

NOVEMBER

2018

 BOUSFIELDS INC.



**PLANNING
& URBAN
DESIGN
RATIONALE**

**1157-1171 NORTH
SHORE BOULEVARD**
CITY OF BURLINGTON

PREPARED FOR:
SPRUCE PARTNERS AND AMICO
PROPERTIES





Job Number - 17152

BOUSFIELDS INC.

PLANNING | DESIGN | ENGAGEMENT

3 Church Street, Suite 200
Toronto ON
M5E 1M2

T 416.947.9744
F 416.947.0781

www.bousfields.ca

TABLE OF CONTENTS

[1.0] INTRODUCTION	1
[2.0] SITE & SURROUNDINGS	4
2.1 SITE	5
2.2 AREA CONTEXT	6
2.3 SURROUNDINGS	8
2.4 TRANSPORTATION NETWORK	10
[3.0] PROPOSAL	12
3.1 DESCRIPTION OF PROPOSAL	13
3.2 PUBLIC CONSULTATION	18
3.3 REQUIRED APPROVALS	19
[4.0] POLICY & REGULATORY CONTEXT	20
4.1 OVERVIEW	21
4.2 PLANNING ACT	21
4.3 PROVINCIAL POLICY STATEMENT (2014)	21
4.4 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017)	22
4.5 HALTON REGION OFFICIAL PLAN (2009)	23
4.5 HALTON REGIONAL OFFICIAL PLAN REVIEW (ROPR)	26
4.6 CITY OF BURLINGTON OFFICIAL PLAN	26
4.7 MOBILITY HUB OPPORTUNITIES AND CONSTRAINTS STUDY (2014)	32
4.8 CITY OF BURLINGTON NEW OFFICIAL PLAN (ADOPTED BY BURLINGTON COUNCIL, APRIL 2018)	32
4.9 DOWNTOWN BURLINGTON MOBILITY HUB AREA SPECIFIC STUDY (ON-GOING)	39
4.10 CITY OF BURLINGTON ZONING BY-LAW 2020	39
4.11 TALL BUILDING DESIGN GUIDELINES (MAY 2017)	39
[5.0] PLANNING & URBAN DESIGN ANALYSIS	41
5.1 INTENSIFICATION	42
5.2 LAND USE	43
5.3 HEIGHT, MASSING AND DENSITY	44
5.4 BUILT FORM IMPACTS	45
5.5 URBAN DESIGN	48
5.6 TRANSPORTATION AND SERVICING	50
[6.0] CONCLUSION	52

TOC



[1.01]

INTRODUCTION

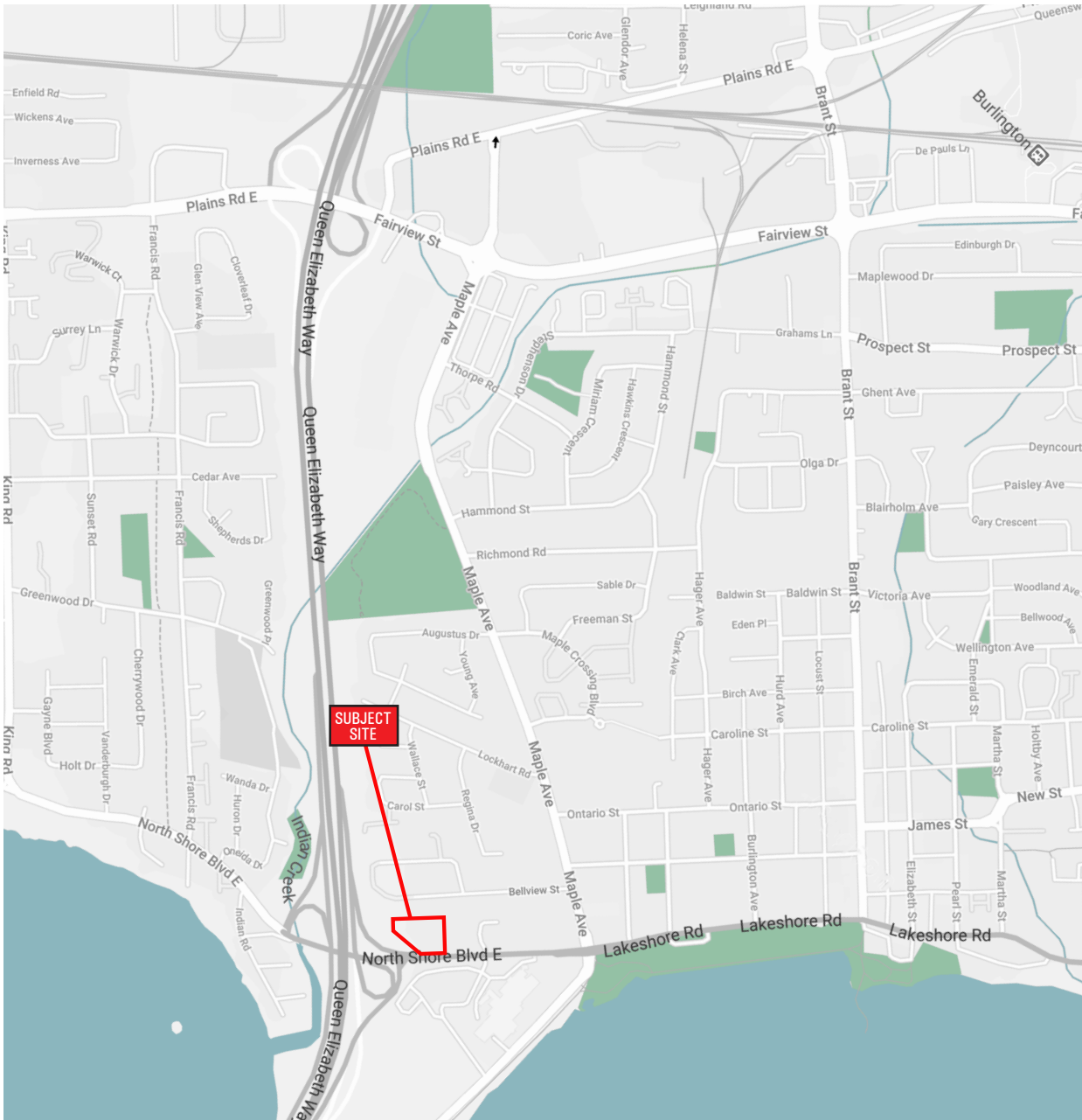


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an Official Plan amendment and Zoning By-law amendment application by Spruce Partners and Amico Properties Inc. with respect to a 1.21-hectare (3.01 acre) site located at the northeast corner of North Shore Boulevard and Queen Elizabeth Way (QEW) in Downtown Burlington, municipally known as 1157-1171 North Shore Boulevard, and herein referred to as the "Subject Site" or "Site". (see **Figure 1**, Location Map)

The application is to permit the redevelopment of an underutilized Site located at the western gateway into Downtown Burlington, a Provincial Urban Growth Centre, for an architecturally distinctive seniors living campus, consisting of a 17-storey tower and two mid-rise buildings of 11- and 12-storeys framing North Shore Boulevard, and transitioning down in height to 2-storeys at the north of the Site. The proposal is for a total of 475 suites and approximately 41,925

square metres of total gross floor area, and will provide a 'continuum of seniors care' including independent living suites, assisted living suites, and memory care suites, all of which will be rental in tenure. In addition, the proposal will also create up to 260 new jobs, providing up to 180 staff on the Site at any given time.

The proposed redevelopment of the Subject Site is consistent with the policy framework expressed in the 2014 Provincial Policy Statement ("PPS"), conforms with the policy framework in the 2017 Growth Plan for the Greater Golden Horseshoe ("Growth Plan) and conforms to the intent of the City of Burlington Official Plan.

An amendment to the Official Plan is requested in order to amend policy direction that which limits the maximum number of units permitted on the Subject Site. It is our opinion, that Policy 5.5.5(b)(ii) of the Official Plan is not consistent with the Provincial Policy Statement, does not conform to the Growth Plan, and does not conform to the Halton's Regional Official Plan, all of which contain a number of policies that promote intensification, compact built form, and a range of housing choices within built-up urban areas, with a particular focus on prioritizing intensification within "*strategic growth areas*" including "*urban growth centres*", within which the Subject Site is located. In our opinion, the requested amendment is consistent with the PPS and conforms with the Growth Plan and Halton's Regional Official Plan direction.

