seamless public transit services which provide a high level of service within Halton, are connected to a higher order transit network throughout the GTA and Hamilton and are complemented and supported by a network of active transportation facilities. Policy 172(9.1) provides that development should be designed to support active transportation and public transit.

Natural Heritage System

Policy 113 of the ROP establishes that the goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations. According to Policy 115.2, the Regional Natural Heritage System is a systems-based approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of its various components. Policy 116.1 notes that the boundaries of the Region's Natural Heritage System can be refined with deletions and/or boundary adjustments through, among other processes, an individual Environmental Impact Assessment accepted by the Region, and once approved under the *Planning Act*, these refinements are in effect as of the date of such approval. Further, Policy 118 requires that Environmental Impact Assessments be prepared for proposed development and/or site alteration located wholly or partially inside, or within 120 metres of the Regional Natural Heritage System.

As identified on Map 1G – Key Features within the Greenbelt and Regional Natural Heritage Systems (**Figure 9**), there are areas of Natural Heritage System on the subject site. According to Policy 117.1, and subject to other policies of the ROP and applicable Local Official Plan policies and Zoning By-laws, non-intensive recreation uses such as nature viewing and pedestrian trail activities are permitted within the Regional Natural Heritage system, provided they are publicly owned.

These areas have been studied comprehensively and assessed through an Environmental Impact Study prepared by NRSI (see Section 6.2 below). The boundaries of the Natural Heritage System features have been refined in accordance with the conclusions of this study, subject to approval by the City of Burlington.

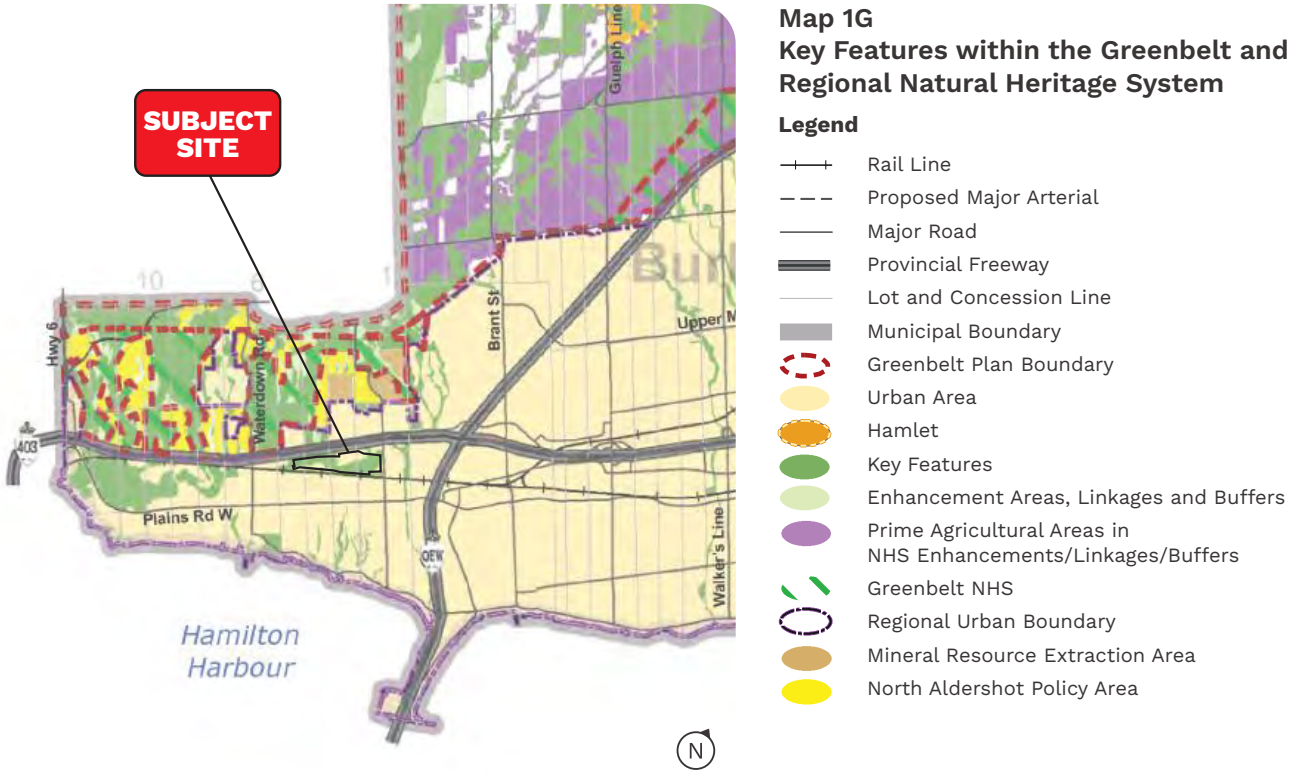


Figure 9 - Map 1G – Key Features within the Greenbelt and Regional Natural Heritage System

Allocation

According to Policy 89(12) of the ROP, it is the policy of the Region to monitor the servicing requirements of proposed and approved development in terms of allocation of water supply and wastewater treatment capacities to ensure that total system capacities, with an adequate reserve for operational flexibility and emergency situations, are not exceeded and to provide sufficient lead time for the planning, approvals and construction of new facilities. To this end, Halton Region has implemented an Allocation Program to track and monitor the allocation of servicing of properties within the Urban Area but outside of the Built-Up Area, known as the Designated Greenfield Area.

On July 10, 2024, Halton Region Council received Report CA-19-24/FN-20-24/PW19-24 confirming the launch of the 2023 Allocation Program. Through the recent 'Expression of Interest' process and subsequently secured via an allocation agreement for the subject site, the Owner has secured 2,320 Single Detached Equivalents ("SDEs") for the subject site, comprised of 810 >2 bedroom units and 1,510 <2 bedroom units.

Land Use Compatibility

Policy 143(12) of the ROP provides guidance for achieving land use compatibility between sensitive land uses and major facilities by requiring that such uses are planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants. In doing so, this will minimize risk to public health and safety and ensure the long-term operational and economic viability of major activities in accordance with Provincial guidelines, standards and procedures.

Further, we note that Policy 173(32) establishes that proposed developments adjacent to or in proximity to railway lines, yards and terminals ensure that appropriate safety measures are provided to the satisfaction of the Region and local municipality.

A Land use Compatibility Study has been prepared by RWDI, the conclusions of which are outlined in Section 6.3 of this report.

Implementation – Conformity of Plans

In accordance with the *Planning Act* and Policy 183 of the ROP, all Official Plans and Zoning By-laws of Local Municipalities, including the City of Burlington, must be amended to conform to the ROP. As noted, the Employment Area overlay applicable to the subject site was removed by ROPA 49. However, the in-force 1997 Official Plan and under appeal New OP have not yet been updated to reflect this fact, and therefore must do so in the future.

For the reasons outlined in Section 5 of this report, it is our opinion that the subject applications conform to the ROP, in particular the policies that direct growth to Designated Greenfield Areas and the Urban Areas. More specifically, the proposed development represents an opportunity for the City of Burlington to contribute new housing and employment to their Regional targets through the 2051 planning horizon, on an underutilized parcel of land that was recently made available for development.

4.6 Bill 150, *Planning Statute Law* Adjustments Act, 2023

On October 23, 2023, the Ministry of Municipal Affairs and Housing announced its intention to reverse recent Ministerial official plan decisions for various municipalities through the enactment of legislation. Subsequently on November 16, 2023, the Province introduced Bill 150, *Planning Statute Law Adjustments Act*, 2023 ("**Bill 150**"), which received royal assent and came into effect on December 6, 2023.

Prior to enactment, the Province requested input on the legislation through Environmental Registry of Ontario posting #019-7885. At its meeting of November 22, 2023, Halton Region Council received a Memorandum from the Region's CAO indicating that the Region would not be responding formally to the Minister's Request for Comments on Bill 150, and instead would offer their assistance to its local municipalities to respond directly.

On December 12, 2023 City of Burlington Council endorsed Report PL-75-23 that provided a response to the Minister's request for comments respecting Bill 150 and identified that Burlington City Council unanimously support the removal of the Employment Area overlay for 1200 King Road, as it may present a key opportunity to explore and potentially leverage servicing priority through discussions with Halton Region, and to maintain the 2051 planning horizon. The response was forwarded to the Province through the Environmental Registry of Ontario posting.

Bill 150 reversed all but three of the Ministers modifications to ROPA 49 through their 2022 decision and did not remove the Employment Area overlay from the subject site.

4.7 Bill 162, Get It Done Act, 2024

On May 16, 2024, the Ministry of Municipal Affairs and Housing received Royal Assent for Bill 162 *Get It Done Act*, 2024 ("**Bill 162**"). Bill 162 introduced several changes to the *Official Plan Adjustments Act,* 2023. At its meeting of March 19, 2024, the City of Burlington Council endorsed Report PL-27-24, indicating its support of the changes to the *Official Plan Amendments Act*, 2023 through Schedule 3 of Bill 162.

In effect, Bill 162 removed the Employment Area overlay from the subject site and, notably, modified the Region's growth strategy to 2051 and revised the population and employment forecasts for each of its local municipalities. As it relates to the City of Burlington, it has been assigned a target of 265,160 people and 124,390 jobs through the 2051 planning horizon.

We note that these targets have not included the Region and City of Burlington's Joint Best Planning Estimates for growth, nor the Municipal Housing Pledge Targets to 2031 (29,000 new houses for the City of Burlington by 2031). As described in Staff Report PL-29-24 with respect to the City's Targeted Realignment exercise, the City of Burlington must initiate its own population and employment growth analysis in light of the Region becoming a Region without Planning Responsibilities on July 1, 2024.

4.8 City of Burlington Official Plan ("1997 Official Plan")

The 1997 Official Plan was adopted by Burlington City Council on July 11, 1994 and was approved, with modifications, by the Regional Municipality of Halton on March 5, 1997. A Five-Year Municipal Comprehensive Review culminated in Official Plan Amendment 55 ("**OPA 55**"), which was approved by the Region of Halton in January 2008 and by the OLT in October 2008 to address provincial policy changes, including consistency with the previously in-force 2005 PPS and 2006 Growth Plan. The 1997 Official Plan has not been updated to address the new 2024 PPS, or the most recent amendments to the ROP, including ROPA's 48 and 49.

As discussed in more detail in Sections 4.9 of this report, Burlington has a new Official Plan, which has been adopted by City Council and approved by MMAH but sections remain under appeal and is therefore not yet in full force. Accordingly, it is our opinion that the 1997 Official Plan is outdated, particularly as it does not reflect the removal of the Regional Employment Area overlay to the subject site. However, it remains as the City's in-force guiding local planning policy document to direct and accommodate the City's long-range land-use strategy. Therefore, we have summarized the guiding policies below with exception of those land use policies that, in our opinion, are currently applicable but ultimately are not informative to this application.

Part I, Section 2.0 of the 1997 Official Plan provides that the planning horizon for the Plan extends to the year 2021 and 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. Further, it is also expected that the employment level in the City will be approximately 108,000 in the year 2021.

The guiding principles of the 1997 Official Plan are provided in Part I, Section 3.0 and include:

"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.

c) Ensure that the City's infrastructure and services are maintained or expanded at a level that is fair, realistic and affordable.

d) Foster a unique, vibrant and strong community identity.

e) Create a community development pattern that supports the existing business community and promotes new business development opportunities, by protecting critical areas of economic enterprise and promoting a variety of locations for economic activity.

f) Support a vigorous local economy.

g) Promote safety and health in the community as well as fair access to housing, municipal services, community facilities, education facilities and economic opportunity.

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."

Part I, Section 4.2 of the 1997 Official Plan identifies that the City has undergone a major shift in the values, attitudes, demographics and land use planning approaches, away from unlimited sprawl towards a growth approach that favours intensification and re-development within the existing built boundary. In light of these changes, the 1997 Official Plan recognizes that, although some aspects of the City structure will remain the same, there will be changes in other areas that are designed to increase opportunities for Burlington's residents and enhance their quality of life.

The 1997 Official Plan recognizes that the challenge will be to accommodate the demand for land while maintaining stability and compatibility.

The Official Plan defines compatible as:

*"**Compatible** – 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."*

The policy framework in Part I, Section 4.3 provides a number of policy directions, which encourage a greater diversity of housing types to meet changing needs of the population, the development of a more self-contained city by encouraging greater live-work relationships, the focusing of more intense land uses into specified mixed-use centres and along certain roads, and to direct population growth towards underutilized or vacant parcels in existing communities. Section 4.3 also provides: that new residential growth will be mainly in the form of more compact housing to meet the needs of the changing population; encouraging a broader mix of residential dwellings in terms of type, cost, and size; that new residential development will be planned considering all forms of travel and be supportive of safe pedestrian and vehicle movement; that natural heritage features will be protected, preserved and conserved, and that the City's transportation system will integrate roads, public transit, pedestrian walkways and sidewalks and bikeways.

According to Schedule A – Settlement Pattern, the subject site is identified as 'Employment Lands' (**Figure 10**). Further, Schedule B – Comprehensive Land Use Plan – Urban Planning Area (**Figure 11**) designates the subject site a mix of Business Corridor, General Employment, Mixed Use Corridor – Employment and Employment Commercial. It also identifies the conceptual location of watercourses on the subject site.