From a land use perspective, the proposal will contribute a growing need for seniors living that will provide new housing for the Province's aging population and contribute to the achievement of policy directions supporting the provision of a range and mix of housing and residential intensification within built-up urban areas, particularly in locations that are well served by municipal infrastructure.

From a built form and urban design perspective, the height and massing of the proposed development will fit harmoniously within the existing context along North Shore Boulevard. The Subject Site's prominent corner location at the western gateway entry into Downtown Burlington, together with its size and depth, allows for the introduction of mid-rise and tall

building forms along North Shore Boulevard with no unacceptable built form impacts on surrounding properties, including the low-rise neighbourhoods to the north of the Subject Site.

The proposal will contribute to urban design and streetscape improvements by replacing two 3½ storey slab style buildings, including surface parking and a row of 1-storey above grade parking garages, with a seniors living campus framing North Shore Boulevard. At grade, the proposal provides for a 10-metre building setback from North Shore Boulevard to accommodate a future 5-metre road widening, and improved landscaping, generally in keeping with Tall Building Guidelines. In our opinion, the proposal is consistent with the Provincial Policy Statement, conforms with the Growth Plan for the Greater Golden Horseshoe (2017) and the Region of Halton Official Plan, and conforms with the policy direction in the City of Burlington Official Plan. In our opinion, the requested Official Plan and Zoning By-law amendments are appropriate and desirable, represent good planning, are in the public interest, and should be approved.

Furthermore, as part of the preparation of the development proposal, a public consultation engagement strategy was prepared in recognition of the importance of public input throughout the planning process. The engagement strategy has been developed to guide the consultation efforts throughout the process and is designed to create open, transparent, and convenient ways for people to provide input. The strategy includes both in-person and digital forms of engagement. The purpose of creating multiple channels to learn about the project, ask questions, and provide feedback, to ensure a broader range of voices are able to participate and engage. Details of the strategy are provided in Section 3.2 of this report.

[2.01]

S I T E &
S U R R O U N D I N G S

2.1 Site

The Subject Site is strategically located within Burlington's Downtown *Urban Growth Centre* and Downtown *Mobility Hub*, on the north side of North Shore Boulevard, east of the Queen Elizabeth Way (QEW) on ramp, at the western gateway to Downtown Burlington. The Subject Site has an overall area of approximately 1.21 hectares (3.01 acres), with frontage of approximately 74.18 metres on North Shore Boulevard and a depth of approximately 101.44 metres. Topographically, the Subject Site slopes gradually from north to south by approximately 2.0 metres and east to west by approximately 1.0-2.0 metres.

The Subject Site is currently developed with two 3½-storey slab-style co-op apartment buildings, known as Brant Park Co-op. The apartment buildings are set back approximately 52 metres from North Shore Boulevard with surface parking spaces and single-storey garages extending along the majority of the north property line. Access to the site is provided from North Shore Boulevard by way of a two-way access driveway along the eastern edge of the Site, which also provides access to the garages and parking spaces at the rear of the Site.

The subject site is located approximately 350 metres to the west of Burlington's Waterfront and Waterfront Trail, adjacent to Lakeshore Road and approximately 1.2 kilometers west of Brant Street – a major arterial road and main street in the Downtown containing a mix of residential, retail, restaurants, and office uses.

The Site is buffered by large trees and shrubs on its western edges from the adjacent Ministry of Transportation (MTO) owned lands, including the highway on-ramp. A similar condition also exists along the eastern edge of the Subject Site adjacent to an existing 12-storey residential (1225 North Shore Boulevard East).



Subject site, driveway access



Subject site, view from North Shore Boulevard East



Subject site, view looking east



Subject site, view looking east from North Shore Boulevard



Subject site, rear view

2.2 Area Context

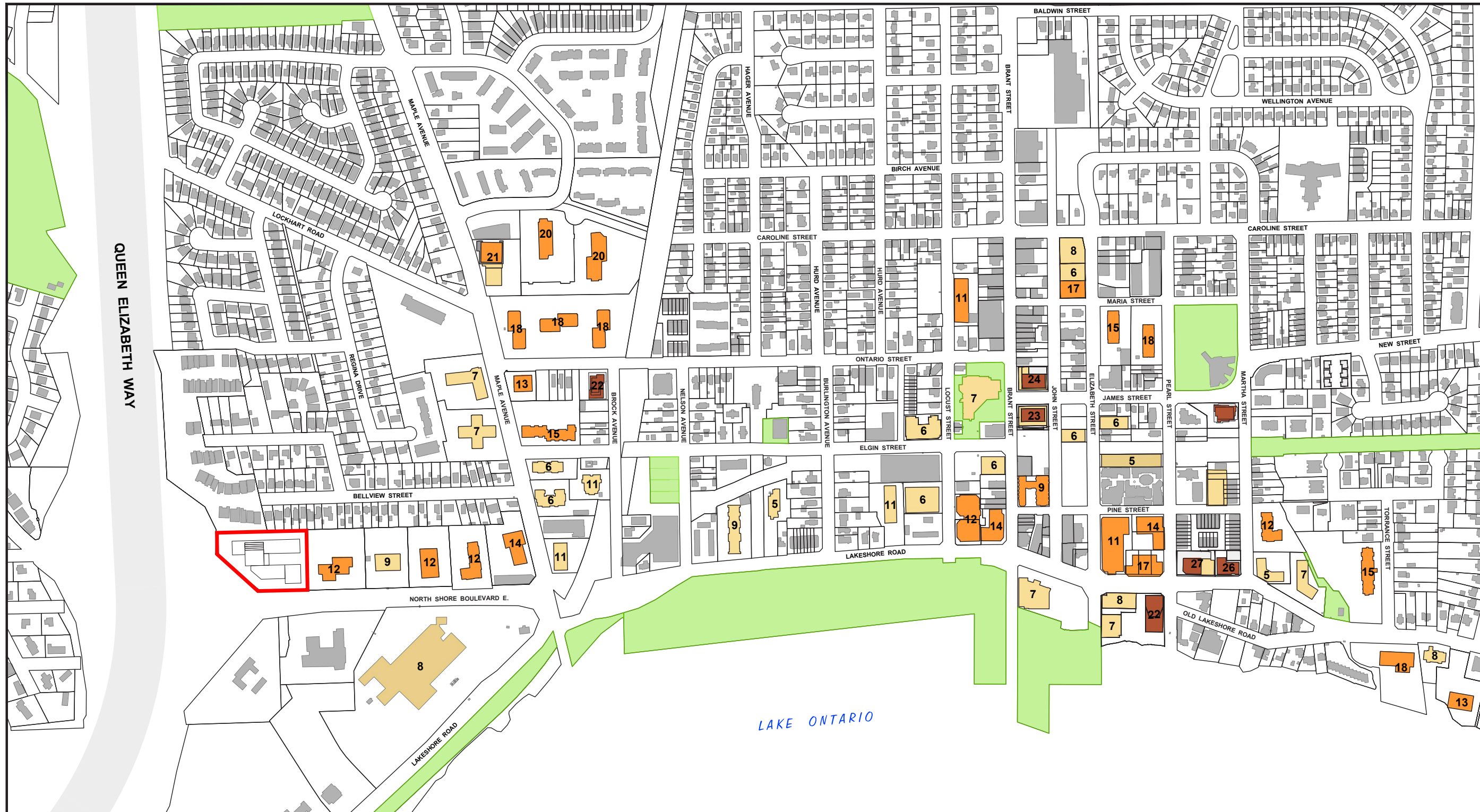
Located at the western edge of Downtown Burlington, the Subject Site is situated within a strategic gateway location at the entry point into Burlington's Downtown Urban Growth Centre and Mobility Hub. The western edge of the Downtown contains a series of residential apartment buildings with heights in the range of 9-14 storeys to the east, low rise neighbourhood to the north, and an institutional hub to the south which includes Joseph Brant Hospital, McMaster Halton Family Health Centre and the Chartwell Brant Centre Long Term Care Residence. (see **Figure 2 – Height Map**)

Within the broader context, Downtown Burlington has experienced significant redevelopment in recent years, including mixed-use redevelopment

consistent with recently updated provincial policies, which have put a stronger emphasis on optimizing existing and planned infrastructure and intensification within strategic growth areas, in particular, in Urban Growth Centres. In this regard, the City has experienced an influx of mid- and high-rise developments with approved building heights up to 26 storeys further east along Lakeshore Road in the Downtown core. Although the Subject Site is located west of the taller approved buildings in the City's Downtown core, the proposal will contribute to an evolving skyline in Downtown Burlington, and particular at a gateway location at the western edge of the downtown.

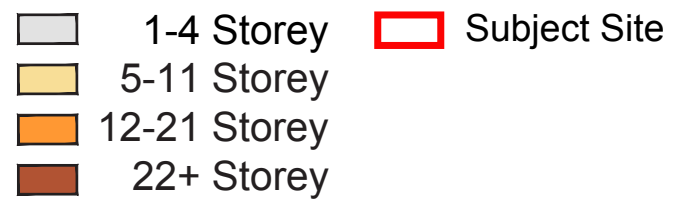
An inventory of existing, proposed and approved buildings in Downtown Burlington is summarized below, with approvals as recent as early 2018.

Address	Height	Status
374-380 Martha Street	26 storeys (88.47 metres)	Approved (Under S.43 Review)
421 Brant Street	23 storeys (81.0 metres)	Approved
490-492 Brock Avenue	22 storeys (78.2 metres)	Approved
2042 Lakeshore Road	22 storeys (69.7 metres)	Under Construction
551 Maple Avenue	21 storeys (68.2 metres)	Existing
1270-1276 Maple Crossing Boulevard	20 storeys (62.7 metres)	Existing
2082-2090 James Street	18 storeys (62.0 metres)	Proposed
2160 Lakeshore Road	18 storeys (N/A)	Existing
409 Brant Street	18 storeys (65.0 metres)	Under Appeal (LPAT)
1265-1305 Ontario Street	18 storeys (48.9 metres)	Existing
360 Pearl Street	17 storeys (61.25 metres)	Existing
390 Pearl Street	14 storeys (47.5 metres)	Existing
442 Maple Avenue	14 storeys (39 metres)	Existing
1477 Lakeshore Road	14 storeys (N/A)	Existing
399 Elizabeth Street	12 storeys (41.48 metres)	Existing
1201 North Shore Boulevard	12 storeys (N/A)	Existing
1237 North Shore Boulevard	12 storeys (N/A)	Existing
1249 North Shore Boulevard	11 storeys (N/A)	Existing
421 Lakeshore Road	11 storeys (N/A)	Existing
1225 North Shore Boulevard	9 storeys (N/A)	Existing



Building Height Study

Downtown Core
City of Burlington



 **BOUSFIELDS inc.**

October 2018

Figure 2 - Height Map



Facing west towards MTO lands



Facing west towards QEW



Low-rise neighbourhood (Bellevue Street)

2.3 Surroundings

The following describes the land uses and built forms surrounding the Subject Site:

West: Immediately west of the Subject Site, along its western lot line is approximately 1.02 hectares (2.52 acres) of MTO-owned lands buffering the Subject Site with large trees and shrubs, beyond which is the QEW. The topography slopes downward away from the Subject Site towards a drainage swale next to the on-ramp. Beyond this area to the west is the QEW highway corridor. Beyond the highway corridor and below the QEW is the continuation of North Shore Boulevard which extends beyond the highway and into other established residential neighbourhoods.

North: Immediately north of the Subject Site is a low-rise neighbourhood consisting of single-storey detached dwellings fronting on Bellevue Street. The detached homes are set back between approximately 8.0-20.0 metres from the Subject Site's north property line. A portion of the dwellings that are adjacent to the Subject Site's north lot line are part of a condominium complex and are located on a private road, identified as 1150 Bellevue Street and known as Spencer's Walk. Beyond these uses to the north, the area consists of low-rise residential neighbourhoods until just north of Augustus Drive where a multi-use athletic facility, known as Maple Park, and the Mapleview shopping centre are located to the south of Fairview Street.



Low-rise neighbourhood (Bellevue Street)

East: To the immediate east of the Subject Site is an existing 12-storey condominium building, known as Lake Winds. The building is set back approximately 17.0 metres from its west lot line and contains an outdoor tennis court and an outdoor swimming pool at the northwest corner. Vehicular access is provided along the easterly portion of Site, from North Shore Boulevard by way of a shared access with the building to the east (1225 North Shore Boulevard), which provides access to an underground parking garage ramp, surface parking, and loading areas.

Beyond Lake Winds to the east is a cluster of buildings which range in height from 9-14 storeys towards Maple Avenue, with greater building heights (existing, proposed and approved) located between Locust and Martha Streets, in proximity to Lakeshore Road. Beyond Maple Avenue to the east, there are numerous downtown attractions and amenities such as the Art Gallery of Burlington, Spencer's at the Waterfront, Discovery Landing, a +/- 35-hectare (+/- 86 acre) park known as Spencer Smith Park, the Burlington Performing Arts Centre and several restaurants, retail stores, personal service uses and residential uses that are scattered throughout Burlington's Downtown core.



1201 North Shore Boulevard East



1225 North Shore Boulevard East



442 Maple Avenue



1249 North Shore Boulevard East



Chartwell Brant Centre Long Term Care Facility



Joseph Brant Hospital



Figure 3 - Transit Map

South: To the immediate south of the Subject Site is North Shore Boulevard, a four-lane cross section with a dedicated bicycle lane on the eastbound and westbound shoulders. To the south of North Shore Boulevard is the Ontario Provincial Police detachment, Joseph Brant Hospital, McMaster Halton Family Health Centre and the Chartwell Brant Centre Long Term Care Residence, which cover the majority of the block bound by North Shore Boulevard to the north, the QEW off-ramp to the west, Lakeshore Road to the south and Maple Avenue to the east. Beyond these uses and beyond Lakeshore Road to the south is the Waterfront Trail and Lake Ontario. The Waterfront Trail is approximately 6.6 kilometers in length and splits up into three main components, which include the Beachway (south) component which connects to the Hamilton Beach Recreational Trail; the Lakeshore Road (east) component which connects to Sioux Lookout, Port Nelson Park, Paletta Lakefront Park (Dofasco Discovery Trail) and Burloak Park; and the North Shore Boulevard route (west) which connects to Hamilton Harbourfront Trail via York Boulevard and the Royal Botanical Gardens.

2.4 Transportation Network

The Subject Site is well-served by public transit with Burlington Transit route 5 – Francis-Downtown, which travels east-west along North Shore Boulevard and Lakeshore Road in front of the subject site. In addition, route 300 – Aldershot is a limited service route which travels between Joseph Brant Hospital and Aldershot School, in close proximity to Plains and Waterdown Road and Aldershot GO station. Routes 10 – New-Maple and 50 – Burlington South provide transit access to area residents via Maple Avenue, approximately 370 metres to the east of the subject site.

The City's in-force Official Plan, in particular, *Appendix A – Schedule 1 – Long-Term Transit Service Network*, identifies North Shore Boulevard as a Primary Bus Service route, which are planned to provide peak period services frequencies of 15 minutes or better. With respect to the cycling network, *Appendix A – Schedule 2 – Long-Term Cycling Master Plan* of the Official Plan identifies North Shore Boulevard as a bike lane street with a highway interchange crossing, below the QEW.