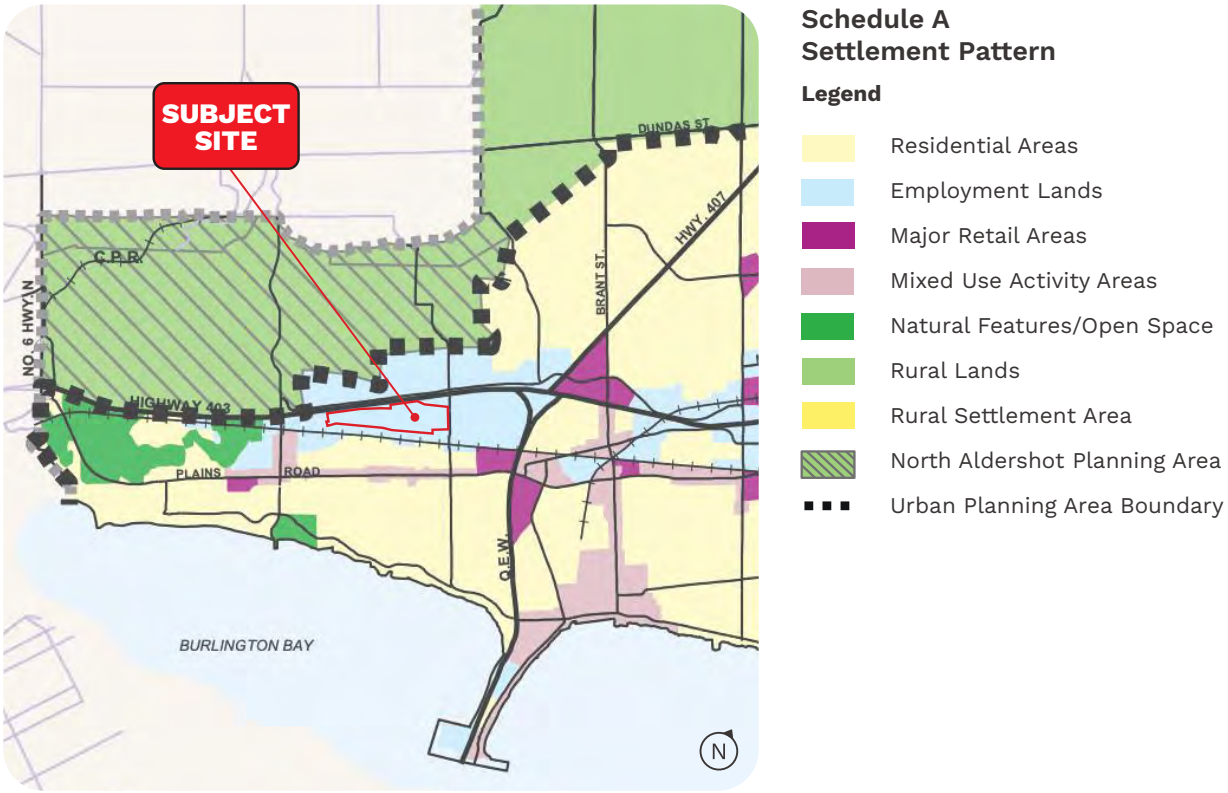


Figure 10 - Schedule A – Settlement Pattern

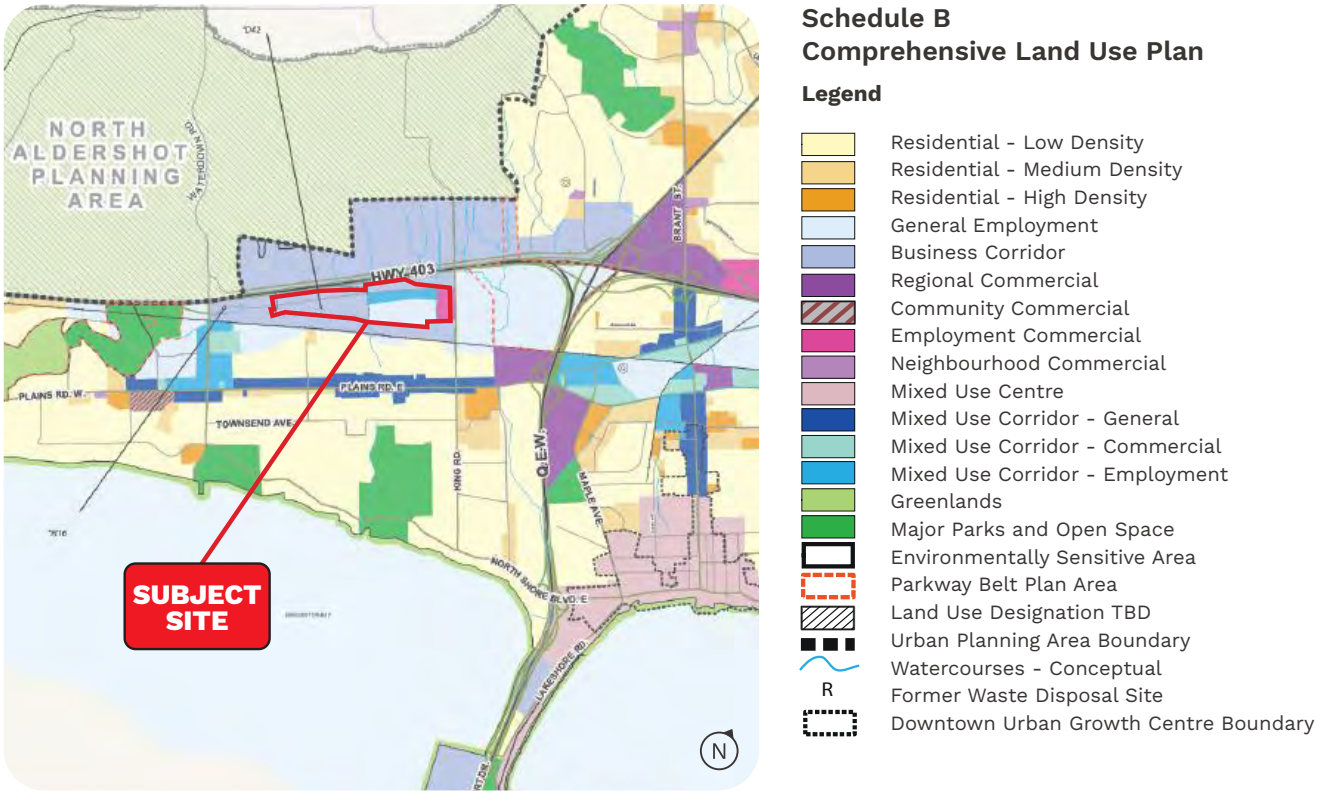


Figure 11 - Schedule B – Comprehensive Land Use Plan

Sustainable Development

Part II, Section 2.0 provides a series of principles and objectives for sustainable development and to guide future development. According to the 1997 Official Plan, sustainable development is defined as follows:

> ***Sustainable Development*** *- Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.*

Accordingly, the 1997 Official Plan requires that environmental features and their functions are maintained and enhanced, that quality of life is improved through the provision of economic development and by fostering social aspects of community development.

Although not mapped as such in the 1997 Official Plan, the subject site contains natural heritage features, defined as follows:

> ***Natural Heritage Features and Areas*** *– features and areas, including significant wetlands, significant coastal wetlands, fish habitat, significant woodlands, significant valleylands, significant habitat of endangered species and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area*

Accordingly, portions of the subject site are located within the Natural Heritage System of the 1997 Official Plan. Part II, Section 2.4 establishes policies for Natural Heritage Features and directs the City to identify a connected Natural Heritage System that conforms with and is complementary to the Halton Region Greenlands system of designated lands (now known as the Regional Natural Heritage System).

Part II, Section 2.5 defines that Environmental Evaluation Reports shall be prepared by the proponent of a development as part of a development application within or adjacent to any natural heritage feature defined by the Plan. As noted previously, an Environmental Impact Study was prepared by NRSI to assess any potential Natural Heritage Features on the subject lands and is described in Section 6.2 below.

Part II, Section 2.7 of the Official Plan provides the City's policies related to Sustainable Design and Compatibility. Part II, Section 2.7.2 provides objectives for sustainable building and compatibility and state that is the City's objective to ensure building layout and urban form is efficient, safe, accessible, affordable and energy efficient, and to encourage, where possible, development to be accessible by pedestrians, cyclists and public transit. Part II, Policy 2.7.3 c) notes that development will be reviewed to ensure efficiency of land use in the urban community in terms of energy, travel time, intensity and diversity, and further, Part II, Policy 2.7.3 d) notes that new development shall be designed to be compatible with and enhance natural features, where appropriate. Further, Part II, Policy 2.7.3 e) states that the City shall encourage development that provides choices in housing, shopping, employment and transportation.

Transportation

Part II, Section 3.0 speaks to Transportation in the City. Notably, Part II, Principle 3.1 b) speaks to the integration of transportation and land use planning due to the inter-dependency of land use and transportation planning decisions in relation to environmental and economic sustainability and urban design objectives.

Part II, Policy 3.3.2(b) of the Official Plan speaks to road extensions and widenings. Part II, Policies 3.3.2 e), 3.3.2 l), 3.3.2 m) and 3.3.2 m) speak to design of the road network, including provisions of daylighting triangles, pedestrian oriented street design that considers transit service and operational needs, and overall, right of ways that take into consideration the needs of vehicular traffic, pedestrians, cyclists, transit, emergency response and urban design and streetscape considerations.

The Official Plan identifies a road allowance width of 35 metres for the portion of King Road located between North Service Road and the CNR.

Institutional Uses

Part II, Section 4.0 speaks to Institutional uses, such as educational facilities and public community and recreational centres, among others. According to Part II, Policy 4.3 c), institutional uses are permitted in all land use designations with the exception of Greenlands and watercourse designations. Regulations relating the location of and standards for institutional uses shall be included in the Zoning By-law.

Urban Design

Section 6.0 of Part II provides urban design policies. Part II, Policy 6.1 provides the overall design principle for the City which is that the tangible elements of the urban form (built form environment and open space) shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of the OP. Policy 6.2 of Part II outlines the design objectives, which include:

- To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character.
- To achieve a high quality of design within the public realm.
- To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.
- To ensure that the principles of sustainable development are considered in the design of the built environment.

Policy 6.3 e) of Part II states that 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. Policy 6.4 e) states that improvements to existing streetscapes shall be encouraged as part of any reconstruction. While the proposed development has taken into consideration the intent of the Urban Design policies of the 1997 Official Plan, it has given greater weight to those more current urban design policies in the New OP and the accompanying guidelines, which are more modern in their nature.

The Owner intends to utilize the submitted draft Official Plan Amendment as the basis to resolve their appeal of the New OP. By bringing the new OP policies into force and effect for the subject site, the outdated policies of the 1997 Official Plan will be replaced.

4.9 New City of Burlington Official Plan, 2020

Consistent with the *Planning Act's* requirement to review the Official Plan every five years, the City of Burlington began its review of the Official Plan in 2011. Concurrent with this Official Plan Review, the City of Burlington prepared a Strategic Plan in 2016, which was adopted by Council and brought forward new priorities and significant changes to Burlington's rural and urban areas. Through this process the City determined that a New Official Plan, rather than an amendment to the existing one, was required to guide the implementation of its civic priorities to 2031 as it transitions from a suburban to an urban community.

On April 26, 2018, Burlington City Council adopted a new Official Plan (the "**New OP**"), which was subject to review and approval by Halton Region. On December 4, 2018, the City of Burlington received notice from Halton Region regarding the New OP advising that it did not conform with the ROP in a number of respects related to policies and mapping in the areas of: 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; and transportation matters, including road classifications.

On November 30, 2020, Halton Region approved the New OP. In total, 48 appeals to the new Burlington Official Plan were received by the Region, one of which was from the Owner, which modified an appeal of the subject lands proposed designation. This appeal remains active. Following the appeals of the New OP, the OLT approved some sections of the new Official Plan on January 4, 2023, in addition to bringing certain policies which were not subject to an appeal into full force and effect. The policies brought into force primarily related to high level directions and population projections. The OLT issued another decision on January 6, 2026 that brought the Residential Neighbourhood Area designation into force (which does not apply to the subject site). This report identifies which parts of the plan are in-force and that are considered to be legally applicable to the redevelopment of the subject site and which policies remain under appeal. While the in-force sections of the New OP are considered determinative for the subject application, the majority of policies remain under appeal and are presented for information.

Additionally, we note that the New OP, as approved by Council, is now nearly 8 years old and is not reflective of more recent changes to Provincial and Regional policies, and in particularly does not reflect changes to the ROP regarding urban structure and increased growth and intensification nor does it reflect the removal of the Employment Area overlay for the subject site. Accordingly, the applicable land use designations for the subject site are out of date.

The City of Burlington is currently in the process of revising the New OP to address Provincial and Regional policy changes which have occurred since its approval in 2020. On July 22, 2022, Burlington City Council approved amendments to the New Official Plan to address conformity issues with ROPA 48, as detailed in Section 4.4 of this report. City Staff are further reviewing the New OP at this time to address ROPAs 48 and 49, the Municipal Housing Pledge, changes to the Provincial policy structure, and the integration of the ROP with the Burlington Official Plan. As much of the New OP remains under appeal and is under review by the City, we give the New OP relatively little weight as part of this review. Regardless, we have presented the policies as a part of this analysis as they continue to represent the most recent policy direction from the City.

In Force Policies of the New OP

Section 1 of the New OP is in force, as well as the population and employment distribution projections contained in Policy 2.2.4. Section 1 of the New OP serves as the introduction to the document, setting out high level direction for the City of Burlington. Section 1.4 of the New OP sets out several specific strategic directions for the city, including:

- The City of Burlington attracts talent, good jobs and economic opportunity while having achieved intensification and balanced, targeted population growth for youth, families, newcomers and seniors;
- People and goods move throughout the city more efficiently and safely. A variety of convenient, affordable and green forms of transportation that align with regional patterns are the norm. Walkability within new/transitioning neighbourhoods and the downtown are a reality;
- The City of Burlington is a leader in the stewardship of the environment while encouraging healthy lifestyles; and
- Community members are engaged, empowered, welcomed and well-served by their City. Culture and community activities thrive, creating a positive sense of place, inclusivity and community.

These strategic directions are specifically broken down into several principles in Policies 1.4.2 through 1.4.5. Policy 1.4.2 provides the principles for A City that Grows including, among others; Co-ordinates land use and infrastructure to achieve complete, diverse, adaptable and sustainable communities that are attractive and livable (a); Maintains the urban boundary and recognizes the distinct role and function of the Urban Area, Rural Area and North Aldershot (b); Accommodates population and employment growth through development and intensification within targeted locations of the city's Urban Area (c); and, Promotes design excellence at every scale to create safe, accessible, attractive, vibrant and sociable places that people are drawn to (e).

Section 1.4.3 provides principles for a City that Moves including: Integrates and prioritizes land use planning and transportation decision making to provide a range of multi-modal and sustainable transportation choices connecting people, goods and places (a); and achieves land use patterns, densities and quality urban design that supports travel by walking, cycling and transit (b).

Section 1.4.4 provides principles for A Healthy and Greener City including, among others: Maintains and enhances a healthy and sustainable natural environment for present and future generations (c); Protects, restores and, where possible, enhances the long-term ecological function, connectivity, and biodiversity of the Natural Heritage System (d); Promotes development measures and patterns to achieve a low carbon, energy secure and climate resilient community, protect life and property from natural hazards, and achieve sustainable community and building design (f); Promotes health, safety and social well-being in the community through equitable access to a wide range of choices in housing, jobs, transportation, health care and recreation facilities, parks, green spaces and other public spaces and facilities, and amenities for all ages and abilities (g); and Maintains and grows healthy urban greenspace through the provision of green infrastructure.

Finally, Section 1.4.5 provides principles for An Engaging City including, among others: involves citizens to enhance land use decision making and maintain active and engaged neighbourhoods (a); recognizes the important role that culture, arts and design excellence play in creating a liveable community, as shaped through engagement with citizens (b); fosters the evolving urban nature and community identity of key areas of the city, including the Downtown and Uptown Urban Centres, Major Transit Station Areas and identified Intensification Areas (c); and seeks partnership, collaboration and participation with other agencies, stakeholders and community groups to achieve the long term vision of the New OP (d).

Section 1.5 provides that the new OP will manage and direct the development and planning of land uses for a period extending to the year 2031, and that it is the intent of the new OP to accommodate and to plan for the growth associated with the underlying housing, population and employment projections set out in Policy 2.4.2. Additionally, the policy provides that the new OP should not be regarded as a static or inflexible document that is resistant to the pressures of economic, social or environmental change during the planning period.

As we have already noted, the ROP through ROPA 49 has extended the planning horizon to 2051, and thus while Section 1.5 of the New OP is now in force, it is not representative on the most recent planning direction on this matter. Notwithstanding, Policy 2.4.2 of the New OP sets out the planned population and employment projections for the City of Burlington through to 2031, providing a total population of 193,000 and 106,000 jobs by that date. ROPAs 48 and 49 increased the projections for the City of Burlington to 265,160 residents and 124,390 jobs by 2051, and notably, 195,000 residents and 98,340 jobs in 2021 – a higher residential population than what the in-force New OP projects for 2031.

This represents a significant increase in population growth projections for the City over the growth projections set out in the New OP. As Policy 2.4.2 directs that the distribution shall be in accordance with the ROP and the ROP provides for significantly higher population projections, we consider this policy, while technically in force, to be outdated and not accurate with regards to the level of growth for which the City of Burlington is expected to experience in the coming years. We instead rely on the ROP, as detailed in section 4.3 of the report, to provide the most recent and relevant direction regarding employment and population forecasts.

Due to this significant imbalance between the population projections within the New OP as approved by Burlington Council and the more recent, significantly higher population projections contained within the ROP, we are of the opinion that much of the remaining portions of the New OP do not accurately reflect the scale of growth required to meet the population projections for the City within the ROP. As such, particularly given that the remaining policies remain under appeal, we are not of the opinion that the densities, heights, and other directions provided within the New OP are to be relied on in the review of the subject applications.

Lastly, we note that the proposed Official Plan Amendment application intends to identify the subject site as a Primary Growth Area. Should the application be approved, Policy 2.4.2(1) will then apply to the site, particularly its identification that Primary Growth Areas shall be recognized as a distinct area within the City's Urban Area accommodating growth in accordance with the permissions and densities of the current land use designations of the Plan.

Under Appeal Policies

All other Policies discussed below with regards to the New OP remain under appeal at the Ontario Land Tribunal, including by the Owner on a site-specific basis for the subject site, and thus are not in force. These policies have been reviewed as they represent the most recent council direction with regards to planning matters for the subject site but should not be viewed as policies which are determinative, nor as policies which should be relied on due to the significant discrepancies between the New OP and more recent Provincial and Regional policy directives.

New OP Mapping

The New OP, in its current form, identifies and designates the subject site within a new mapping framework, as follows.

Schedule B – Urban Structure

The subject site is shown within the City's urban area boundary, largely outside of the Delineated Built Boundary. The mapping in the New OP shows the subject site designated as 'Lands Designated for Employment Uses', 'Natural Heritage System, Major Parks and Open Space', with a small portion designated 'Mixed Use Nodes and Intensification Corridors' (see **Figure 12**). The subject site is also shown as a 'Region of Halton Employment Area', adjacent to a Major Transit Station.

Schedule B-1 – Growth Framework

The subject site is primarily designated 'Natural Heritage System and Major Parks and Open Space' on Schedule B-1 of the New OP (see **Figure 13**). A portion of the subject site is additionally shown as within the 'Undeveloped Area Outside Delineated Built Boundary' (not subject to Growth Framework), with a portion at the west end of the subject site designated as 'MTSA Special Planning Area' due to the proximity to the Aldershot GO Station.