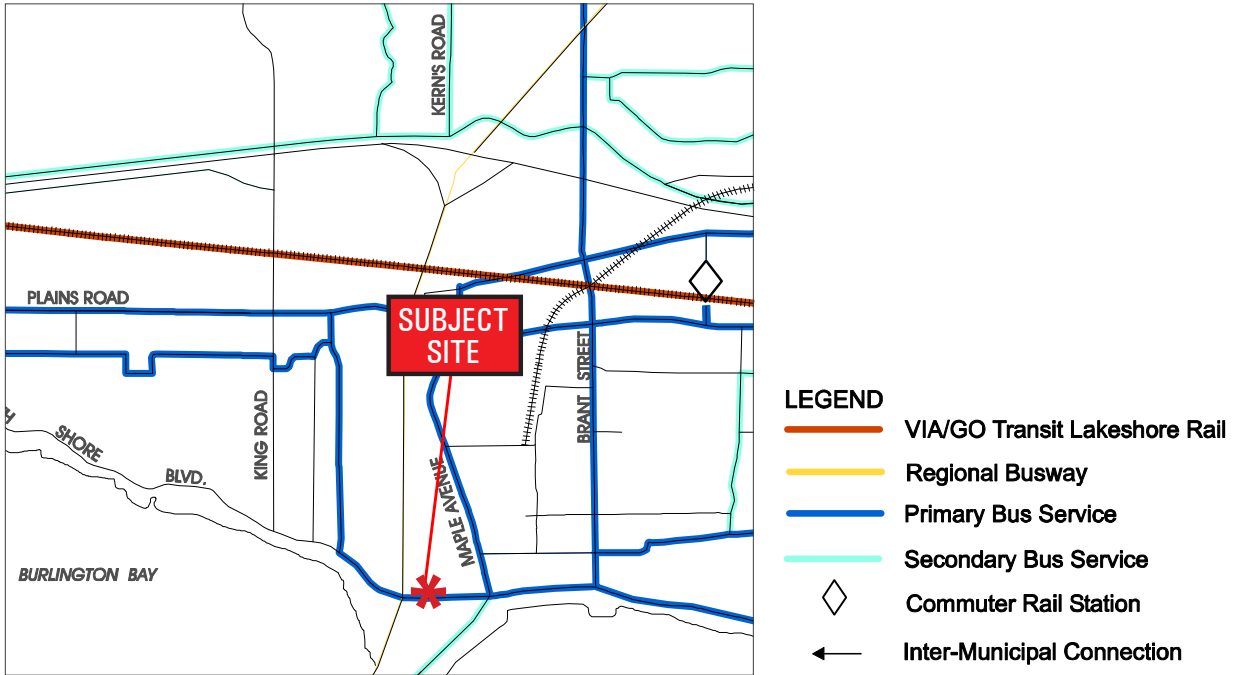


Figure 4 - Brampton Official Plan, Appendix A - Schedule 1: Long Term Transit Service Network

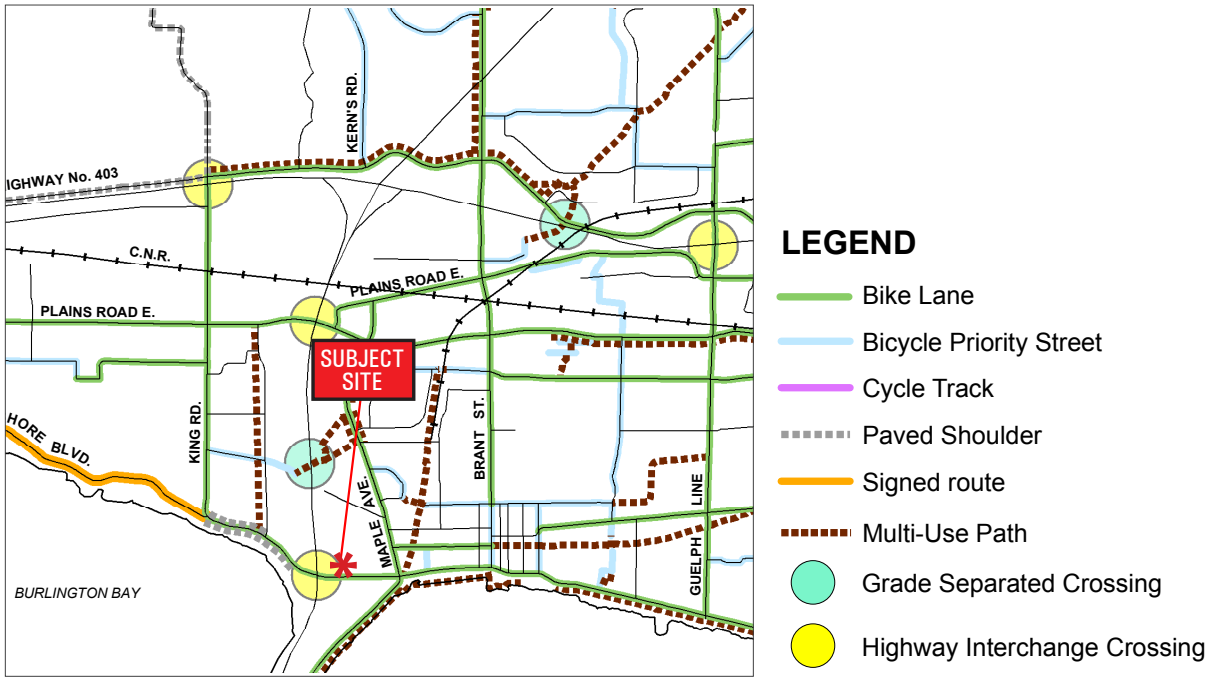


Figure 5 - Brampton Official Plan, Appendix A - Schedule 2: Long Term Cycling Master Plan



[3.01]

P R O P O S A L

3.1 Description of Proposal

The proposal is to permit the redevelopment of the Subject Site with an architecturally distinctive seniors living campus, consisting of a 17-storey tower (56.45 metre, excluding mechanical penthouse) and two mid-rise forms of 11 and 12-storeys (up to 39.95 metres, excluding mechanical penthouse) framing North Shore Boulevard and an interior landscaped

courtyard, and transitioning down to a 2-storey base building (7.45 metres), including townhouse forms along the north building face. The building's three discreet forms provide for appropriate transitioning from high-rise, to mid-rise, to low-rise in order to respect, and provide transition to, the existing low-rise context to the north. The proposal will contain a total of 41,925 square metres (451,277 square feet) of residential gross floor area, resulting in a density of 3.54 FAR (Floor Area Ratio). (see **Figure 4**, Site Plan).

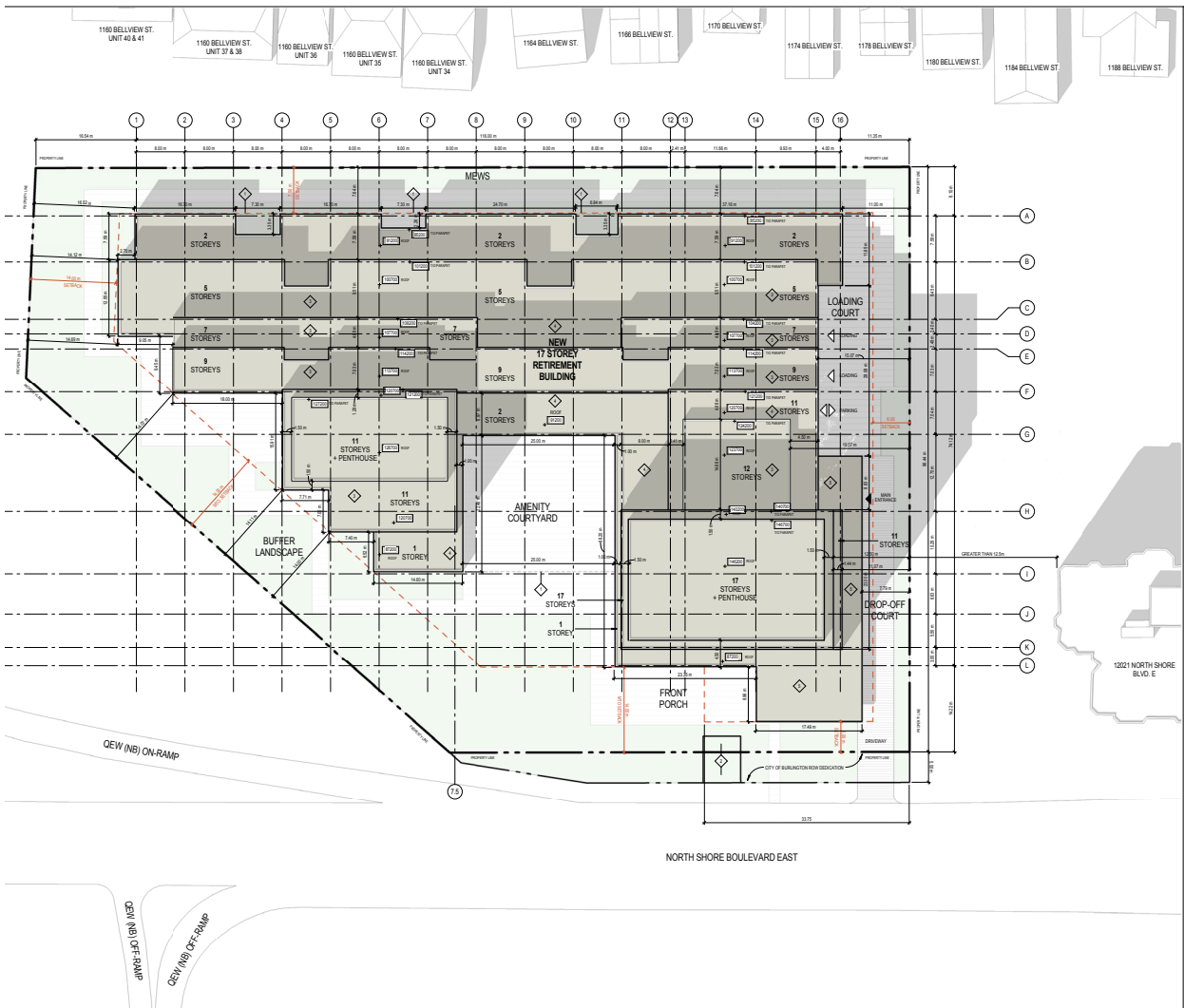


Figure 6 - Site Plan

The proposed seniors living campus will provide a variety of programs and patient care services for seniors, including memory care services and assisted living, as well as independent senior's housing in the form of purpose-built rental units. A total of 475 suites are proposed with various unit sizes dependant on the nature of their use, including 16 grade related units that will frame the north façade of the building. The proposed unit mix and types consists of 71 memory care suites (15%), 95 assisted living suites (20%) and 309 independent living suites (65%), each of which provide a certain level of care and assistance from support staff. For clarity, the individual suite arrangements and supporting services are defined below:

- Memory Care Suites: Seniors living with dementia or memory loss live each day to the fullest with support from caring experts certified in Alzheimer's care.
- Assisted Living Suites: For regular support with daily living including first-class dining, activities, and professional care and support tailored to an individual's needs down the hall from each suite.
- Independent Living Suites: All-inclusive living with premium on-site amenities, services and activities, plus access to professional care and support if needed.

BASE BUILDING (FLOORS 1-2)

The base building is comprised of 1 to 2-storey building elements with a variety of residential, amenity and supporting services with direct access to a central amenity courtyard and various other external amenity patio areas. More specifically, level 1 consists of a total of 5,300 square metres of gross floor area comprised of lounge areas, food service areas, multi-purpose rooms, health and wellness areas, washrooms and change rooms, administrative offices and other related non-residential uses that support the primary function of the senior's living campus (see **Figure 5**, Level 1 Floor Plan).

Along the east façade, the primary building entrance for residents and visitors is provided adjacent a vehicular drop-off area with a dedicated lobby entrance, which is partially shielded from the elements by a large canopy extending out from the building and wrapping around the southeast corner. To the north of the drop-off area is access to the underground parking garage and loading/garbage areas, which are internal to the building.



Figure 7 - Level 1 Floor Plan

Along the north façade, 16 grade related units are proposed with internal access by way of an internal corridor. These units are proposed to be independent living units, although residents of these units will also benefit from the services and amenities that are provided to all the other residents within the building on an as needed basis. The townhouses are set back by a minimum of 7.5 metres from the north property line.

Along the south façade, a 5.0 metre road widening is provided in accordance with the City's Official Plan. Beyond the road widening, the proposed building is set back by 14.0 metres from North Shore Boulevard, as well as 14.0 metres along the west property line adjacent the MTO-owned lands to adhere to the MTO's minimum setback requirement. The proposed setbacks will facilitate improved, attractive and animated public realm conditions that will contribute to an interesting, comfortable and safe pedestrian experience along this stretch of North Shore Boulevard.

Level 1 will also contain a variety of amenity and service uses for the residents including a pool and fitness room, health and wellness services, a conservatory/greenhouse, chapel, multi-purpose room, administrative offices, concierge, lounge area, and a food venue.

Level 2 consists of a total of 5,000 square metres and will include the second floors of the 16-townhouse units, independent living units, a food venue, and indoor amenity space.

LEVELS 3 - 5

Above the base building along the north façade, the building gradually increases in height from north to south, generally following a 45-degree angular plane from the north property line, rising to two mid-rise elements of 11- and 12-storeys. Level 3-5 step back 7.59 metres from the base building. Level 3 contains 71 memory care suites. Levels four and five contain 95 assisted living suites, and each floor will provide a range of supportive amenity space including dining, lounge, care and spa spaces.

LEVELS 6 - 17

Levels 6-7 step back an additional 9.51 metres above level 5 and consist of independent living suites with a mix of studio, one-bedroom and two-

bedroom suite types as well as indoor amenity space. Levels 8-9 step back an additional 4.89 metres above level 7 and also include independent living suites as well as indoor amenity space.

At level 10, the building steps back an additional 7.03 metres where two mid-rise elements take form. The westerly mid-rise element extends up to 11-storeys and includes a mix of studio, 1-bedroom and 1-bedroom plus den, and 2-bedroom independent living suites. The easterly mid-rise element extends up to 12-storeys and includes a mix of studio, 1 bedroom and 1-bedroom plus den independent living suites on levels 10 and 11, and indoor and outdoor amenity space on level 12. The two mid-rise building components are separated by 35 metres.

At Level 13, the building steps back an additional 12.7 metres, revealing a tower element rising up to level 17 and includes a mix of 1-bedroom and 1-bedroom plus den, and 2-bedroom independent living suites. Levels 13-17 contain a tower floorplate of 805 square metre tower floorplate.

AMENITY SPACE

As noted above, a wide range of indoor amenity space is provided across levels 1-9 and level 12 as described above.

Outdoor amenity space is provided in the form of a central courtyard, which is intended to be the social heart of the proposed seniors living campus and is framed on three sides by active amenity spaces. Pedestrian mews are located along the north, west and south edges of the site with a variety of gardens and seating areas for residents. In addition to the courtyard, a rooftop lounge and terrace are located at level 12, contributing to the rich array of amenities for the proposal. (see **Figure 6**, Landscape Plan)

PARKING AND LOADING

Vehicular ingress/egress is located on the eastern edge of the Subject Site, consistent with the location of the current site access, with access from North Shore Boulevard to the drop-off, below-grade parking and loading areas. The development proposes a total of 220 parking spaces, all of which are provided within two below-grade parking levels and are comprised of 145 staff and visitor parking spaces (66%) and

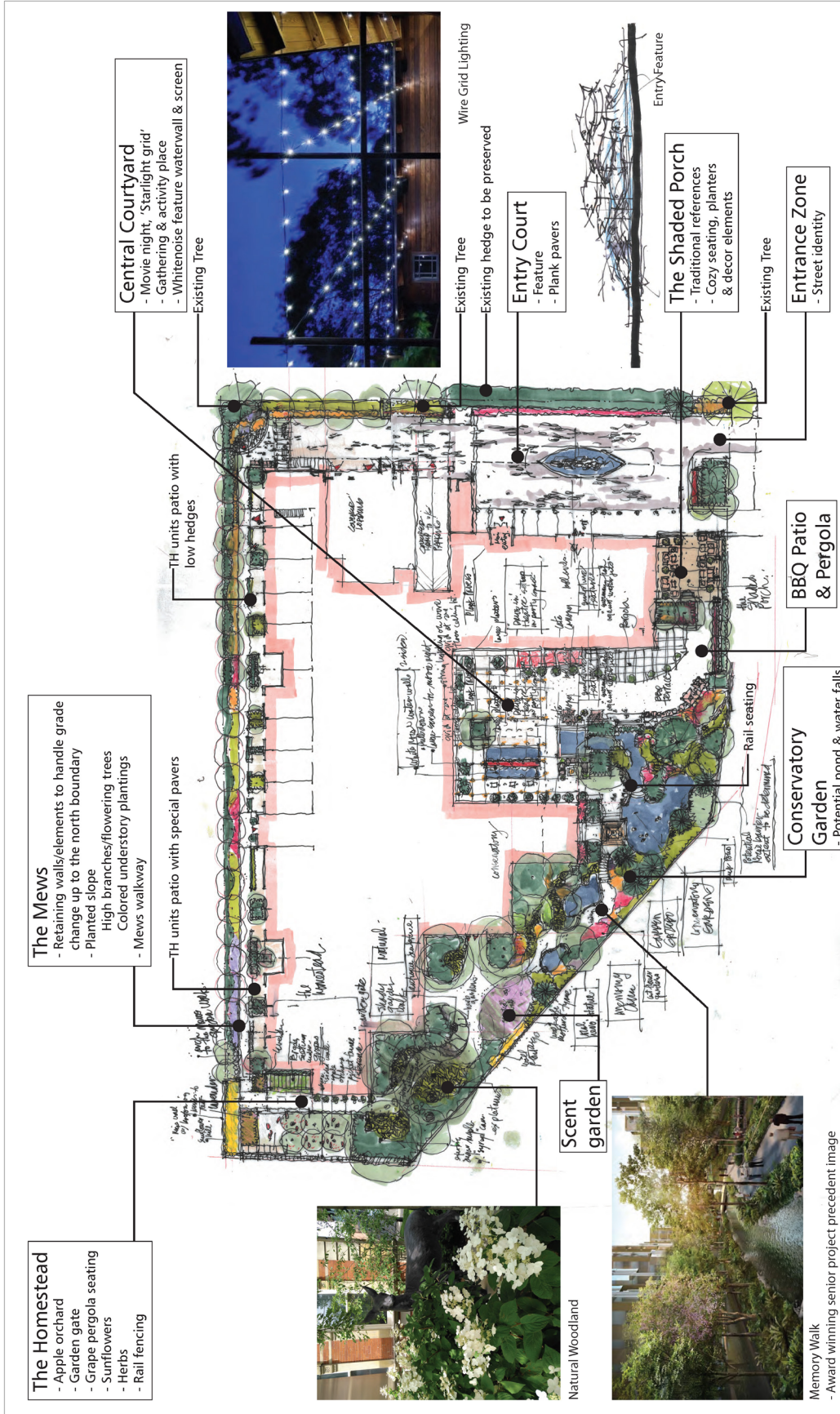


Figure 8 - Landscape Plan

75 resident parking spaces (34%), including 13 accessible parking spaces as recommended in the Parking Study submitted by IBI Group (see **Figure 7**, P1 and P2 Floor Plans).