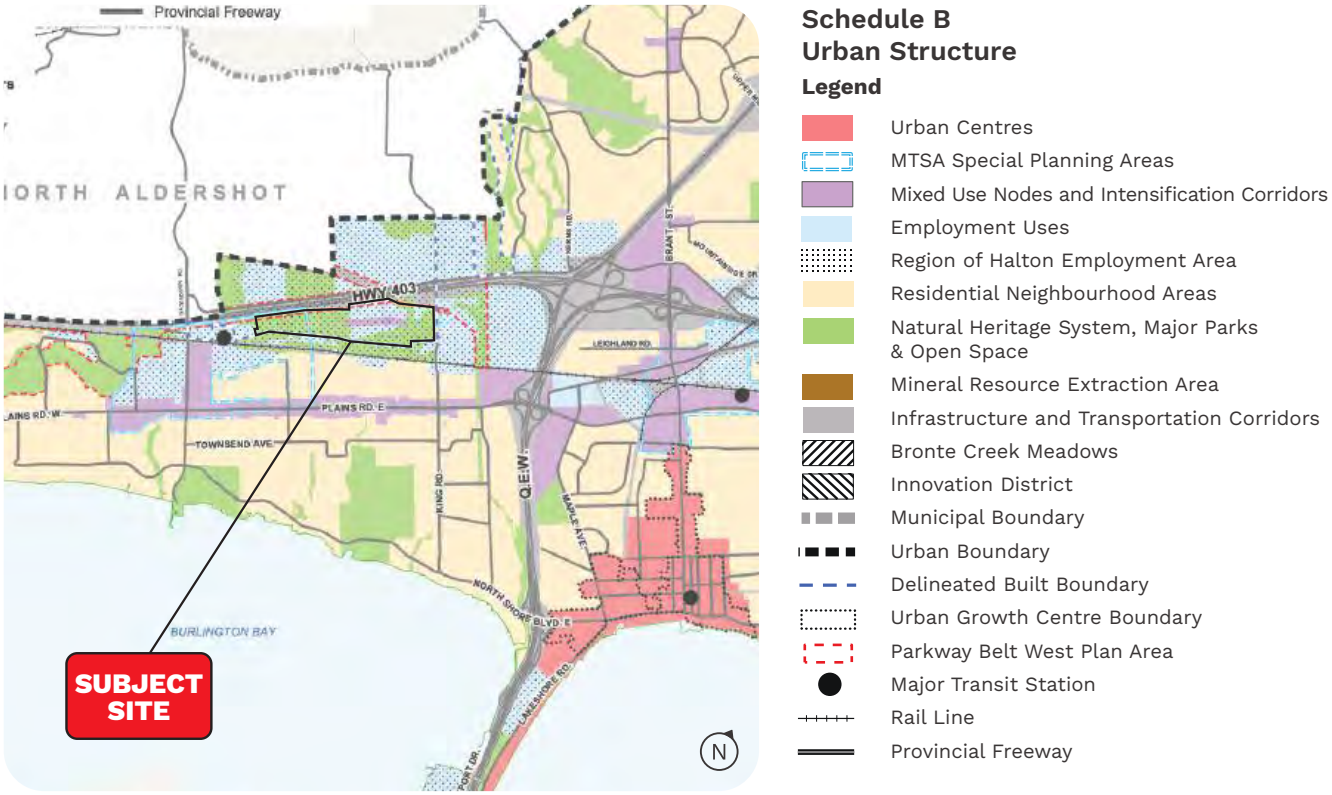


Figure 12 - New Burlington OP Schedule B – Urban Structure

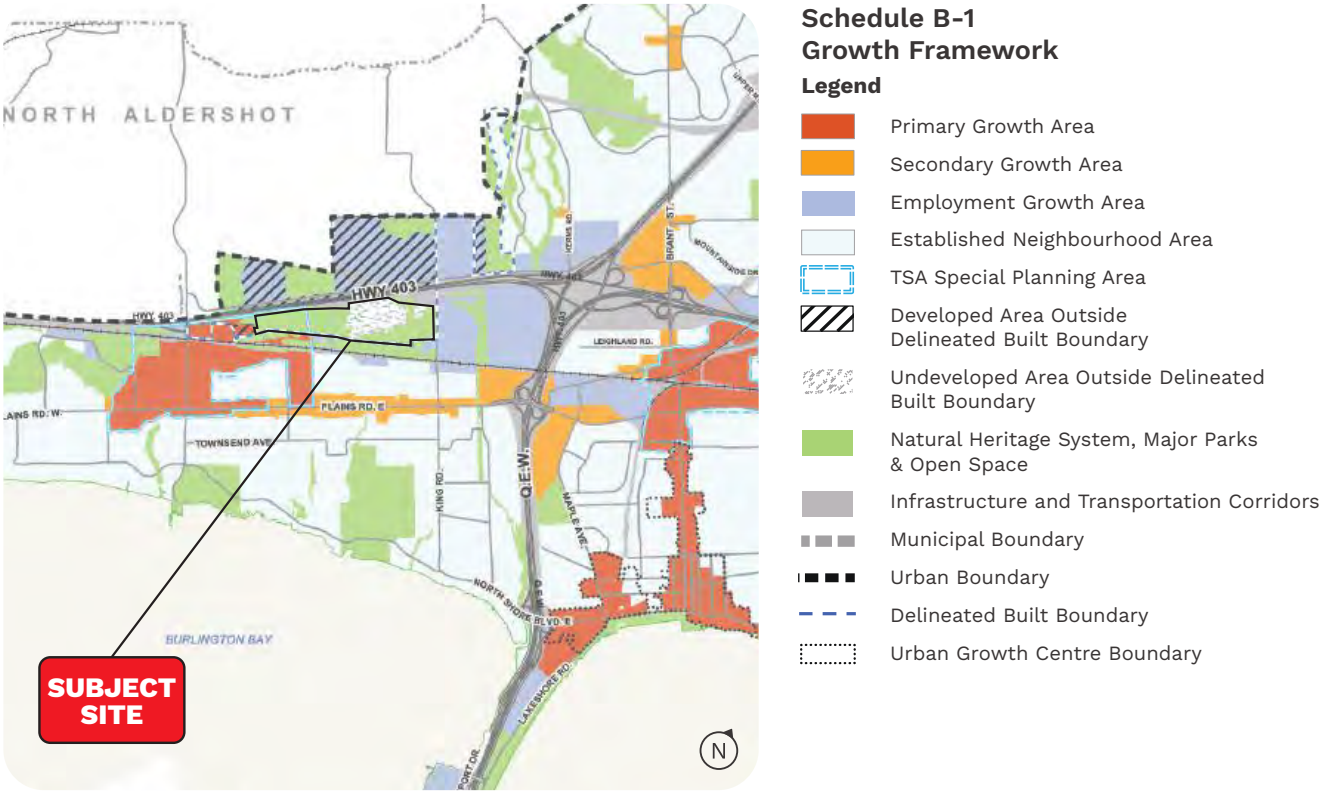


Figure 13 - New Burlington OP Schedule B-1 – Growth Framework

Schedule B-2 – Growth Framework and Long-Term Frequent Transit Corridors

Part of the subject site, at its west end, is included within a 'MTSA Special Planning Area', and is identified as being located within 'Primary, Secondary and Employment Growth Areas' as shown on Schedule B-2. Furthermore, the subject site is identified as being located within walking distance to a Major Transit Station Area (Aldershot GO Station). See **Figure 14.**

Schedule C - Urban Area Land Use Plan

The subject site has multiple land use designation as shown on **Figure 15**, including 'Business Corridor', 'City's Natural Heritage System', 'General Employment', 'Employment Commercial Centre', and 'Urban Corridor Employment'.

Schedule M – Natural Heritage System

The subject site contains areas of Key Natural Features within the City's Natural Heritage System (see **Figure 16**).

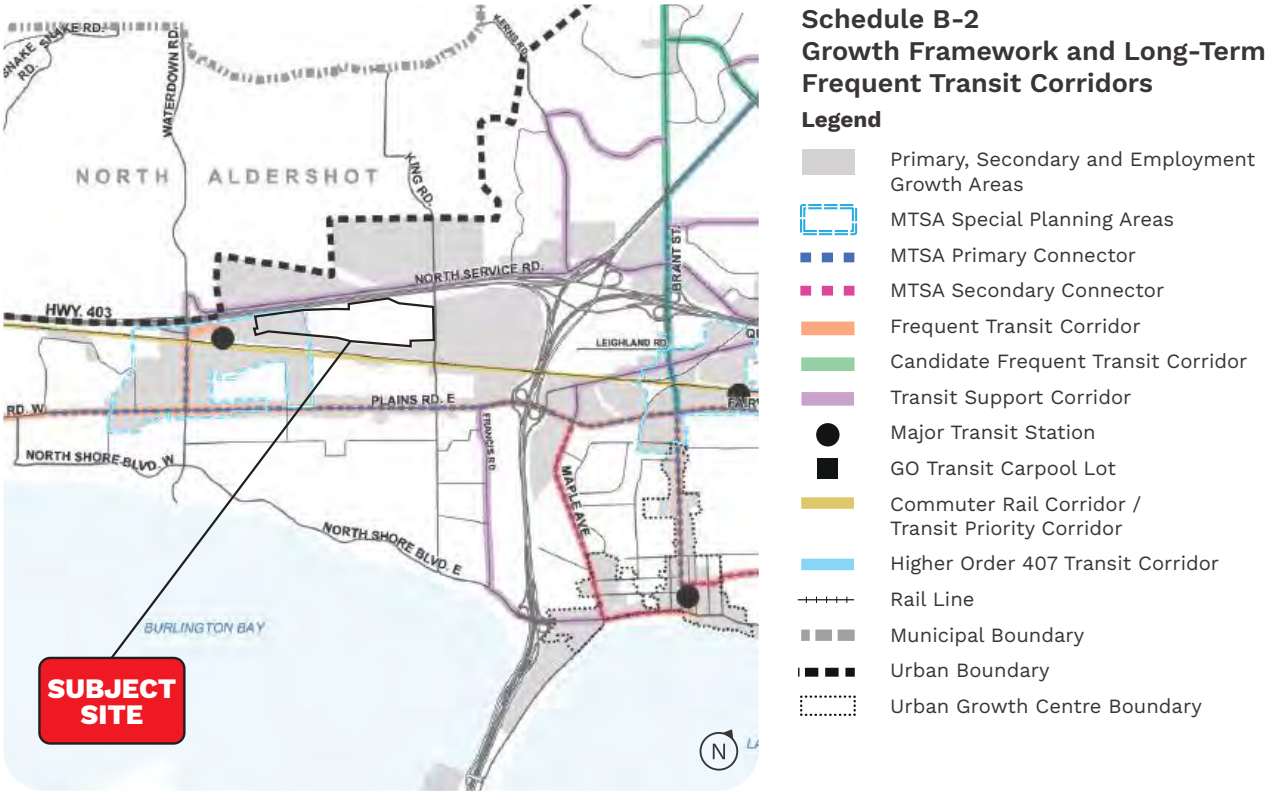
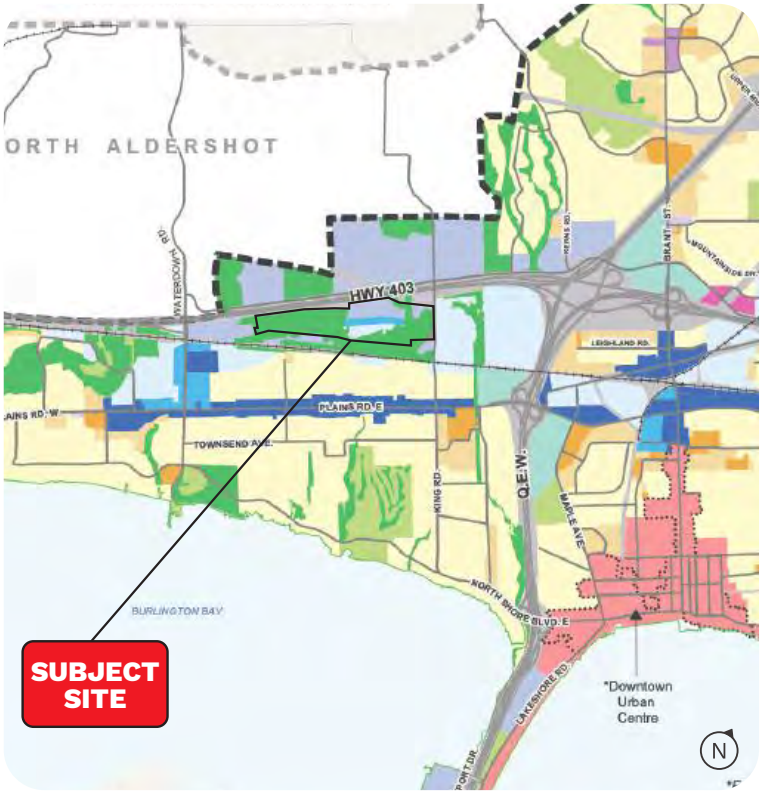


Figure 14 - New Burlington OP Schedule B-2 Growth Framework and Long-Term Frequent Transit Corridors

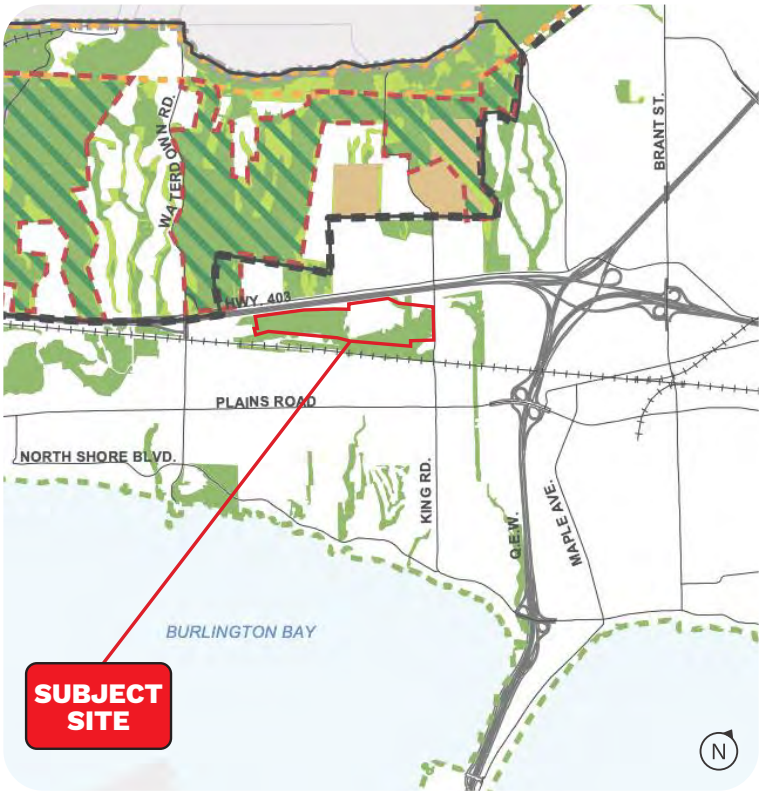


Schedule C
Land Use - Urban Area

Legend

- Mixed Use Intensification Areas
- Mixed Use Commercial Centre
- Neighbourhood Centre
- Local Centre
- Employment Commercial Centre
- Urban Corridor
- Urban Corridor - Employment
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- General Employment
- Business Corridor
- City's Natural Heritage System
- Major Parks and Open Space
- Mineral Resource Extraction Area
- Infrastructure & Transportation Corridors
- Municipal Boundary
- Urban Boundary
- Urban Growth Centre Boundary
- Special Street (Tremaine Dundas Secondary Plan)

Figure 15 - New Burlington OP Schedule C – Urban Area Land Use Plan



Schedule M
The Natural Heritage System

Legend

- Key Natural Features
- Prime Agricultural Lands in Enhancements, Linkages & Buffers
- Other Enhancement Areas, Linkages & Buffers
- Greenbelt Natura Heritage System
- Shorelines of Lake Ontario & Burlington Bay
- Greenbelt Plan Protected Countryside
- Niagara Escarpment Plan
- Rural Settlement Area Boundary
- Rural Settlement Area
- Mineral Resource Extraction Area
- Municipal Boundary
- Urban Boundary

Figure 16 - New Burlington OP – Schedule M – The Natural Heritage System

Land Use Vision

Section 2.1 provides a vision for land use within the City of Burlington and describes at a high level that new development is desired to be focused within the Urban Area to protect Burlington's natural heritage and Rural Area; to build compact, vibrant, sustainable, transit-supportive, healthy, and complete communities, as well as to optimize existing and future infrastructure and services, support active transportation, and to reduce greenhouse gas emissions and support a strong competitive economy.

A primary area for intensification will be directed to 'intensification areas', which include areas around the city's GO Stations, the Downtown, Mixed Use Nodes and Intensification areas, and other key locations. Development in these areas will promote connected, walkable, transit-oriented communities that offer convenient access to employment opportunities, a range of housing types, public services including schools and parks, and various daily needs such as shopping and services.

Urban Structure Policies

The City's Urban Structure establishes a vision for the Urban Area which is further refined in the Land Use Policies – Urban Area in Chapter 8 of this Plan. The Urban Structure is composed of seven major components, including Lands Designation for Employment Uses within which the subject site is presently located, Natural Heritage System, Major Parks and Open Space, Region of Halton Employment Area, and Mixed-Use Intensification Areas. The proposed Official Plan Amendment application seeks to bring the subject site into the City's Mixed Use Intensification Areas, specifically within the Mixed Use Node and Intensification Corridor categorization.

Policy 2.3.1(a) provides that lands identified as Mixed-Use Intensification Areas are locations where a range and intensity of employment, shopping, institutional, public service facilities, and residential uses will be developed with transit supportive densities in a compact built form where walking, biking, and transit will be prioritized. It goes on to say that Mixed Use Intensification Areas will offer substantial development opportunities and represent a key element in this Plan's strategy to accommodate and direct growth in the city over the planning horizon and beyond.

Policy 2.3.1(l) speaks to Mixed Use Nodes and Intensification Corridors and states that they will be a focus of reurbanization, varying widely and guided by the underlying land use designation of this Plan. Some areas will be planned to evolve with higher residential intensities and a full mix of uses, while other may permit a more limited range of employment-oriented permitted uses, both of which will support the frequent transit corridors and provide focal points of activity, a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design, enhancing the opportunities for the location of public service facilities and institutional uses. Policy 2.3.1(j) identifies that Mixed Use Nodes represent areas with a concentration of commercial, residential and employment uses with development intensities generally greater than surrounding areas.

In addition to the above, the subject site contains lands within the City's Natural Heritage System. According to Policy 2.3.5(b), the Natural Heritage System is made up of natural heritage features and areas, and the linkages and inter-relationships among them.

Growth Framework

Policies for the Growth Framework and Primary Growth Areas are identified in Section 2.4.2 of the Official Plan. Policy 2.4.2 a) states that the policies pertaining to the City's Growth Areas shall be read in conjunction with the Urban Structure and underlying land use designations, such as the aforementioned policies for Urban Corridors. Further, Policy 2.4.2 d) states that minor modifications to the Growth Framework may be considered in the context of a site-specific Official Plan Amendment.

With respect to Primary Growth Areas, Policy 2.4.2 (1) a) states that Primary Growth Areas shall be recognized as distinct areas in the City's Urban Area that shall accommodate the majority of the City's forecasted growth over the planning horizon of the New OP. Further, they shall be regarded as the most appropriate and predominant location for new tall buildings, and as priority investments in transit as well as other types of infrastructure and public service facilities. Lastly, Policy 2.4.2 (1) a) states that Primary Growth Areas shall support frequent transit corridors and accommodate compact, mixed use and pedestrian-oriented development.

Policy 2.4.2 (1) b) states that Primary Growth Areas are to be a priority for Provincial, Regional, and City investment in new or upgraded infrastructure and public service facilities as may be required to allow for their intensification, including investments in water/waste water capacity, public service facilities including parks, public realm improvements or other capital priorities, and investments in Priority Transit Corridors, frequent transit corridors and higher order transit.

Housing Policy

Chapter 3 of this Plan speaks to the policy framework regarding housing and the importance on creating complete communities that meet people's needs for daily living by providing an appropriate mix of jobs, services, full range of housing, and convenient access to public transportation and options for active transportation.

Policy 3.1.1(1) states objectives regarding housing which include, among others: that a sufficient supply of suitable designated and serviced land is available to accommodate residential growth to meet the existing and future housing needs (a); to promote a land use pattern that mixes and disperses a full range and mix of housing types and tenures (b); and to make more efficient use of existing developed lands, housing stock, and available services to increase the supply of housing (c).

Policy 3.1.1(2) provides policies regarding housing, which include, amongst others: that the City will support housing initiatives that facilitate revitalization, particularly the identification and remediation of greyfields, compact built form, and increased variety of the housing stock; and encourage a mix of housing forms

Public Service Facilities and Institutional Uses

Section 3.2 identifies the City's direction to ensure that a broad range of public service facilities, such as parks, community centres, and schools are planned for at a neighbourhood and city-wide scale. Section 3.2.1 defines the objectives for such uses to generally include: To ensure that public service facilities and institutional uses are recognized as having an important role both within neighbourhoods and the city as a whole (a); to ensure current and future neighbourhood and city-wide needs for such uses are considered and planned for as part of future growth and development planning (b); and to recognize the role of public service facilities in contributing to more complete communities that support recreation, sports and active living (c).

According to Policy 3.2.2 (a), public service facilities are permitted in all land use designations with the exception of the Natural Heritage System, and further, Policy 3.2.2 (b) establishes that institutional uses are permitted in all land use designations in the Urban Area, again with the exception of the Natural Heritage System. Lastly, Policy 3.2.2(k) encourages the co-location of more than one public service facility and/or institutional use within a single building, site or community hub.

Climate Change and Air Quality

Section 4.1 of this Plan speaks to climate change and air quality and states that climate change and air pollution must be addressed to achieve a sustainable community. Section 4.1 further provides that the impacts of greenhouse gas emissions can be reduced through sustainable, effective, and efficient land use and transportation policies.

Section 4.1.2 of the Plan outlines policies that relate to mitigating climate change and air pollution, which include working to improve air quality and energy efficiency to reduce greenhouse gas and fuel emissions, and mitigating and adapting to climate change through land use and transportation policies related to, among other matters:

i. maintaining the urban boundary and seeking a compact built form in Mixed Use Intensification Areas;
ii. achieving mixed use development to encourage walking, cycling and transit;
iii. locating intensification in areas which are well served by existing or planned transit;
iv. promoting and encouraging modal shift towards transit and active transportation, using tools such as transportation demand management;
v. addressing parking management, primarily through the Zoning Bylaw, that does not undermine transit and active modes of transportation; and
vi. maintaining, restoring and enhancing the urban forest and Natural Heritage System;

Natural Heritage System

Section 4.2 of the New OP provides objectives and policies for the Natural Heritage System. It establishes that the NHS makes a valuable contribution to the environmental, economic, social and cultural well-being of the city and to the health of the City's residents. It is made up of natural heritage features and areas, such as woodlands, wetlands, enhancements and buffers, and the linkages and inter-relationships among them.

Section 4.2.1 provides the City's objectives for the NHS including: to maintain, restore and enhance the long-term ecological integrity and biodiversity of the NHS and its ecological and hydrologic functions (a); to maintain, restore and enhance the continuity of linkages and functional inter-relationships among Natural heritage features and areas, surface water and groundwater features and hydrologic functions (b); to maintain, restore and enhance Key Natural Features (g); to maintain, protect and enhance the quality and quantity of ground and surface water and their related hydrologic functions (j); to enhance air quality (m) and, to provide opportunities for non-intensive recreation uses within the NHS, where appropriate (o).

Section 4.2.2 provides policies for the City's NHS. Policy 4.2.2 e) defines a systems-based approach to protecting and enhancing natural heritage features and areas, and ecological and hydrologic functions. Policy 4.2.2 h) allows for refinements to the boundaries of the City's NHS and of Key Natural Features through the provision of an individual Environmental Impact Assessment, prepared in accordance with the requirements of the New OP.

To this end, an Environmental Impact Assessment has been prepared by NRSI, the conclusions of which are detailed in Section 6.2 below.

Section 4.2.5 speaks to securement of NHS lands, and specifically notes that, if a development application involves land in or adjacent to the NHS that is determined should need to be protected, the City shall seek through the development approval process the dedication of those lands and associated buffer lands to the City, Conservation Halton or another public authority. The enclosed Draft Plan of Subdivision defines the NHS lands. Through the development approval process, the Owner will work with the City to define future ownership of and stewardship over these lands, as appropriate.

Economic Activity

In accordance with Section 5.1 with respect to accommodating employment, it is the objective of the New OP to promote economic competitiveness and the development of complete communities (Section 5.1.1 a)).

Policy 5.1.2 b) states that the City will promote economic development and competitiveness and the development of complete communities by, among other things, providing for an appropriate mix of employment uses including industrial, commercial, public service facilities and institutional uses throughout the City to meet long-term needs, and focusing employment growth primarily in the Employment Area and in mixed use intensification areas.

Further, Policy 5.4.8 a) states that over the long-term, Mixed Use Nodes and Intensification Corridors will contribute to accommodating employment uses and meeting the City's economic objectives.

Infrastructure, Transportation and Utilities - Multimodal Transportation Policies

Section 6.1 provides the objectives of the City's infrastructure, transportation and utility system and, among other matters, relies on the land use vision of the New OP to ensure a collaborative approach for developing servicing priority and phasing. Further, Policy 6.1.2 j) states that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Section 6.2 describes policies relating to multimodal transportation in the City of Burlington. Policy 6.2.1.(2)(b) provides that the public rights-of-way widths outlined in Chapter 14, Table 2: Public Right-of-Way Widths shall be protected and secured through the processing of development applications, unless waived by the City in accordance with Subsection 6.2.7.(2) of the OP. It further provides policies guiding the design of Urban Streets in Section 6.2.2 and active transportation networks in Section 6.2.4.

With respect to transit, Policy 6.2.3(2)(b) provides that long range transit planning will support the City's Intensification Areas with long-term frequent transit corridors and priority being placed on providing the highest level of transit service in the city's Primary Growth Areas.

Lastly, Section 6.2.5 provides objectives and policies for rail and, in Policy 6.2.5(2) d), requires proponent of land uses sensitive to noise and vibration adjacent or in proximity to railway lines or yards shall undertake a noise, vibration and air quality study. In addressing this policy, both an Environmental Noise Feasibility Study and Transportation Related Air Pollutants Study were prepared by Valcoustics and RWDI, respectively, and the conclusions are outlined in Sections 6.4 and 6.5 below.

Design Excellence and Public Realm Policies

Section 7.1.2 provides policy framework that is related to design, which include, among other things, that: the design policies contained in this section shall be considered in the review and approval of all development applications (a); design guidelines may be developed for certain types of building forms, land uses, streetscapes, streets, and roads or specific areas in the city and that council approved design guidelines will be utilized in the review and evaluation of development applications (d); and development proponents may be required to prepare and implement an urban design brief to the satisfaction of the City that demonstrates how the proposed development meets the policies of this Plan and addresses the relevant design guidelines (e).

Public Realm Policies

Policy 7.2(a) provides that the design of the public realm shall address considerations such as, but not limited to, the following:

i. Improving the quality of public spaces;

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

iii. Improving the quality and convenience of active transportation;

iv. Creating an attractive and comfortable environment for pedestrian movement;

v. Implementing AODA design measures;

vii. Improve multi-modal transportation and public space needs in design of streets and roads;

viii. Improving quality of streets, sidewalks, and cycling facilities to provide more direct active transportation;

ix. Enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;

x. Connecting natural areas with existing parks, open spaces, pedestrian trails and bicycle routes, where appropriate; and

xiv. Implementing CPTED design standards.

Urban Design and Built Form Policies

Section 7.3.1 describes Urban Design and Built Form for New Communities. Policy 7.3.1 states that, in new communities (including withing the City's Designated Greenfield Areas), the appropriate public realm and built form and the urban design objectives and implementing tools shall be determined through a co-ordinated area specific planning exercise. Policy 7.3.1 b) states that new community design should contain compact built forms of development that support higher densities, are pedestrian, cycling and transit oriented, particularly along transit and transportation corridors, and support the achievement of complete communities with high-quality public realm. These elements encourage increased use of public transit.

The enclosed draft Official Plan Amendment proposes to establish the subject site as a Primary Growth Area. Within these area, Policy 7.3.2(1) states that development shall address considerations such as, but not limited to the following:

- ensuring site and building design are compatible with the surrounding area; providing appropriate built form transition in scale between buildings, public realm, and abutting development through design methods such as angular planes, step backs and building orientation;
- provide appropriate screening, landscape buffering, and other design measures to minimize impacts; provide pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through various design methods including the use of podiums in tall buildings;
- provide façade articulation that achieves a scale of development that is attractive to pedestrians and avoids the use of blank walls; and
- designing and orienting development that face public open spaces to contribute to the public realm and pedestrian environment; and implementing measures that adequately limit any resulting shadowing, uncomfortable wind conditions on the streetscape, neighbouring properties, and parks and open spaces.

Policy 7.3.1(1)(a) states that in Primary Growth Areas, development shall promote a transit-supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses. Policy 7.3.2(1)(a)(i) provides that the design of development in Primary Growth Areas shall have additional consideration such as, amongst others:

- Locating buildings generally parallel to the public street to define the street edge and in close proximity to the street and transit services;
- Providing appropriate transitions to adjacent land uses; massing new buildings to frame adjacent streets in a way that respects the existing and planned street width and also provides a pedestrian-scale environment;
- Locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;
- Including direct pedestrian access including barrier free access from grade level to the primary public entrances located on the building façade;
- Screening or integrating roof top mechanical equipment within the overall composition of the building;
- Creating an attractive and connected interface between the private and public realms; creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of the buildings; and,
- Providing appropriate outdoor amenity areas and open space.

Policy 7.3.2(1)(a)(ii) further provides that development in Primary Growth Areas should locate and organize parking, access and service areas to minimize their impact on surrounding properties and the public realms. This includes design of vehicle parking, access, and service areas to: locate off-street parking in the side or rear yards or in underground or structured parking; integrating parking areas located at or above grade within the building; limiting the number and location of vehicular access points; screening and buffering off-street parking areas; locating loading areas and service areas to avoid conflict with pedestrians and vehicles; and incorporating fencing and/or screening of service facilities.

Land Use Policies – Urban Area

The subject site is designated 'Urban Corridor – Employment', 'Employment Commercial Centre', 'General Employment', 'Business Corridor' and 'City's Natural Heritage System' as shown within Schedule C – Land Use – Urban Area of the New OP (see **Figure 15** above). These land use designations fall into three components of the City's Urban Structure, being Mixed Use Intensification Areas, Employment Lands, and Natural Heritage System and Major Parks and Open Space.

As noted, the overarching Employment Area overlay at the Regional level has been removed from the subject site. As such, from a land use perspective, the draft Official Plan Amendment instrument intends to redesignate the subject site from the aforementioned designations to 'Urban Corridor', a designation that falls within the City's Mixed Use Intensification Areas, and 'City's Natural Heritage System'.

Policies for Existing Designations

The objectives for the Employment Commercial Centre designation are established in Section 8.1.3(6.1) and include providing locations in the city in proximity to designated Employment Lands for a wide variety of employment uses, as well as retail uses that have employment characteristics, and to recognize that Employment Commercial Centre areas will transition over time to compact built forms, while retaining their current function. Policy 8.1.3(6.2) provides that larger-scale retail uses are permitted, as well as hospitality, entertainment and recreation uses.

The objectives for the Urban Corridor – Employment designation is established in Section 8.1.3(8.1). Among other things, it notes that Urban Corridor – Employment areas are intended to provide locations in the City along Major Arterial or Multi-Purpose Arterial Streets that are primarily intended for higher intensity employment uses. They are intended to encourage higher intensity, transit supportive and pedestrian oriented mixed-use development in a compact built form and ensure an overall employment function of the lands while retaining compatibility with the surrounding area. A variety of land uses are permitted on lands designated Urban Corridor – Employment, including employment uses (industrial and office), as well as retail and service commercial, entertainment and recreation uses.

The general objectives for the General Employment and Business Corridor designations are outlined in Section 8.2.1 and include: to maintain a sufficient supply of land within the urban area for employment (a); to encourage aesthetically pleasing employment development (b); to provide appropriate locations for employment uses that are not compatible with other land uses (c); to support intensification through development of lands designated for employment uses, in a manner that efficiently uses land and infrastructure (d), (e); to maintain the primary function and long-term viability of employment lands (f); among others.

Policy 8.2.3(3) (d) provides a site-specific policy for 1200 King Road and states that, for the portion of the lands designated General Employment:

i. Recreation use and entertainment uses, including a sports arena and/or stadium, shall be permitted only up to a maximum seating capacity of 9,000 persons. Any recreation use or entertainment use(s) with a seating capacity in excess of 9,000 persons shall require further amendment to this Plan;

ii. The Zoning By-law shall contain provisions relating to recreation and entertainment uses, placing a Holding (H) zone prefix on these lands which prohibit a sports arena and/or stadium with a maximum seating capacity of 9,000.

Section 8.4 describes the City's Natural Heritage System as being made up of natural heritage features and the linkages and inter-relationships between them, and playing an important role in maintaining and enhancing the quality of life, environmental health and sustainability of the Urban Area.