The garbage, loading and staging areas, including one type "C" and one type "G" loading space, are proposed along the easterly façade, internal to the building, and are accessed via the driveway along the easterly lot line from North Shore Boulevard East.

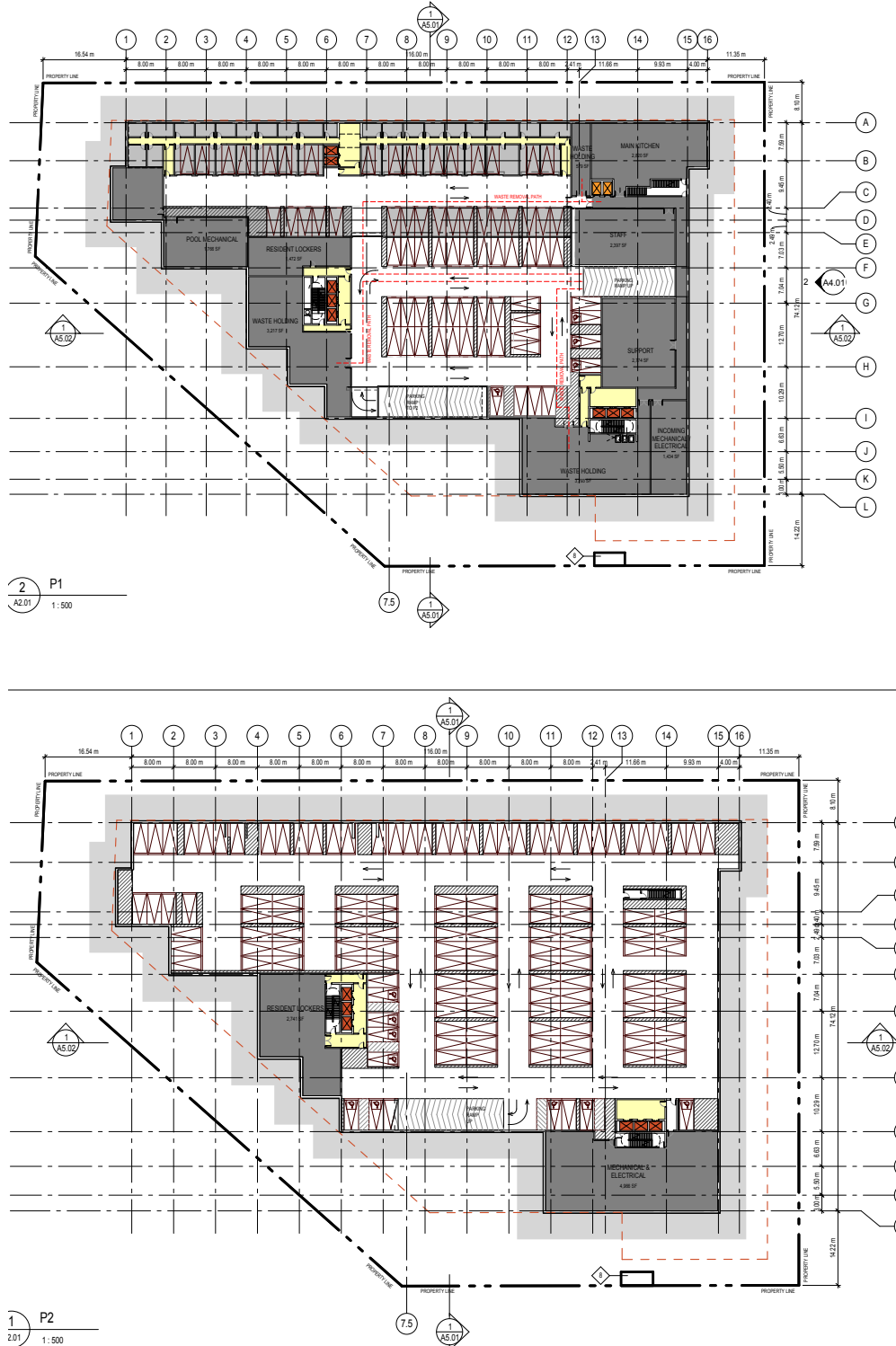


Figure 9 - P1 and P2 Floor Plans

3.2 Public Consultation

Public consultation is an important part of the planning process. The engagement strategy that has been developed to guide the consultation efforts throughout the process is designed to create open, transparent, and convenient ways for people to provide input. The applicant team looks forward to the City of Burlington's comments on the plan described below and adjusting as appropriate.

The strategy has been designed to include both in-person and digital forms of engagement. The purpose of creating multiple channels to learn about the project, ask questions, and provide feedback is to allow a broader range of voices to participate and engage.

PRE-APPLICATION CONSULTATION

The applicant team included pre-application consultation as a starting point for the engagement plan. The neighbours to the immediate north (on Bellview Street) and east (Lakewinds Condominium – 1201 North Shore Boulevard East) were included in this first round of consultation.

The first point of contact was with the property owners immediately adjacent to the site, on Bellview Street, and took the form of a letter from the Site Development Ambassador of Amica Mature Lifestyles on August 22, 2018. The letter introduced both the Ambassador, and the project, and extended an invitation to meet in-person either at the recipient's home or a convenient location nearby. These meetings were individual to each of the property owners and took place between August 22 and September 11, 2018.

One other additional resident reached out to Amica through Facebook to request a meeting. The Ambassador met with a total of 16 households on Bellview Street.

Initial contact was also made with the Lakewinds Condominium and meetings were arranged with the property manager and Condo Board representatives. The Ambassador met with the property Manager on September 7th, 2018. A follow-up meeting was held with the President and two members of the Board on September 12th, 2018.

THE PURPOSE OF THESE MEETINGS WAS TO:

- Introduce the project
- Outline where the applicant was in the process
- Provide a commitment to community engagement throughout the process
- Listen to any views or concerns
- Respond to questions
- Gather feedback for the development application

THE FOLLOWING QUESTIONS WERE RAISED DURING THE PRE-APPLICATION CONSULTATION PHASE:

- How close is the current co-operative building to neighbouring properties, and will there be any changes to this distance?
- How deep is the entire lot, including the floorplate?
- What will happen to the garden wall facing the homes on Bellview Street?
- What will be the height of the wall facing the homes on Bellview Street?
- What type of trees will be planted along the wall facing Bellview Street?
- Will construction damage trees on the neighbouring property?
- Will dust be a problem during the construction phase?
- Will vermin be a problem during the demolition phase?
- Will there be an impact on local traffic by the new development?
- Will the development cause a wind shear effect?
- Will shadowing be an issue?
- How will the property line between the development and Lakewinds Condominium be maintained?
- Will there be additional height on-top of the 17-storey tower?
- What will be the impact on views on the western side of Lakewinds Condominium?
- How do the developers aim to manage public behaviour during local festivals?
- What will be the potential disruption to the water table? Will this development lead to increased risk of flooding for neighbours?
- Will the new development take over responsibility for the existing acoustic wall between Spencer's Walk Townhomes and the current Co-Op building?
- Will there be an issue of berm failure during the demolition phase of the project?

SEVERAL COMMENTS AND OBSERVATIONS AROSE FROM MEETINGS WITH NEIGHBOURS, INCLUDING:

- Many neighbours are pleased with the development as they believe that there is a need for accommodation for seniors in the Burlington area

- One neighbour was unhappy with the current garbage situation as trucks rattle the dumpsters and make a significant amount of noise. They are happy that there is a new loading location in the proposed development
- Neighbours appreciate plans to feature hedges along the terrace railings which will protect the privacy of both residents of the proposed development and neighbours
- One neighbour is very happy with the proposed set-backs and sensitive handling of the proposed built-form
- One neighbour is very pleased with the stone concept for the grade portion of the building
- Many neighbours would like regular updates on how the development is progressing
- Several neighbours expressed their strong support for the development of accommodation for seniors, believing that it will be of a benefit to Burlington

FEEDBACK THEMES FROM PRE-APPLICATION CONSULTATION

- Further targeted consultation with the Spencer's Walk Residents and Lakewinds Condominium residents
- Location of the proposed development; relationship to existing residential development
- Treatment of rear property line
- Various issues related to construction, including the preservation of trees, noise, dust, vermin
- Potential traffic impacts
- Potential impact on the water table
- Risk of shadowing from the proposed development

ENGAGEMENT THROUGH DEVELOPMENT APPLICATION PHASE

The applicant is committed to engaging with the public throughout the process. At the point of submission, we have identified the following process for engagement through to the City of Burlington's first Statutory Public Meeting on the application. The following sections outline the tools/tactics that are proposed to be used in order to keep the public informed and seek their feedback. The applicant looks forward to input from the City of Burlington's staff on the proposed engagement strategy.

A plan to engage the public prior to the first Statutory Public Meeting will be developed as that date approaches and will be designed to accommodate the preferences identified through the first phase of engagement.

CITY-LED COMMUNITY MEETING

The applicant will work with the city planning

department in scheduling a city-led community consultation meeting post submission.

WEBSITE – EARLY FALL 2018

The applicant intends to launch a website following the submission of the application. The purpose of the website will be to provide a central hub for information on the details of the project (including the application materials), current status, frequently asked questions, and an opportunity to provide feedback. The website will be updated throughout the project at key milestones – such as to notify of an upcoming opportunity for public engagement. Interested parties who submit an enquiry or comment to the website will receive a response to their email within a timely manner.

TARGETED STAKEHOLDER MEETINGS – FALL 2018

Both the Strata Board of Spencer's Walk and the Board of Directors of Lakewinds Condominium indicated that they would be interested in each having a meeting with their respective residents. The purpose of this meeting would be to provide each group with greater detail on the proposal, respond to questions, and obtain feedback.

3.3 Required Approvals

In our opinion, the proposal is consistent with the Provincial Policy Statement, conforms to the Growth Plan and conforms to the Region of Halton Official Plan, in particular, as it relates to promoting intensification and a compact built form within built-up urban areas, with a particular focus on prioritizing intensification within *strategic growth areas*" including *"urban growth centres"*, within which the Subject Site is located. However, the proposal requires an amendment to the City of Burlington's in-force Official Plan, in order to increase the permitted density to accommodate the proposal.

The new City of Burlington Official Plan (2018), as adopted by City Council but not yet approved by the Region, is not currently in force, and therefore does not need to be amended as it relates to the applications.

An amendment is also required to City of Burlington Zoning By-law 2020, as amended, in order to increase the permitted height and density and to revise other development standards as necessary to accommodate the proposal.

[4.01]

P O L I C Y &
R E G U L A T O R Y
C O N T E X T

4.1 Overview

As set out below, the proposal for a 17-storey senior's living campus is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, and conforms to the Region of Halton Official Plan, all of which promote and encourage intensification within built-up urban areas, in particular, in *Downtown Urban Growth Centres*.

4.2 Planning Act

In our opinion, appropriate consideration has been given to matters of Provincial Interest as set out in Section 2 of the Planning Act. Specifically, the proposal will achieve the following matters of provincial interest:

- h. the orderly development of safe and healthy communities;
- i. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j. the adequate provision of a full range of housing, including affordable housing;
- k. the adequate provision of employment opportunities;
- l. the appropriate location of growth and development;
- m. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- n. the promotion of built form that (i) is well designed and (ii) encourages a sense of place.

4.3 Provincial Policy Statement (2014)

The current Provincial Policy Statement (PPS) came into effect as of April 30, 2014 and provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

The preamble to Section 1.1.3 of the PPS defines Settlement Areas as urban areas, including cities, towns, villages and hamlets, which vary in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available. In particular, Policy 1.1.3.1 of the PPS speaks to Settlement Areas being the focus of growth and development through promotion of their vitality and regeneration as well as Policy 1.1.3.2 that promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 requires planning authorities to identify appropriate locations and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.1.3.6 provides that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

With respect to housing, Policy 1.4.1 states that an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area shall be provided for.

Policies 1.4.3(c) and (d) provide that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market by: directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs, and by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of transit and active transportation, where it exists or is being developed.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Sections 1.6.3, 1.6.5 and 1.6.7). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and supports the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the viability of downtowns and mainstreets, and encouraging a sense of place by promoting well-designed built form and cultural planning and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal is consistent with the Provincial Policy Statement and in particular, the policies relating to intensification and the efficient use of land, infrastructure and public service facilities.

4.4 Growth Plan for the Greater Golden Horseshoe (2017)

Following the Province of Ontario's Co-Ordinated Land Use Planning Review of the provincial plans which began in February 2015 and concluded in early 2017, an updated Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") was released on May 18, 2017 and came into effect on July 1, 2017. The new plan replaces the former Growth Plan (2006). Section 3(5) of the *Planning Act* requires that all decisions that

affect a planning matter shall conform with the Growth Plan. Section 1.2.3 indicates that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation. The following provides a summary of the relevant policy changes that apply to the proposed development.

Similar to the PPS, the Growth Plan supports mixed-use intensification within built-up urban areas, particularly in proximity to transit. As noted in Section 2.1 of the Plan:

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

With respect to Urban Growth Centres, the intro to Section 2.1 expands further with the following:

"The Growth Plan, 2006 identified 25 urban growth centres and this Plan continues to recognize those urban growth centres as regional focal points for accommodating population and employment growth. The continued revitalization of urban growth centres as meeting places, locations for cultural facilities, public institutions, and major services and transit hubs with the potential to become more vibrant, mixed-use, transit-supportive communities is particularly important."

Policy 2.2.1(2)(c) provides that within settlement areas, growth will be focused in: i) delineated built-up areas; ii) strategic growth areas; iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and iv) areas with existing or planned public service facilities. Further, Policy 2.2.1(4) provides that applying the policies of this Plan will support the achievement of complete communities that: features a diverse mix of

land uses, including residential uses (among others); provide a diverse range and mix of housing options; expand convenient access to a range of transportation options including active transportation, public service facilities co-located and integrated in community hubs, publicly accessible open spaces and recreational facilities; and ensure the development of high quality compact built form and an attractive and vibrant public realm through site design and urban design standards.

Policy 2.2.2(1) provides that by the year 2031, and for each year thereafter, a minimum of 60% of all residential development will occur within the delineated built-up boundary.

In regard to "urban growth centres", Policy 2.2.3 maintains that "urban growth centres" will be planned: as focal areas for investment in regional public service facilities (among others); to accommodate and support the transit network at the regional scale and provide connections; to serve high-density major employment centres; and, to accommodate significant population and employment growth. Consistent with the Growth Plan (2006), Policy 2.2.3(2) of the Growth Plan (2017) provides that the Downtown Burlington Urban Growth Centre will continue to plan to achieve a minimum density target of 200 residents and jobs combined per hectare, by 2031 or earlier.

The preamble in Section 3.1 of the Growth Plan outlines the importance of the role of transit and active transportation. More specifically, the Growth Plan notes that, "transit is the first priority for transportation planning and investment. The transit network will support and facilitate improved linkages between strategic growth areas and other areas planned for a mix of uses and transit-supportive densities." As it relates to active transportation, the Growth Plan notes that, "a comprehensive and continuous active transportation network will offer a viable alternative to the private automobile for personal travel."

Policy 3.2.1(1) provides that public transit will be the first priority for transportation infrastructure planning and major transportation investments. Policy 3.2.3(2) provides that decisions relating to transit planning and investment will be

made according to the following criteria which includes: prioritizing areas with existing and planned higher residential or employment densities to optimize return of investment and the efficiency and viability of existing and planned transit service levels; increasing the capacity of existing transit systems to support strategic growth areas; expanding transit service to areas that have achieved, or will be planned to achieve transit-supportive densities, and provide a mix of residential, commercial and others uses, wherever possible; and, improving linkages between and within municipalities from nearby neighbourhoods to "urban growth centres", "major transit station areas", and other strategic growth areas.