The objectives for the City's Natural Heritage System designation are outlined in Policy 8.4.1(1), and include: to maintain, restore and enhance the long-term ecological health, integrity and biodiversity of the NHS in the urban area (a); to maintain, restore and enhance Key Natural Features (b), the continuity of linkages and functional interrelationships among natural heritage features, ecological functions, surface and groundwater features and hydrologic functions (c); to direct development to locations outside of hazardous lands and site (d); to avoid increased flooding, erosion and sedimentation (e); to protect and enhance the quality and quantity of ground and surface water and their related hydrologic functions (f); to enhance air quality (h); and to provide opportunities for non-intensive recreation uses within the City's Natural Heritage system, where appropriate (j).

According to Policy 8.4.1(2) c), existing uses, non-intensive recreation uses such as nature viewing and pedestrian trails, forest, wildlife and fisheries management, essential linear infrastructure facilities, and essential watershed management and flood and erosion control projects are some of the permitted uses within the Natural Heritage System, subject to other policies of the New OP.

Policies for Proposed Designations

Objectives and policies for the Urban Corridor designation are provided in Section 8.1.3(7) and include:

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

Policy 8.1.3(7.2) a) provides that transit-supportive and pedestrian-oriented design shall be required in the development of Urban Corridor sites. Further, Policy 8.1.3(7.2) c) states that Urban Corridor lands are intended to provide for the day-to-day and goods and service needs of residents and employees within and in proximity to the Corridor, and may also serve a broader city-wide market. In addition, Policy 8.1.3 (7.2) m) notes that any proposed development of sites designated Urban Corridor shall retain the planned commercial function of the site, in accordance with the objectives of the New OP for such areas.

Permitted uses on Urban Corridor lands are included in Policy 8.1.3(7.2) c) and include:

- retail and service commercial uses;
- automotive commercial uses, including large-scale motor vehicle dealerships existing as of the date of effect of the New OP;
- residential uses with the exception of single-detached and semi-detached dwellings;
- office uses;
- entertainment uses; and,
- recreation uses.

The New OP notes that any retail or service commercial uses and other pedestrian oriented-uses shall be located on the ground floor of office or residential buildings, and should be permitted above or below the first storey of buildings (Policy 8.1.3(7.2) j)).

Policy 8.1.3(7.2) d) further notes that ground-oriented dwellings may be permitted, provided they do not abut a Multi-Purpose Arterial Street, Urban Avenue or Main Street, are developed in conjunction with a multi-residential or mixed use building, and do not compromise the objectives of the Urban Corridor designation.

The New OP provides that the maximum floor area ratio of development within Urban Corridor lands is 2:0:1, but notes that an increase may occur through a site-specific Zoning By-law amendment or minor variance application without the need for an amendment to the New OP, provided the objectives of the Urban Corridor designation are met (Policy 8.1.3(7.2) f). With respect to height, Policy 8.1.3(7.2) g) allows for a minimum building height of 2 storeys and maximum of 6-storeys that may require terracing to adjacent residential areas and/or streets to ensure compatibility.

For the reasons laid out in Section 5.0 of this Report, it is our opinion that the subject applications, including the draft Official Plan Amendment which proposes to redesignate the subject site to Primary Growth Area and Urban Corridor, meets the intent of the policies of the New OP. Specifically, the policies that promote mixed-use development within tall buildings in prominent areas of the City, such as the subject site, as well as those that support a range of uses which contribute to a complete community including a mix and range of housing types and a variety of other uses, intensification in an area designated for future growth, promoting economic development and maintaining and enhancing the natural heritage system.

4.10 Official Plan Amendment 2 – MTSA's and PMTSA's

As noted previously, the subject site is located immediately adjacent to the Aldershot GO Major Transit Station Area ("**MTSA**"). The City of Burlington initiated the MTSA Area Specific Planning project in 2016 as the Mobility Hub Study, intended to develop area specific plans supported by technical studies and urban design direction to guide future growth and investment in the City's four Mobility Hubs.

Following Regional adoption of ROPA 48, which established the boundaries, density targets and policies for MTSAs in the City of Burlington, the MTSA Area Specific Plan project was re-initiated in spring of 2021. Following detailed study and consultation from 2021 through 2023, a draft Official Plan Amendment for these MTSA Areas was developed and ultimately evolved into Official Plan Amendment 2 ("**OPA 2**"). OPA 2 was considered by Committee of the Whole on June 11, 2024 and approved at Council on June 18, 2024. OPA 2 was approved with modifications by the MMAH on October 10, 2025. Appeals have been received by MMAH, which means that portions of OPA 2 are not in full force and effect. However, the policies applicable to the subject site, as listed below, are all in force.

OPA 2 replaces policies and schedules for the New OP to implement the findings of the MTSA Area Specific Planning Project for the Downtown Burlington UGC / Burlington GO MTSA, Aldershot GO MTSA and the Appleby GO MTSA and establish these areas a Protected Major Transit Station Areas ("**PMTSA**") in accordance with the *Planning Act*.

OPA 2 amends general policies of the New OP for MTSA's and provides more specific policies and mapping for the individual MTSA's. Policy 2.3.1 h) states that MTSAs are an important component of the City's Urban Planning Area and are intended to serve as city-wide destinations and focal points for the provision of transit. They will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. Policy 2.3.1 h) goes on to say that MTSAs are focal points for higher intensity and mixed-use, transit-supportive development that will accommodate a significant share of the City's future population and employment growth.

This is echoed in new objectives and policies of Section 8.1.2 of OPA 2. Section 8.1.2 (3) provides specific direction and policies for Aldershot GO MTSA and notes that it is envisioned to continue to evolve as an urban neighbourhood with a distinct sense of place and neighbourhood identity that is connected with the surrounding community. Policy 8.1.2 (3.1) b) states that development shall be planned to achieve a minimum density of 150 residents and jobs combined per hectare. Policy 8.1.2 (3.1) d) goes on to state that this minimum density is intended to yield an estimated 17,814 residents and jobs combined per hectare, the proportional target for which is approximately 80% residents and 20% jobs per hectare (or 15,249 residents and 2,565 jobs).

OPA 2 also provides a new Schedule G to the New OP to define Land Uses across the MTSA Area (**Figure 17**).

The subject site is located immediately east of lands within the Aldershot GO Central Precinct. According to Policy 8.1.2 (3.2) a), Aldershot GO Central is to be the focus area for the highest densities and be the pre-eminent destination for major office, affordable housing, retail and service commercial uses within the MTSA area. This policy goes on to state that increased density is met with streetscape design to create a pedestrian focused area for travelers to arrive in through built-form transitions. Lastly, it is an area where the tallest buildings are to be planned, along the rail corridor and in proximity to the GO station, to ensure shadows have the least impact. The height peak is intended to be located where Waterdown Road intersects the rail line.

While the subject site is not located within the MTSA area, it is indicative of the emerging context in the area and is to be considered when assessing the compatibility of the proposed land uses, densities and building heights deployed across the subject site.



Figure 17 - Schedule G – Land Use – Aldershot GO Major Transit Station Area

4.11 City of Burlington Zoning By-law 2020

Pursuant to City of Burlington's comprehensive Zoning By-law 2020, the subject site is subject to multiple zones, as listed below and identified on **Figure 18** below.

- BC-1 – Business Corridor
- CE-412 – Employment commercial
- O2[2] - Open Space
- H-MXE-411 – Mixed-Use Corridor
- H-GE1-410 – General Employment

Due to existing appeals by the owner, the former City Zoning By-law 4000-3 continues to apply to portions of the lands. Under By-law 4000-3, the western portion of the site is zoned:

- T-MR2 – Industrial Zone 2 (Transition)
- T-MR3 – Industrial Zone 3 (Transition)

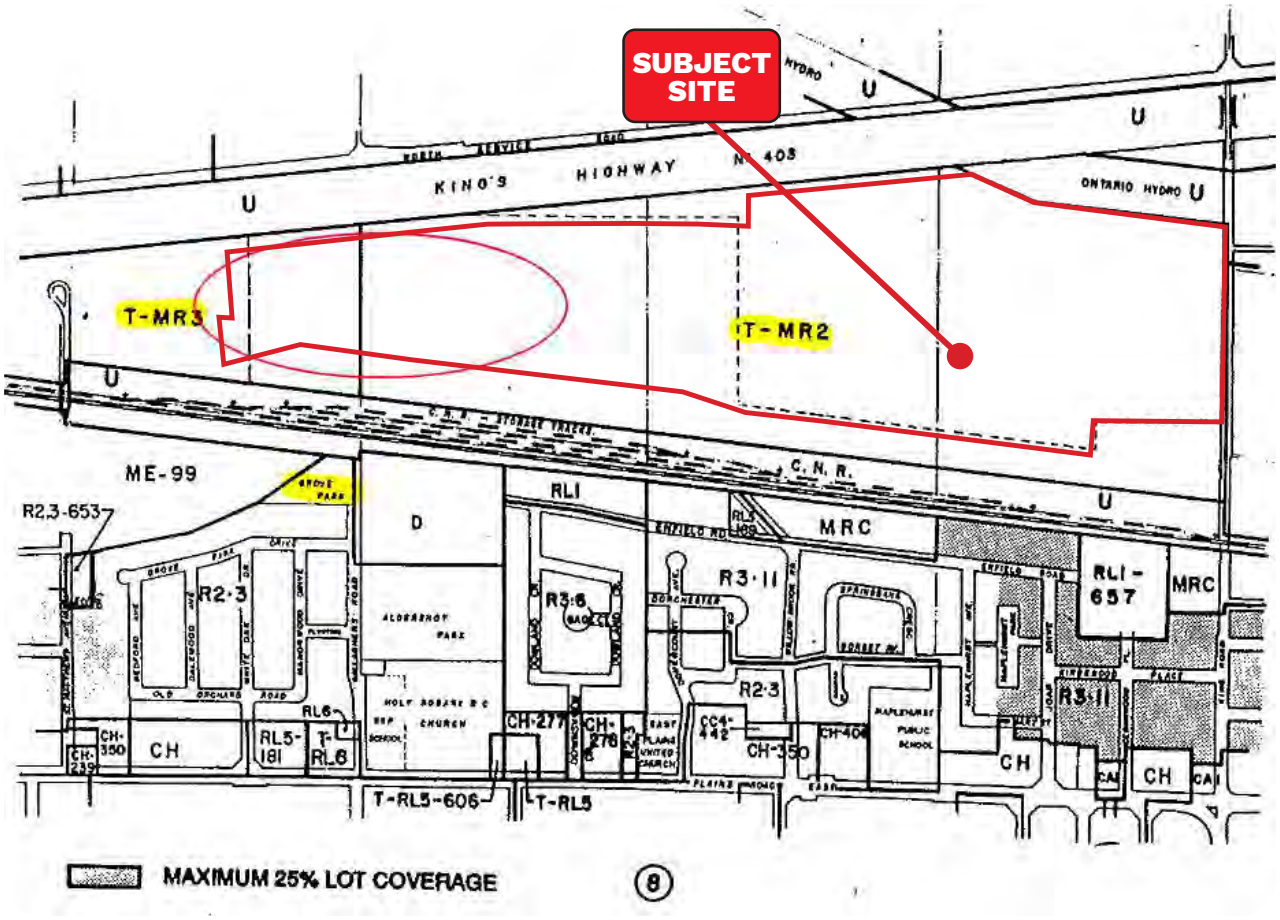


Figure 18 - Zoning By-law 2020 & By-law 4000-3

3 The area of Falcon Creek, zoned 02 by Zoning By-law 2020, retains its original zoning pre-Zoning By-law 2020 in light of the Owner's appeal of Zoning By-law 2020 (Appeal 7A).

These zones permit a variety of generally non-residential uses that implement the policies of the New OP, while restricting development in areas subject to the Open Space zone. Further, the Holding Provision applied to the Mixed Use Corridor and General Employment Zones cannot be lifted until the following conditions are met:

H-GE-410

The holding symbol shall be removed from the zoning designation by way of an amending zoning by-law to permit a recreation or entertainment facility when the following has been completed to the satisfaction of the City:

i. The submission of a parking and access study which demonstrates that site access and parking will be adequate to meet demands of the recreation or entertainment facility;

ii. The proposed service road extending Waterdown Road to King Road has received all applicable approvals to permit its construction; and,

iii. Adequate securities have been posted with the City to ensure that the construction of the service road will be completed concurrent with the completion of the recreation or entertainment facility.

H-MXE-411

The holding symbol shall be removed from the zoning designation by way of an amending zoning by-law when the following has been completed to the satisfaction of the City:

i. Draft approval of a plan of subdivision which shows the organization of land uses to the south of the proposed service road between Falcon Creek and Indian Creek, and the access to the employment lands to the south.

In light of the changing Provincial and Regional planning policy framework applicable to the subject site, the enclosed Zoning By-law Amendment application will amend Zoning By-law 2020 and repeal By-law 4000-3 to establish a zoning framework that implements the proposed site-specific Official Plan land use designations and policies that are intended to apply to the site.

It is proposed to rezone the site to the following zoning categories:

- MXC – Mixed-Use Corridor Zone, Commercial Corridor, subject to site-specific exception zones
- P – Neighbourhood Park Zone
- O2 – Open Space Zone
- S – Utility Services

The Mixed-Use Corridor Zone permits a wide range of residential and non-residential uses, including apartment buildings, service commercial, office, community, hospitality and recreational uses. A hotel is a prohibited use within the parent zone. The MXC zone permits a maximum floor area ratio for certain building types, and a minimum density within a residential building. For most uses, the MXC zone requires a minimum building height of 2 storeys and a maximum building height of 6 storeys. The site-specific exception zones established by the proposed Zoning By-law Amendment will accommodate zoning standards that are reflective of the proposed development.

With a Neighbourhood Park Zone permits a range of neighbourhood parks and parkettes, and other outdoor community and recreation facilities.

The Open Space Zone permits municipal parks, stormwater management, public utilities, cultural heritage resources and non-intensive outdoor recreation uses.

Within a Utility Services Zone, transportation, communication and utility uses are permitted, as well as open space and outdoor recreation uses and parking lots associated with such uses.

4.12 Tall Building Design Guidelines (May 2017)

The City of Burlington, in conjunction with Brook McIlroy, prepared the Tall Building Design Guidelines (the "**TBG**"), approved by City Council on July 10, 2017.

The intent of the TBG is to provide guidance for developers and architects designing tall buildings in the City of Burlington and will be used by City staff as one tool in evaluating development applications and mobility hub planning. The guidelines are applicable to all tall buildings (over 11 storeys) across the entire City and are broken down by the components of a tall building which include: building base (podium); building middle (tower); and building top.

Section 2.0 of the TBG provides design direction with respect to podiums of tall buildings, providing that the podium anchors the tower and defines the pedestrian experience at the street. Its location and height should frame and create a positive relationship to the street. Specifically, tower bases should be carefully designed, including a mix of horizontal and vertical elements, to reinforce a human scale. Clear glazing, and the arrangement of internal uses, should create a visual connection between the public and private realm, while promoting vibrancy and activity throughout the day.

Section 3.0 of the TBG provides design direction with respect to the tower component of tall buildings, providing that the middle of a tall building is the most substantial and impactful component. Specifically, the tower section enhances the City's skyline and provides a defining landmark. The design and massing of the tower should recognize and reflect this important role and should designed to minimize impacts on adjacent neighbourhoods, parks, and open spaces. The tower should maximize sky views and access to sunlight through slender floorplates and spacious setbacks between towers.

The applicable urban design guidelines will be further discussed in Section 5.0 below. The TBGs have been considered in the development of the Concept Plan, and each block will be more specifically evaluated in comparison to these guidelines at the time of Site Plan application.

4.13 Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (March 2019)

The purpose of the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings ("**Mid-Rise Guidelines**") is to provide best practices to inform the urban design aspects of mixed-use and residential mid-rise buildings, and to implement the City's Official Plan objectives and policies related to design excellence and the creation of a high-quality built environment that supports complete, compact and sustainable communities.

For the purposes of the Mid-Rise Guidelines, mid-rise buildings are defined as those between 5 and 11 storeys. The Mid-Rise Guidelines are grouped by the main components of a mid-rise building, including the lower building (including those floors with a direct relationship to the street and public realm, including the storeys that form the streetwall and are not stepped back) and upper building (the portion above the lower building).

The Mid-Rise Guidelines provide design principles and specific guidelines for both the lower and upper building. With respect to the lower building, Section 2 provides guidance for design of building placement, building separation and spacing, height and massing, street level design, façade articulation and materials, site design, open space and street scaping as it relates to site access and servicing, parking and outdoor amenity area, and design for site elements such as loading and servicing areas.

With respect to the upper building, Section 3 provides guidance for built-form transitions and upper façade, roof and balcony design, articulation and materials.

The applicable guidelines will be further discussed in Section 5.0 of this report. Similar to the TBGs, the Mid-Rise Guidelines have been considered in the development of the Concept Plan, and each block will be more specifically evaluated at the time of Site Plan application.

4.14 Shadow Study Guidelines and Terms of Reference

The City of Burlington retained Brook McIlroy Inc. to assist with the creation of the Shadow Studies. The Community Planning, Regulation and Mobility Committee approved the Shadow and Pedestrian Level Wind Study Guidelines and Terms of Reference (PL-08-20) and was given final approval by Council on June 22, 2020. The purpose of the Shadow Study Guidelines (the "**SSG**") is to provide a best practices approach to Shadow Studies in order to promote high-quality development proposals that ensure adequate access to sunlight is maintained for the enjoyment of public and private spaces.

Section 2.0 of the SSG states that shadow studies are generally required for development proposals with building heights of 5 storeys or more. Section 3.0 speaks to the methodology for the Shadow Study and provides that the required dates and times for the studies will vary depending on the specific Shadow Impact Criteria. Section 3.0 further provides study date times which include the solstices, June 21, and December 21 as well as the equinoxes, March 21, and September 21; study test times, ranging every hour on the hour from 8:00 to 19:00; and the time zone, which states that all studies must be in the eastern time zone, with criteria for Standard and Daylight-Saving Time.

Five unique Shadow Impact Criteria have been developed to respond to desired uses, and, as such, each area will include unique evaluation criteria with different times, dates and standards as noted in the SSG, including direction for Parks and Open Spaces (which is the only section applicable to the subject site).

Shadows cast by all existing buildings and proposed developments onto lands designated or used for Parks and Open Spaces must allow for either: a) full sunlight 50 per cent of the time; or b) 50 per cent sun coverage at all times during the specified periods.

- March 21st (09:00 to 18:00);
- September 21st (09:00 to 18:00); and,
- December 21st (11:00 to 15:00).

The purpose of this criterion is to ensure adequate access to sunlight at all times of the year. December 21st is included to encourage the use of lands designated or used for Parks and Open Spaces during the winter season. The criterion is met if the Sun Access Factor is at least 0.50 on each of the three test dates.

In addition, an assessment of shadowing impact on private outdoor amenity spaces, places where children play and public realm and sidewalks will be completed when the detailed design of each block is further advanced, to ensure no adverse impacts associated with shadow impacts.

In support of the subject proposal, we have submitted a Shadow Study that provides a review and analysis of the proposal against the SSG. A summary of the results of that study is included in Section 5.5 of this report.

4.15 Municipal Housing Pledge

On March 21, 2023, the City of Burlington unanimously endorsed the Municipal Housing Pledge, a provincial directive to construct 1,500,000 homes by 2031 throughout the Province of Ontario. With regards to the City of Burlington, the Housing Pledge targets 29,000 new homes within the municipality during a 10-year period, through 2032, or 2,900 units a year. This number of housing units is significantly above the historic rate of construction in the City of Burlington, which according to Census data saw the number of dwellings within the City increase by only 471 units per year between 2016 and 2021. Additionally, the City achieved only 49% of its housing target in 2024 under the Municipal Housing Pledge, constructing 1,185 units of the 2,417-unit target for the year. Although the pledge is not planning policy or legislation, the direction it represents warrants a review of the in-force planning policy framework with a lens of facilitating housing construction, particularly given the City's current progress on achieving the pledge.



5 Planning & Urban Design Analysis

5.1 Density

The proposal provides a comprehensively planned mixed-use community that responds to the policy framework to direct growth to lands within settlement areas that can support the achievement of complete communities, particularly to locations with existing or planned transit.

The proposed intensification of the subject site with a mix of uses is consistent with the PPS, which supports the efficient use of lands within settlement areas and, more specifically, within designated greenfield areas. Settlement areas are to be the focus for growth and development, and land use patterns within these areas should be based on densities and a mix of land uses that, among other matters, efficiently use land and resources and are transit-supportive. The proposed intensification of the subject site supports the achievement of complete communities, including by planning for a range and mix of housing options and by prioritizing investment in the necessary infrastructure and public service facilities, in accordance with the PPS.

The integration of land use planning and growth management resulting in higher densities of development helps promote the achievement of cost-effective development patterns and minimizes land consumption and servicing costs. Accommodating a mix of residential and non-residential uses, including retail/commercial, institutional, event/entertainment and recreational uses, complete with public parkland, open space and areas of the natural heritage system, supports the achievement of efficient, sustainable and resilient development and land use patterns. The proposed development has been designed to accommodate a built form and density that makes use of existing and planned services and infrastructure and encourages transit-supportive densities, in proximity to the Aldershot GO station and Highway 403.

The intensification of subject site will contribute to accommodating projected Regional growth in an area identified by the ROP as a location to absorb new community growth. Based on the amended ROP, the lands are within the Urban Area of Burlington, just outside of the Built Boundary, and accordingly form part of the lands intended to accommodate the increased population and employment expected for the City.

From a density perspective, the proposed development is expected to generate a density of approximately 443 people[3] and jobs[4] combined per hectare, therefore meeting and exceeding the overall minimum density target of 50 people and jobs for designated greenfield areas established in the PPS. The anticipated density also exceeds the minimum target of 76 people and jobs per net hectare, as established in the ROP.

3 Population calculation derived from Person Per Unit (PPU) provided in the City of Burlington Development Charges Background Study (March 22, 2024) prepared by Watson & Associates. PPU for studio and 1-bedroom dwellings of 1.36 (441 studio units*1.36 =600 persons / 5294 1-bedroom units*1.36=7200 persons), PPU for 2-bedroom and 3-bedroom units of 1.8 (2646 2-bedroom units*1.8=4763 persons / 441*1.36=794 persons). 600 persons + 7200 persons + 4763 persons + 794 persons = 13,356 persons / 35ha = 443 persons per hectare. A net site area of 35ha is derived from the gross site area less areas of natural heritage system, open space, and the MTO buffer per Section 227.1 of the ROP.

4 Job calculation derived from data in Housing Impact Study prepared by KPEC, dated June 27, 2024. 21m2 per employee for retail / commercial jobs, 56m2 per employee for campus-related jobs, 51m2 per employee for Arena-related jobs, 50m2 per employee for Hotel related jobs and 51m2 per employee for community-related jobs.. A net site area of 35ha is derived from the gross site area less areas of natural heritage system, open space, and the MTO buffer per Section 227.1 of the ROP.

It is important to note that the population and employment forecasts in the ROP extend only to the 2051 planning horizon, and 2041 for projections specific to greenfield lands, and therefore are subject to update. In light of Bill 185, it is now up to the City of Burlington to complete the exercise to update these targets through the 2051 planning horizon. As detailed in the Housing Impact Study prepared by KPEC, the City will need to see medium and high-density housing production increase by 126% over the next 20 years in comparison to housing starts over the previous 20 years. This will increase significantly as the population and employment forecasts are extended to the 2051 horizon. The subject site represents a significant opportunity to contribute to the City accommodating their 2041 and 2051 population targets.

While the subject site is not within the Aldershot GO MTSA, as per OPA 2, it is immediately adjacent to the MTSA. Accordingly, it is within similar proximity, and enjoys similar transit access, as the lands that have been included within the boundary, emphasizing the merit of developing the subject site at a transit-supportive scale. As outlined in the KPEC report, while a significant amount of new development is anticipated for Major Transit Station Areas, approximately 60% of the City's 2051 forecasts would still need to be accommodated in other areas of the City, including within designated greenfield areas. As one of the last designated greenfield areas in the City, the subject site represents an important opportunity to support the municipality in meeting population and job targets.

Further, City Council has pledged to construct 29,000 housing units by 2031, which equates to an annual average of 2,900 housing units per year. The City's annual housing production will need to increase by over 4-times from the current long-term average of 678 units per year. Although it is not expected to be built-out by 2031, the proposed development, with its anticipation of approximately 8,800 new residential units, will be an important contribution to the City achieving this commitment to building new housing.

In our opinion, optimizing the use of land and infrastructure on the subject site is consistent with both good planning practice and overarching Provincial, Regional and City policy direction, subject to achieving appropriate built form relationships. As described further below, the density generated from the proposal can be deployed across the subject site in a manner that does not result in unacceptable built form impacts.

5.2 Land Use

The proposal accommodates a range of uses that contribute to the creation of a complete community, including a mix and range of new housing opportunities, retail and commercial uses, office uses, recreation and event/entertainment uses, community services and facilities, enhanced parks and open spaces connecting to the existing natural heritage system areas on site, and the extension of planned servicing and transportation infrastructure. As discussed, the removal of the Employment Area overlay from the subject site through ROPA 49 unlocked the lands for future population and employment growth. The proposal seeks to redesignate the subject site at the Official Plan level to allow for residential and enable opportunities for a truly mixed-use community. Through the range of uses proposed, the development contributes to the opportunity to live, work and play within the Aldershot neighbourhood.

The proposed development conforms with Policy 77(2.4) of the ROP, which provides criteria for development in designated greenfield areas. The proposal is designed in a comprehensive manner with street configurations, densities and an urban form that supports multi-modal transportation, provides a diverse mix of land uses, and creates high quality parks and open spaces. The draft Official Plan Amendment instrument proposes to redesignate the subject site as a Primary Growth Area and an Urban Corridor, while modifying the Natural Heritage System to be reflective of on-site conditions in order to appropriately protect the heritage features.

Primary Growth Areas are recognized as areas within the City that will accommodate the majority of the City's forecasted growth over the planning horizon of the plan and are regarded as the most appropriate and predominant location for new tall buildings (Section 2.4.2(1) a)). The subject site is located adjacent to the Aldershot GO MTSA area, which is also identified as a Primary Growth Area, and therefore represents an opportunity to provide complementary development in the form displayed in the Concept Master Plan. By identifying the lands as a Primary Growth Area, they are able to intensify at a scale that supports the City of Burlington's population and employment targets. In our opinion, the subject site is an appropriate location to accommodate high-density growth, including in the form of tall buildings, given its size, scale and location in the municipality.

The Urban Corridor designation is intended to serve as an area of concentration for mixed use development in a compact built form, with residential, retail, service commercial, office, entertainment, public service facilities and institutional uses, as well as areas of open spaces, where the planned commercial function of the Urban Corridor is protected (Section 8.1.3(7.1)). The proposal meets the intent of this designation by providing a wide range of uses with an urban form. The proposed development meets the objectives of the Urban Corridor designation through encouraging transit-supportive intensification, while maintaining a pedestrian-oriented scale that is compatible with the surrounding area.

The proposed residential apartment dwelling units, institutional uses, and certain types of retail uses, are permitted in the Urban Corridor designation of the New OP (Policy 8.1.3(7.2) c)). The draft Official Plan Amendment instrument seeks to permit additional uses including hotels, post-secondary education uses, supermarkets and grocery stores, restaurants, personal service uses, utilities, retirement homes / seniors living facilities / supportive housing, as well as townhouses, in order to implement the proposed Concept Master Plan to establish a mixed-use, complete community that contains uses to fulfill every day needs of future residents. In accordance with the Urban Corridor policies, these uses will provide for the day-to-day needs of residents and employees in proximity to the subject site, while also servicing a broader city-wide market.

With respect to housing, the proposed development will include apartment-based dwelling units, stand-alone townhouse units and townhouses integrated into the base of buildings. The proposal contemplates a range and mix of bedroom counts that, in accordance with Policy 86(6)(a) of the ROP, contributes to the target of 65% of new housing being in the form of multi-storey buildings and townhouses through 2031 and 75% thereafter. A mix of tenures are anticipated for the future residential development units and, accordance with Policy 86(20) of the ROP and Section 3.1.1(1) b) of the New OP, the proposal provides an opportunity for attainable residential accommodations. The proposal serves to expand the housing options within the Aldershot neighbourhood and is supported by the Housing Impact Statement prepared by KPEC in support of the subject application.

The proposed Concept Plan, as reflected in the Draft Plan of Subdivision, is centered around a new entertainment district, which includes a new event space, arena, hotel and community centre in Block 5. The proposed block contemplates approximately 46,104 square metres of GFA. These uses, located along the new Parkway Link (Street A), will provide a unique destination within the local and larger community that is easily accessible by the public transit, in addition to the local road network. It contributes to the objectives of Section 169 (1.2) of the ROP to attract cultural, recreational, institutional, tourism and higher education investments to enhance the Region as a location of choice for employers, as well as Section 5.1 of the New OP to promote economic development and competitiveness and the development of complete communities.

The proposed Concept Plan clusters commercial uses generally in proximity to King Road and the entertainment district on Block 5, accommodating for approximately 11,737 square metres of commercial/retail GFA primarily in mixed-use buildings. By focusing this form of use at the east end of the subject site, the proposal will help establish a local convenience hub that provides services to support the day-to-day needs of nearby residents. The commercial/retail uses are proposed generally along the public road network, which provides ease of access and enhances visibility, with livened street frontages.

The proposal also includes approximately 26,525 square metres of institutional (campus) GFA. A portion of this GFA would be integrated into the eastern portion of the subject site, contributing to the synergy of mixed-use opportunities in proximity to King Road and along the new Parkway Link. The balance of the GFA would be included in a standalone campus block located in the western portion of the site, bound by NHS blocks, creating a unique opportunity for an educational hub within walking distance to the Aldershot GO Station. In accordance with Section 3.2.1 of the New OP, public service facilities and institutional uses are recognized as having an important role both within neighbourhoods and the City as a whole, and contribute to more complete communities that support recreation, sports and active living.

In general, the integration of job opportunities, resulting from the commercial/retail, entertainment, institutional and community-centre uses, with residential uses will help support the transformation of the site into a new, mixed-use community. The range of uses will generate a range of users who engage with the subject site at different times of the day and week, which contributes to the efficient use of the existing and planned infrastructure, as well as to the vibrancy of the new community.

The Plan of Subdivision and Concept Plan has been foundationally shaped by the on-site natural heritage system. The limits of the NHS blocks and open space blocks have been defined by the Environmental Impact Study, prepared by Natural Resources Solutions Inc., and reflected in the draft Official Plan Amendment and Zoning By-law Amendments, resulting in more accurate boundaries than what exists in the OP today. These blocks will be conveyed to the City through the draft plan

of subdivision process. In addition to the natural heritage features, the proposed public parkland has been located centrally on the site to ensure it is well connected to other uses including the natural heritage system and open space network. A total of 4% of the site will be conveyed to the City through the application process for natural heritage and open space purposes.

The subject site is located adjacent to the CN Rail line to the south. Zoning By-law 2020 includes a required 30 metre separation distance from a railway right-of-way to sensitive land uses. This setback is not being modified through the proposed Draft Zoning By-law Amendment, and thus this 30 metre separation distance is anticipated to be maintained. Further, the Noise Study, prepared by Valcoustics Ltd, confirms that the proposed uses are feasible and can be accommodated within the proposed blocks from a noise perspective, with mitigation measures, as described within the report. Finally, the Land Use Compatibility Report, prepared by RWDI, identifies that the minimum separation distance required from the railway right-of-way will be determined through a future Rail Assessment Study.

Through the Draft Plan of Subdivision process this further study will be completed, and will most likely result in recommended draft plan conditions to secure mitigation measures for the areas of the draft plan within proximity of the rail corridor.

As demonstrated by the Land Use Compatibility Study, Transportation Related Air Pollutants Study and Environmental Noise Feasibility Study, the development of the subject site for mixed uses, including residential uses, is appropriate and compatible with surrounding employment uses and the adjacent Highway 403 and CN rail line corridors, subject to implementation of mitigation measures through future development applications and construction.

Further, the Transportation Impact Study demonstrates that the proposed public road and laneway network can support both pedestrian, cycling and vehicular traffic. A shuttle bus service to enhance access to the Aldershot GO Station has also been contemplated and a bus lane can be accommodated within the anticipated width of the Parkway Link (Street A), should it be deemed to be required in the future. The proposed street configuration will provide permeability across the subject site and provide connections to the boarder neighbourhood area, planning for local road connections which integrate into the municipal and regional network.

In our opinion, the proposed land use and corresponding designations are appropriate as they include a mix of housing options, a range of uses that contribute to the day-to-day needs of future residents, open space and parkland and areas of natural heritage system that collectively contribute to the creation of a complete community. The anticipated post-secondary and event/ entertainment uses will have a broader reach, contributing to the vitality of the Burlington community. Ultimately, the proposed land uses will be secured through the accompanying Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision, and further designed in detail as part of future site plan control applications.

5.3 Official Plan & Zoning By-law Amendments

The proposed OPA will refine the boundaries of the "City's Natural Heritage System" and re-designate the development blocks to the "Urban Corridor" designation. In addition, the proposed OPA will add site specific policies that expands the range of uses in the "Urban Corridor" designation to also permit major institutional, hotels, post-secondary education uses, grocery stores, restaurants, personal service, utility, townhouses, daycares, community uses, and retirement home/seniors housing/supportive housing uses. In our opinion, expanding the range of uses is appropriate and desirable in land use planning terms and will provide for a mixed-use community that accommodates some of the City's residential and employment growth. The OPA also seeks to secure a modified alignment of the proposed road contemplated by Schedule O-1 of the Official Plan (i.e. Parkway Link, or 'Street A'). This road alignment is supported by the concurrently submitted Transportation Impact Study prepared by TYLin Group.

In addition, the OPA removes the maximum floor area ratio and building heights. In our opinion, the removal of the floor area ratio provides flexibility and allows for the subject site to be optimized. The removal of the maximum building height policy requires that individual building heights are subject to the evaluation of site specific criteria established through the rezoning process, which will ensure that buildings are compatible with existing and planned uses.

Finally, the OPA requires the development of a neighbourhood park of 2 hectares in size and an appropriate mix of uses. In our opinion, the requirement to provide a neighbourhood park and ensure an appropriate mix of uses will ensure that the subject site is developed as a complete community with appropriate public service facilities to support the planned uses.

The proposed ZBA repeals By-law 4000-3 and brings the subject site into the Zoning By-law appropriately zoning the natural heritage system "O2", the proposed park "P", and the hydro corridor "S". The development blocks have been placed into site specific "MXC" zones, which expand the range of uses to align with the OPA. In addition, there are a number of site specific regulations related to building height, density, setbacks, landscaping, amenity area, and parking,

With respect to the proposed modifications related to built form (building height, density, setbacks, and landscaping), it is our opinion that these modifications are appropriate, desirable and can be supported. In this regard, the proposed modifications align with the concept plans, which have been rationalized by the supporting studies that demonstrate that the form of development can be accommodated and will not create any unacceptable built form impact. In addition, these modifications will ensure that the vision for a compact urban form will be achieved.

The proposed modification to the minimum amenity space is to standardize the requirement so it is consistent for all units. In addition, the proposal includes a generous amount of public amenity through parkland, privately-owned publicly accessible spaces, streetscape amenities. Finally, the proposed modifications related to parking have been rationalized in the Transportation Impact Study prepared by TYLin Group. In addition, the ZBA allows for required parking to be provided off-site within 500 metres, since it will allow for the sharing of parking between various blocks and find efficiency in the development of the subject site. This, in our opinion, is particularly supported, since the entirety of the subject site is owned by one party.

Accordingly, it is our opinion that the proposed OPA and ZBA are appropriate and desirable and should be approved.

5.4 Draft Plan of Subdivision

The modified Draft Plan of Subdivision has been developed to appropriately divide the subject site into Blocks and roads. The Draft Plan of Subdivision establishes a framework which will enable the development of the lands with a mix of uses and range of densities, while protecting natural heritage features and ensuring appropriate vehicular circulation. The Concept Plan indicates how the established blocks can develop.

Given that there is an existing active Draft Plan of Subdivision application at the OLT, the Owner is not seeking its approval concurrently with the Official Plan Amendment and Zoning By-law Amendment applications. However, an updated version of the Plan has been provided for information to help inform the review of the applications. Upon the approval of the new land use designations and policies and zoning, the Owner will present the modified Draft Plan of Subdivision to the OLT for approval.

Section 51(24) of the *Planning Act* R.S.O. 1990, specifies that, in considering draft plans of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare to the present and future inhabitants of the municipality. The proposed draft plan of subdivision meets the criteria set out in Section 51(24) of the Planning Act, as discussed in **Table 4** below:

Table 4 - Criteria for Considering Draft Plans of Subdivision

Section 51(24) Criteria	Response
a. The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	The proposed subdivision addresses matters of provincial interest in accordance with Section 2 of the ***Planning Act.*** It is consistent with and conforms to provincial policies and plans including the PPS and ROP. The subdivision meets the intent of the current and New OP, as anticipated through the proposed Official Plan Amendment. The subdivision has respect to orderly development of safe and healthy communities, protection of ecological systems, efficient use of land and infrastructure, the adequate distribution of educational, health, social, cultural and recreational facilities, the adequate provision of a full range of housing and employment opportunities, and the appropriate location of growth and development, among others.
b. Whether the proposed subdivision is premature or in the public interest;	The lands are part of the designated greenfield area planned for growth by the municipality. The modified Draft Plan of Subdivision reflects the designations being sought by the subject Official Plan and Zoning By-law amendment applications, which will be in force once the Plan of Subdivision is presented to the OLT for approval. The subdivision allows for the appropriate and comprehensive development of a large area of underutilized lands in a manner that will contribute to the creation of a complete community. The proposal is in the public interest and creates a wide range of options of housing, employment and recreation opportunities, among other uses.

Section 51(24) Criteria	Response
c. Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	The proposed development conforms with the Halton Region Official Plan and meets the intent of the policies of the City of Burlington Official Plan. The proposed Plan of Subdivision seeks to implement the proposed amendment to the Official Plan, which will permit a layout of land uses that optimizes the use of the subject site and implements the policies of the ROP. There are no adjacent plans of subdivision for which the proposal must be consistent with. However, we note that the proposed road network represents a logical extension of Alayne Bryk Way and provides connections from the Aldershot GO Station and Waterdown Road to the west, to King Road to the east.
d. the suitability of the land for the purposes for which it is to be subdivided	The proposal implements the land use vision of the ROP and OP for designated greenfield areas, through the introduction of a variety of uses that contribute to the creation of a complete community. The supporting studies included with the application demonstrate that the proposed subdivision facilitates a suitable use of the land, particularly in light of the adjacent transportation network, employment uses, and areas of the natural heritage system located on site.
e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them	The Draft Plan of Subdivision includes the number, width, location and proposed grades and elevations of the proposed public roads, including connections to the adjacent existing road network. The supporting Transportation Impact Study and Functional Servicing and Stormwater Management Report include analysis regarding the adequacy of this road network. It is noted that the alignment of Street A connects to the terminus of Alayne Bryk Way and provides a much-needed connection between Waterdown Road and King Road, adjacent to Highway 403.
f. the dimensions and shapes of the proposed lots	The dimensions and shapes of the proposed blocks are provided at an appropriate scale and with good proportion. The size of blocks enables the comprehensive redevelopment of the lands and can accommodate a range of uses. The residential and mixed-use blocks will be subject to future site plan applications prior to their development. The Natural Heritage System and Open Space blocks were delineated based on detailed study to determine their shape, size and limits, through the accompanying Environmental Impact Assessment.
g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land.	There are no restrictions or proposed restrictions applicable to the developable portion of the subject site. The subdivision has regard to the existing hydro corridor located to the north of the site.

Section 51(24) Criteria	Response
h. conservation of natural resources and flood control	The Draft Plan of Subdivision has considered the location of areas of the natural heritage system on site, including the associated developable limits. This has been studied in detail and is outlined in the accompanying Environmental Impact Assessment.
i. The adequacy of utilities and municipal services	The accompanying Functional Servicing and Stormwater Management Report prepared by Urbantech confirms the adequacy of utilities and municipal services. Based on Urbantech's findings, the proposed development can be adequately serviced by sanitary and water services, and stormwater can be appropriately managed on site.
j. the adequacy of school sites	There are no school sites proposed in the Draft Plan of Subdivision.
k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	The Draft Plan of Subdivision includes a park block that will be conveyed for public purposes, as well as blocks planned to be conveyed to be conveyed to public ownership for the purpose of the Natural Heritage System and Open Space blocks, subject to further discussions.
l. the extent to which the plan's design optimizes the available supply, means of supply, efficient use, and conservation of energy; and,	The development of the subject site contributes to an efficient use of land and infrastructure. The proposed plan of subdivision contributes to the development of a complete community and facilitates a compact built form, which accommodates growth within the urban area and limits the need for future expansion.
m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development of the land, if the land is also located within a site plan control area designated under subsection 41(2) of this Act or Subsection 114 (2) of the City of Toronto Act, 2006	The Concept Master Plan demonstrates the interrelationship between the proposed plan of subdivision and how each block could be developed. Site Plan control matters will be dealt with through future site plan applications for each block, as well as applications for Draft Plan of Condominium.

Based on the foregoing, it is our opinion that the Proposal meets the criteria set out in Section 51(24) of the *Planning Act*.

The proposed subdivision of land provides for an appropriate foundation to facilitate the redevelopment of the subject site as a mixed use, complete community.

5.5 Built Form and Urban Design

The Concept Master Plan has been designed in a manner that conforms with the appropriate built form and urban design policies of the New OP and has regard for the applicable City's Design Guidelines, including those for Mid-Rise Buildings and Tall Building Guidelines. An Urban Design Brief has been prepared by GPAIA and NAK Design Strategies, outlining the framework intended for the full build-out of the lands, with the stated overarching goal of creating a sustainable, attractive and highly functional new community through the identification of public realm, open space and built form principles and guidelines.

With respect to the overall neighbourhood structure, the Proposal is for a new community layout that is fine-grained and permeable, allowing for pedestrian and vehicular flow between varied block composition that facilitates a range of densities and uses. The proposed subdivision of land enables a compact urban form at an appropriate scale for the context of the subject site, as outlined in the Concept Master Plan.

The proposed building heights are appropriate for the subject site given its size and shape, its existing and planned context, and the opportunity to accommodate an increased number of residents and jobs in this designated greenfield area. As set out in the Concept Plan, the lowest scale and form of development is generally located along the southern boundary of the site, where it is buffered from a lower-rise residential neighbourhood by the CN rail line. Heights will transition from these lower scale uses to the south upwards to greater heights north towards Highway 403, beyond which is an employment corridor along North Service Road, to the west towards Aldershot GO Station and the recently-approved MTSA, where some of the greatest heights and densities in the City are anticipated.

This height strategy conforms with Part II Policy 6.5 of the 1997 Official Plan, which provides that density and height of buildings, among other criterial, is to be compatible with the surrounding area and with Policies 7.3.1(a) and 7.3.1(1)(a) of the New OP, which promote compatibility with adjacent land uses by providing appropriate transitions to adjacent land uses. In accordance with the direction of the ROP, 1997 Official Plan and New OP, higher density residential uses are located generally adjacent to the arterial and collector system and in proximity to higher order transit, with lower density uses at the south end or internal to the subject site.

The draft Official Plan Amendment instrument establishes the site as an Urban Corridor and seeks to amend Policy 8.1.3(7.2) g) to permit building heights greater than 6 storeys, and to amend Policy 8.1.3(7.2) f) to permit a greater maximum floor area ratio for development. In our opinion, achieving greater heights and densities is appropriate and reflective of the opportunity to intensify lands within the designated greenfield area to accommodate a growing population, without built form impacts. The proposed heights can be achieved through sensitive building siting and appropriate setbacks, and in our opinion successfully allow for a deployment of density across the subject site and do not result in any unacceptable built form impact, as outlined in greater detail in Section 6.5 below.

The proposal has regard for the City's Mid-Rise Guidelines. At a high-level, the Concept Plan demonstrates how new buildings within the blocks can meet the intent of the Mid-Rise Guidelines (which apply to buildings between 5 and 11 storeys in height, such as those anticipated for Blocks 1, 3, 6 and 7). This includes ensuring an appropriate design of building that provides a transition from lower-scale residential neighbourhoods to more intensive communities, by effectively framing streets, creating a comfortable

pedestrian environment, and enhancing and fitting within the community context while balancing the need to provide for a wide range of housing and employment within a new community area. Although conceptual in nature and subject to revisions as this project progresses through detailed design, we note that the Concept Master Plan has regard for the Mid-Rise Guidelines, including that it:

- Places buildings parallel to streets or public open spaces to frame and define these spaces;
- Establishes a consistent pattern of street setbacks with ample space for landscaping, street trees and active uses, among others, to establish a more pedestrian oriented relationship between the building and the sidewalk;
- Provides adequate separation distances between mid-rise buildings, effectively utilizing this space between buildings for physical and visual connections including mid-block connections;
- Establishes a streetwall with upper storeys stepped back generally below a height of 80% of the street width, effectively visually splitting each building into the 'lower' and 'upper' building, maximizing sky view and minimizing shadow impacts; and,
- Consolidating vehicular access points at a block level to serve multiple buildings within each block, minimizing interruptions in the streetwall and reducing potential conflicts with pedestrians and cyclists.

The proposal also has regard for the City's Tall Building Guidelines, which apply to any building over 11 storeys (i.e. the majority of the development blocks). The TBGs provide specific standards for the building base (podium), building middle (tower) and building top. At a high-level, the Concept Master Plan has regard for these guidelines as follows:

- Locates podiums to frame streets at a height generally no greater than 80% of the adjacent right-of-way width, to reinforce the streetwall in a manner that generally creates boulevards that accommodate pedestrians, street trees and landscaping;
- Provides mid-block pedestrian connections between buildings to enhance permeability and break-up the podium;
- Establishes building heights and massing that provide a gradual and appropriate transition in height to adjacent context, to ensure adequate access to sunlight and to meet the Shadow Study Guidelines and Terms of Reference;
- Locates publicly-accessible privately owned open spaces to provide mid-block pedestrian connections through the site and create short block lengths; and,
- Provides an appropriate minimum separation distance between the tower components to maximize privacy and sky views, and minimize cumulative shadow and pedestrian level wind impacts.

Through the above-noted design considerations for both mid and high-rise built form, the proposal addresses the design criteria of Policy 7.3.1(1)(a) as it relates to the development of a transit-supportive, pedestrian-oriented environment in a Primary Growth Area. While the majority of the proposed development blocks will be planned for mid- or high-rise form, low-rise development is also included to respond to the open space network. Specifically, Block 8, planned for new institutional space, is currently anticipated as single storey campus-style buildings, which will fit within the adjacent natural blocks to its east and west. Block 10 is planned exclusively for townhouse uses, which will contribute to an intimate scale around the new central park, and limit shadow impacts on this open

space resource. The integration of lower-scale uses with the mid- and high-rise form will contribute to a mix of building typology across the subject site, adding variation and hierarchy to the development of the lands.

Through the development process, the new public roads will be designed in consultation with the City to ensure that a strong public realm component can be achieved. The new public park block has been located to relate to the planned natural heritage system area and planned open space network. The design of the public roads, public parks and open spaces and stormwater management facilities would be determined by the City, subsequent to the dedication of this land.

The concurrently submitted Urban Design Brief provides additional detail on the anticipated urban design framework, which will be further evaluated as part of future site plan applications. The anticipated built form is expanded upon within the Brief, particularly focusing on structuring the site by focusing development at primary and secondary gateways at key locations, to be defined by both landscape and built form. The Brief outlines how the design of the buildings will emphasize the at-grade condition, in addition to ensuring appropriate separation of both podium and tower floorplates to optimize access to sunlight, skyview and privacy. From a public realm perspective, the Urban Design Brief emphasizes the manner in which the blocks can develop to prioritize streetscape design, provide landscaping opportunities and establish a strong open space network. Sustainable and low-impact design has been a key priority in the design strategy of the development, as outlined by the Brief.

The current Concept Master Plan helps demonstrates that these elements could be designed in accordance with good urban design principles. In our opinion, the subject applications and particularly, the Concept Master Plan represent good urban design.

5.6 Built Form Impacts

The Concept Plan demonstrates how the anticipated density can be deployed across the site, subject to good built form and urban design principles which limit impacts on the adjacent lands and on more sensitive uses planned internally for the block. The following section evaluates the anticipated impacts resulting from the Plan, demonstrating that the siting and massing of the building are appropriate from a light, view and privacy perspective, along with a shadow and wind perspective.

Light View and Privacy

Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigating measures between buildings.

As a matter of good urban design practice, a minimum distance of 11 metres is generally used as an appropriate separation distance between main windows of mid-rise buildings (or 5.5 metres to side and rear property lines). This minimum distance is anticipated to be met for the proposed midrise buildings. For tall buildings, a separation distance of 25 metres between tower faces, measured to the external walls of the building (balconies are permitted within this setback zone) is generally used as an appropriate separation distance. As identified in Figure 4.6j of the Urban Design Brief, most separations are well in excess of 30.0 metres. For low-rise buildings, a side yard setback of 1.2 metres where there is a window is typically secured, with further reductions if there are no openings. No reductions to this setback are being sought through the draft Zoning By-law Amendment.

We acknowledge that the filed Concept Master Plan represents a high level conceptual design for each block, and that the ultimate development concept will evolve through detailed design. The Concept Master Plan demonstrates that the proposal can accommodate key principles to mitigate light, view and privacy size and scale of each block and the subject site as a whole, and the resultant blocks.

Shadow Study

A Sun Shadow Study dated February 18, 2026 (the "**Shadow Study**") has been prepared by Giannone Petricone Associates Inc. Architects ("**GPAIA"**) in order to assess the shadow impacts of the built form anticipated through the Concept Master Plan on the subject site and surrounding properties. This Shadow Study has been prepared in accordance with the City of Burlington's Shadow and Pedestrian Level Wind Study Guidelines.

The Shadow Study has focused mainly on impacts on parks and open spaces. Further detailed sun shadow studies will be required for each block in relation to the design of each building; however, it is intended that this level of detail will evolve through the process dependent on establishment of developable areas across the subject site, as well as appropriate heights, densities, and other design elements.

For the taller building elements, and given the proposed tower orientation and floor plate sizes, the shadows generally move quickly across the subject site. The tower siting also results in the majority of shadowing through the early part of the day occurring on Highway 403 and the associated employment corridor along North Service Road to the north. Thus, shadowing on lower rise elements on the southern portion of the subject site is limited.

Shadow impacts on the proposed public parkland are anticipated between 4:00pm and 6:00pm on the equinoxes and on June 21st. No shadow impacts on the proposed public parkland are anticipated on December 21st, at any time. Shadowing associated with the tall buildings on the western portion of the site, adjacent to Aldershot GO Station, are anticipated on the adjacent area of the natural heritage system. However, these shadows pass quickly throughout the day.

In our opinion, the shadows produced by the proposed development, based on the Concept Master Plan, do not result in unacceptable impact on parks and open spaced throughout the day and year.

Wind Assessment

A Pedestrian Wind Comfort Assessment has been prepared by RWDI, dated February 11, 2026 The purpose of this assessment is to provide an evaluation of the potential wind impact of the proposed development in support of the subject applications.

Ultimately, the Pedestrian Wind Comfort Assessment concluded the following:

- The existing site is characterized by moderate to high wind speeds due to the open exposure to prevailing winds. The pedestrian safety criterion is expected to be met at all areas assessed in the existing scenario.
- The proposed development includes 27 buildings of various heights and designs, which are generally taller than surrounding buildings and therefore will redirected winds to the ground level. The Master Concept Plan incorporates several positive design features, such as the large podiums and curved tower facades.
- Wind speeds along the nearby sidewalks / walkways in the proposed scenario are expected to be comfortable for the intended use throughout the year. Exceptions are localized areas along the gaps between buildings (vehicular ways between the towers) and exposed building corners in the winter.
- Existing or proposed landscaping was not included in the simulations. With the addition of the existing or proposed landscaping, improved conditions are expected around the development.
- Conceptual wind control strategies are provided to improve the windy conditions at and above grade levels. A wind tunnel test should be concluded at a later design stage for each area of the development to refine the recommended wind control features.

6 Supporting Studies

6.1 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report has been prepared by Urbantech, dated February 2026. The purpose of the report is to outline the servicing details for the proposed storm drainage, sanitary and water distribution systems required to service the subject development in support of the proposed applications.

Ultimately, the Functional Servicing and Stormwater Management Report concludes that:

- The proposed site will be graded to match existing elevations at all property lines;
- Wastewater servicing to the site will be provided by a connection to the existing 450mm sewer on King Road for the portion of the site east of Falcon Creek. Wastewater servicing for the west portion of the site will drain by gravity to the existing 450 mm sewer that runs under the railway line at the west boundary of the property and connects downstream at St. Matthews Avenue.
- Water servicing for the site will be provided by connecting directly to the existing 350mm watermain on King Road and the existing 600 mm watermain on Waterdown Road. Development will commence on Zone B1A and will then transition to the higher Zone B2 as Master Plan infrastructure components are constructed.
- 2 to 100-year post to pre quantity control will be provided for all SWM Ponds and storage facilities. Regional control will also be provided within the proposed ponds.
- Water quality will be achieved by using two SWM Ponds for the Indian Creek and combination of OGS and CB shield devices for the roads, and Jellyfish filter for the proposed development areas for the Falcon Creek and Grindstone Creek. Opportunities to incorporate LIDs in the ROW for quality control will be explored as the dsign advances in consultation with the City of Burlington.
- Water balance objectives will be met by retaining the first 5mm of rainfall events onsite which will be determined as part of detailed design.
- Erosion and sediment control measures will be determined at the design stage.
- The site is proposed to be developed in two (2) phases. Phase 1 (2026 timeframe) is reliant only on existing water (Zone B1A) and sanitary infrastructure. Both SWM Pond 1 and SWM Pond 2 would be constructed to service Phase 1. Phase 2 (2028 – 2030 timeframe) relies on the construction of future planned Regional services on North Service Road as well as Master Planning decisions regarding the extension of Pressure Zone B2 (for both 1200 King Road and the adjacent Aldershot MTSA).

6.2 Environmental Impact Assessment

An Environmental Impact Assessment was prepared by Natural Resource Solutions Inc. (with support from Colucent Environmental Inc.), dated February 2026. The Environmental Impact Assessment ("**EIA**") includes the characterization of existing natural features based on the results of a background review and field surveys, which was used to inform the identification of natural features, assess potential impacts associated with the proposed development, and the identification of appropriate mitigation and enhancement measures.

The report identifies that existing natural and naturalized habitats on the subject site are ecologically isolated from other, similar habitats. Highway 403 to the north creates a substantial separation in terms of distance, potential wildlife / vehicle collisions and lengthy culverts. These effectively isolate the site from any habitats to the north. The site is similarly isolated from natural habitats to the south, east and west where there are no similar woodland or wetland habitats.

The report provides a review of applicable policy, including provincial, regional and loca policy as well as the Conservation Authorities Act, which requires permits in regulated areas, which is 30 metres for wetlands and 15 metres for watercourses.

The report also provides a detailed history in terms of the current vegetation communities. Throughout the site, there is evidence of historical brickworks, berming, channelization of watercourses, and more current unauthorized uses such as trails, debris and encampments. These historical and ongoing influences are reflected in a number of ways such as the successional natural of most of the vegetation on site, especially the thickets and cultural woodlands in the west, disruption of drainage from berms, channelization, dams, and the proliferation of invasive species.

Despite the influence of context and historical land uses, there are some species of interest that are using the site and some remnant habitats mostly intact, including the small mature deciduous woodland.

The report provides recommendations as input to the layout and design of the proposed development, that are based on the current character of the habitats as well as a series of development objectives, such as connectivity of the road system, necessary stormwater management, land use targets resulting for the location of the lands near a key transportation hub. These recommendations include:

- Retention of human-made pond and grouping of wetland habitats around the perimeter of the pond;
- Retention of the channels of the tributary of the Grindstone Creek, Falcon Creek (including its steep-sided valley) and Indian Creek;
- Retention of the central deciduous woodland;
- Enhancement of all retained portion of terrestrial and wetland habitats including but not limited to removal of debris and garbage, as well as management of invasive species, woodland edges and replanting any of the small thicket areas to be retained post buckthorn removal;
- Habitat creation including prairie habitats along / overlapping with the southern property boundary with the rail lands, wetland creation / expansion on the western lands and around the human-made pond, wetland creation/expansion along the Indian Creek corridor and the outer fringes of the stormwater management blocks

- Woodland creation/expansion near the human-made pond and adjacent to existing woodlands, and along the Indian Creek corridor
- Construction of road crossings of the creeks and a small portion of wetlands using standard design and construction mitigation measures to minimize impacts to these features.

Should these recommendations be followed (among others as may arise through the detailed design process), the EIA concludes that a net improvement in the quality of the on-site vegetation is anticipated. Collectively, the recommendations for retention, enhancement, creation and management of the on-site features in conjunction with implementation of effective mitigation measures is anticipated to result in no significant residual negative impacts to the vegetation, wildlife and aquatic resources on the property.

6.3 Land Use Compatibility Study

A Land Use Compatibility Study, prepared by RWDI and dated February 26, 2026 has been prepared in support of the proposed development. The report provides an assessment of applicable Provincial and Regional land use compatibility policies and guidelines, and assesses existing and proposed industrial uses for potential impacts to the proposed uses, as well as transportation corridors for potential impacts associated with noise, vibration and air quality impacts.

The report concludes that the proposed mixed-use development is compatible with surrounding employment uses and transportation corridors, and notes the following:

- **Sound:** additional analysis is required to confirm if the applicable guideline limits will be met and if additional control measures are required for the surrounding industries. Further, this additional analysis is required based on the high railway volumes and close proximity of the rail line to the south, Highway 403 to the north, and potential future transitway.
- **Vibration:** A vibration study is required for further analysis of railway sources.
- **Air Quality**: the proposed development should implement any recommendations included in the Air Quality Study to assess the potential air quality impacts from traffic on Highway 403, the GO transit railway, Aldershot GO station and CH Aldershot rail yard.

In respect of the noise, vibration and air quality items listed above, applicable studies have been prepared and are discussed in Sections 6.4 and 6.5 below.

6.4 Transportation Related Air Pollutants Study

A Transportation Related Air Pollutants Study has been prepared by RWDI, prepared February 25, 2026 in support of the proposed development. The Transportation Related Air Pollutants Study (the "**Air Quality Study**") assesses Air Pollutants of Interest, estimates background concentrations and completes dispersion modelling, estimates emissions associated with the transportation network and summarizes its results and provides recommendations for the proposed development going forward.

The report concludes that, in some areas and for some contaminants, they do not meet the objectives, but that these objectives are not met anywhere in the urban area due to the existing background levels in the ambient air.

Based on the results of their assessment, the Air Quality Study recommends that the following items be taken into consideration at the site plan development and building permit stages:

- Central ventilation be provided to residential units, with the fresh air supply located on the building roof, regardless of final building design;
- Consideration should be given to reducing the size or eliminating open balconies on floors below 70m, on building facades facing the transportation sources;
- In-unit ventilation systems, where provided, must be equipped with carbon-impregnated particle filtration systems;
- Outdoor amenity spaces, other than those designed only for brief transient use (such as a pedestrian podiums) should be placed as far as possible from the highway or located where they are screened from the highway by intervening buildings;
- Warning clauses could be incorporated into condominium sales agreements.

6.5 Environmental Noise Feasibility Study

An Environmental Noise Feasibility Study, authored by Valcoustics Canada Ltd. and dated February 26, 2026 was prepared in support of these applications.

The Environmental Noise Feasibility Study (the "**Noise Study**") identifies the significant transportation noise sources in the vicinity, being road traffic on Highway 403, King Road and the new internal Street A, as well as rail traffic on the CN Railway and GO Transit Lakeshore West line. The Noise Study assessed the transportation source sound levels at the site and compared with the applicable Ministry of the Environment, Conservation and Parks noise guideline limits to determine the need for noise mitigation.

To meet the applicable transportation noise source guideline limits, the Noise Study identifies that mitigation is required, including:

- Mandatory air conditioning for all suites in the development;
- Upgraded exterior wall construction meeting Sound Transmission Class 54 (e.g. brick veneer) will be required for all buildings in the development;
- Exterior windows rated at up to Sound Transmission Class 48;
- The Sound Transmission Class requirements would be lower at suites with a greater setback or partial exposure to Highway 403. Detailed methods to reduce the Sound Transmission Class requirements are provided in the Noise Study.
- Sound barrier requirements for the outdoor amenity areas should be determined once these areas are further defined.

Ultimately, the report recommends that the subject site be deemed Class 4 by the City of Burlington, as the sound levels from all facilities are predicted to meet the Class 4 sound level limits with the exception of the western-most block, for which enclosed noise buffers are also recommended.

6.6 Housing Impact Study

A Housing Impact Study was prepared by KPEC Planning + Economics, dated February 26, 2026, in support of the subject applications. The Housing Impact Study ("**HIA**") notes that the proposed plan, which includes a mix of uses ranging from residential, institutional campus, entertainment uses, commercial retail uses and parkland, will be development with a total of 8,823 residential units. This yields a population of 13,358 persons and provide non-residential space to generate approximately 2,247 jobs.

The HIA notes that, as one of the City's last designated greenfield areas, the proposed development can assist the Region in achieving the Region-wide minimum density targets in the PPS and Halton Region Official Plan.

Further, the HIA assesses the proposed development against the future development of the adjacent Aldershot GO MTSA and other MTSA's in the City. The HIA states that, while the MTSAs have significant potential for future development, a City study found that even if the MTSAs achieved the minimum density target by 2051, the City's MTSAs would represent only 40.3% of the population growth allocated to the City. The other nearly 60% of the City's forecast to 2051 will be accommodated in other areas of the City, which may include Secondary Regional Nodes, designated greenfield areas – including the subject site, among other opportunities.

To achieve the City's 2041 forecasts, the City will need to see medium and high density housing production increase by 126% over then next 20 years.

6.7 Transportation Impact Study

A Transportation Impact Study ("**TIS**") was prepared by TYLin, and dated March 2026. The TIS has been prepared to provide an overview of the study and its scope, describe the existing multimodal transportation network and traffic volumes in the surrounding area, describe the future multimodal transportation network improvements already planned by the City and MTO and forecasted traffic volumes in the surrounding area, assess the proposed development concept in terms of the future total traffic volumes, intersection capacity analysis, proposed parking provisions, and summarize finding and provide recommendations.

The TIS reports the results of the capacity analysis for the study area intersections which indicate that some study intersections have critical movements that are currently operating at capacity and/or experiencing operational concerns requiring mitigation, which will only worsen as traffic demands grow over time. Site generated traffic is not expected to cause any significant strain to the network or necessitate major transportation infrastructure improvements, other than the new proposed signalized access intersections on King Road, with recommended improvements to existing intersections generally limited to modifications to auxiliary turn lanes. Most of the significant capacity concerns are caused by existing traffic demands, or future traffic demands, and are not necessarily associated with the proposed development of the subject site.

A total of 4,055 gross person site trips, consisting of 1,543 inbound and 2,512 outbound trips, are predicted to be generated by the subject site during the AM peak hour. During the PM peak hour, 2,891 inbound and 2,640 outbound gross person site trips are predicted, totalling 5,531 trips. During Saturday peak hour, 2,604 inbound and 2,290 outbound gross person site trips are predicted, totalling 4,894 trips. Multi-use trip and mode share reductions were applied to these site generated trips.

The TIS provides the following findings / recommendations:

- Site generated traffic is not expected to cause any significant strain to the network or necessitate major transportation infrastructure improvements, other than site accesses.
- The proposed reduced Right-of-Way widths are supported as all elements of the roadway are within the latest best practices in the industry, in accordance with minimum design standards.
- Roundabouts are not recommended to promoted cycling and pedestrian infrastructure.
- For all residential uses a proposed parking rate of 0.8 spaces per unit (0.75 residential + 0.05 visitor) can be supported.
- Non residential rates reflect the proximity of the Burlington Major Transit Station Area.
- A Transportation Demand Management (TDM) section was prepared to promote transportation through sustainable and non-auto-oriented travel. This includes, but is not limited to, all sidewalk connections site-wide, a safe and connected cycling network, bicycle parking and repair, coordination with Burlington Transit and Metrolinx, unbundled resident parking, and care share facilities.

7 Conclusion

For the reasons set out in this report, it is our opinion that the subject applications represent an appropriate use of the subject site to introduce a new, complete community. The subject site represents an appropriate location for mixed use development and the unique opportunity to intensify one of the remaining few sites within the designated greenfield area of the City of Burlington. The proposal will contribute to employment and housing opportunities to help the City achieve the planned Regional growth targets, and supports the City meeting their housing pledge of 29,000 new homes through 2031.

This report concludes that the proposed development is consistent with the PPS, the ROP, and meets the intent of the policies of the 1997 Official Plan and New Official Plan, all of which support efficient use of lands within settlement areas and the direction to density lands within a designated greenfield area. The subject applications contribute to a complete community and support the transformation of the subject site by providing a mix and range of housing opportunities, retail and commercial uses, event / entertainment and community uses, campus / institutional space, as well as areas of parks and open space and the natural heritage system. The proposal will contribute to accommodating the projected Regional job and populations targets by providing for up to 443 residents and jobs combined per hectare. The proposed mix of uses are sensitive to the existing on-site natural heritage features and are compatible with the surrounding area.

From a built form and urban design perspective, the proposal efficiently makes use of the land and infrastructure through a compact and pedestrian oriented form of development. The proposal, as demonstrated through the Concept Master Plan, contemplates greater heights in proximity to Aldershot GO Station, along the Highway 403 corridor and along King Road, resulting in a transition down in scale generally from north to south which responds to existing and planned uses in the surrounding area. In our opinion, the anticipated built form is appropriately scaled and enhances the existing and planned neighbourhood context, sets the framework to implement good urban design, and provides community amenities for the surrounding area.

In summary, it is our opinion that the subject applications represent good planning and urban design. We recommend that the City approves the requested Official Plan and Zoning By-law Amendments. These instruments will support the approval of a modified Draft Plan of Subdivision applications by the OLT, and form the foundation for future Site Plan applications as development proceeds on a block-by-block basis.



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