Policy 3.2.3(4) provides that municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide: safe, comfortable travel for pedestrians, bicyclists and other users of active transportation, and to create continuous linkages between strategic growth areas, including dedicated lane space for bicyclists on the major street network.

Policy 4.2.10(1) addresses climate change policies and in particular, upper and single-tier municipalities will develop policies to: support the achievement of complete communities as well as minimum intensification and density targets; reducing dependence on the automobile and supporting existing and planned transit and active transportation; and, promoting culture conservation.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal conforms to the Growth Plan (2017) and, in particular, the policies promoting growth and intensification within *strategic growth areas*" and more specifically, *"urban growth centres"*.

4.5 Halton Region Official Plan (2009)

The Regional Official Plan (ROP) is Halton's guiding document for land use planning and was adopted by Regional Council as Regional Official Plan Amendment No. 38 (ROPA 38) on December 16, 2009 following the review of the former Halton Region Official Plan, 2006. In 2011, the Province modified and approved ROPA 38, which

was subsequently appealed in its entirety to the Ontario Municipal Board (now Local Planning Appeal Tribunal) with the hearing process beginning in mid-2012 and still active today.

Policy 31 of ROP sets a vision for planning Halton's future by building "healthy communities" and through defining a "healthy community". More specifically, Policy 31(4) provides that "healthy community" is 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(5) provides that a "healthy community" is one where mobility is provided primarily through an affordable, convenient, safe and

efficient public transportation system and non-motorized travel modes.

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 the three broad categories, one of which is noted in Policy 50.2(1) which consists of Settlements Areas, including the *Urban Area*, which applies to the subject site. 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. The applicable land use designation is also depicted on Map 1 – Regional Structure of the ROP (see **Figure 10**, Map 1).

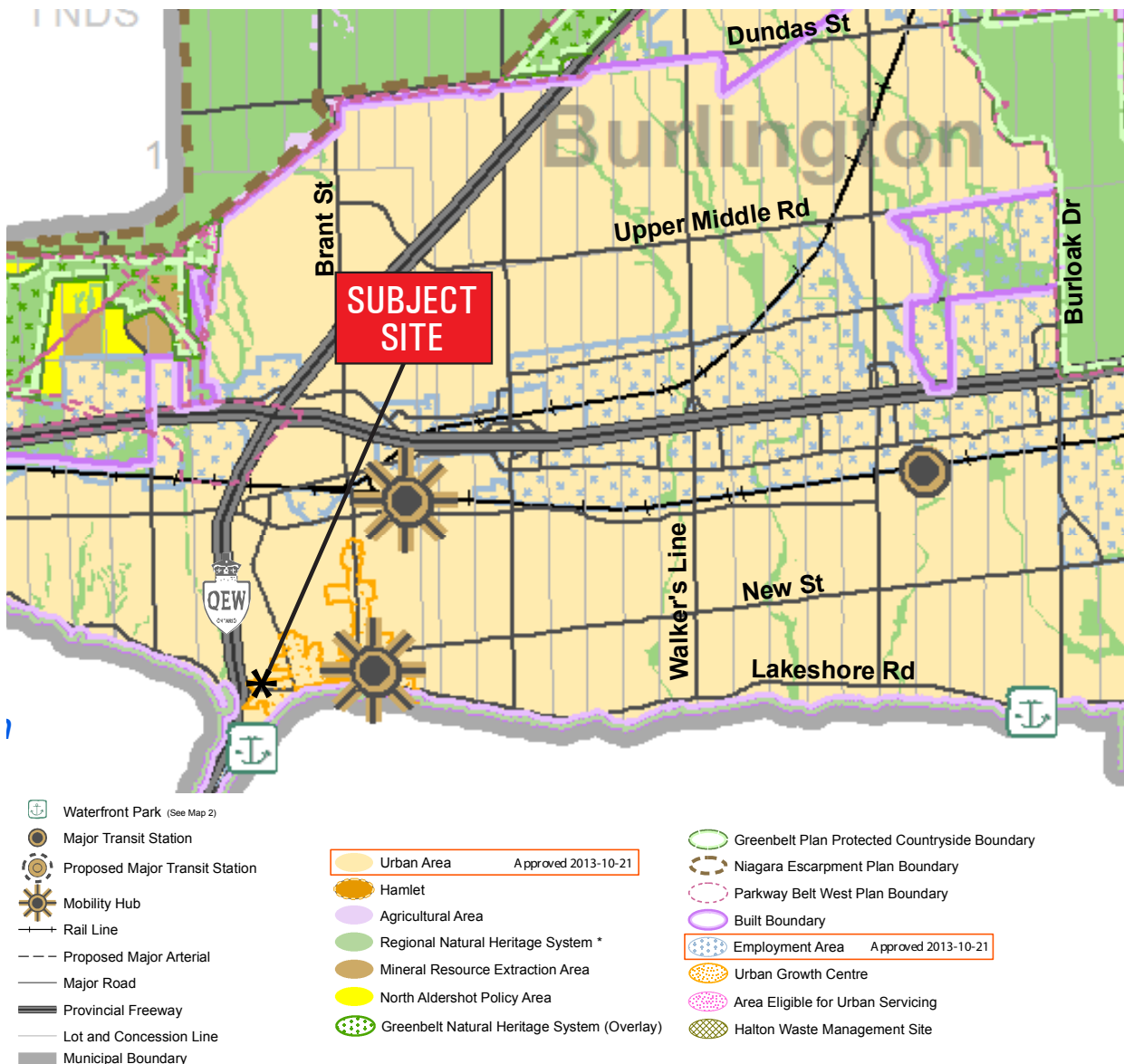


Figure 10 - Halton OP - Map 1, Regional Structure

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 2031, as contained in Table 1 of the ROP. Table 1 identifies a 2006 population of 171,000 for the City of Burlington with an increase to 193,000 by the horizon year of 2031 (12% increase). Similar to population forecasts, the Region anticipates that the City of Burlington will increase their employment forecasts from 88,000 in 2006 to 106,000 in the horizon year of 2031 representing a 17% increase. In addition, Table 2 of the ROP provides that the Region anticipates that the City of Burlington will increase their total number of new housing units in the Built-Up Area to 8,300 units between 2015 to 2031. These forecasts are further expanded in Table 2A – Regional Phasing with the City of Burlington being expected to contribute 2,757 dwelling units and 4,136 jobs in the 2017-2021 planning horizon.

URBAN AREA LAND USE DESIGNATION POLICIES

Policy 72 of the ROP states that the objectives of the *Urban Area* land use designation are, amongst others, to: (2) 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 (6) identify an urban structure that supports the development of intensification areas, (7) 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, and (9) provides that the objectives of the *Urban Area* land use designation is to facilitate and promote intensification and increased densities.

Policy 74 of the ROP provides that the *Urban Area* consists of areas designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities. Further, the policy establishes that with the *Urban Area*, overlays are also identified on Map 1, including Urban Growth Centres, within which the site is located.

Policy 77(2.1) provides that it is the policy of the Region to direct, through Table 2 and Table 2a,

to the *Built-Up Area* a minimum of 40 percent of new residential development occurring annually within Halton in 2015 and every year thereafter.

INTENSIFICATION AREAS POLICIES

Policy 78 of the ROP outlines a number of objectives for *intensification areas*, which include properties located with the Urban Growth Centre. Policy 78(1) provides that a key objective for *intensification areas* is to provide an urban form that is complementary to existing developed areas, reduces travel by private automobile and promote active transportation, among others.

Policy 78(4) provides that one of the key objectives for *intensification areas* is to provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods. Similarly, Policy 78(5) provides that it is an objective for *intensification areas* to create vibrant, diverse and pedestrian-oriented urban environments.

Policy 78(6) provides that *intensification areas* will attract a significant portion of population and employment growth and, Policy 78(9) provides that they will generally achieve higher densities than the surrounding areas.

Policy 78(8) provides that *intensification areas* will support transit and active transportation for everyday activities.

With regard to integrating *intensification areas* with existing adjacent areas, Policy 78(10) provides that *intensification areas* will achieve an appropriate transition of built form to adjacent areas.

Policy 80(1) provides that *intensification areas* consist of many parts, including urban growth centres, which are shown as an overlay on top of the *Urban Area* on Map 1.

Policy 81(1) provides that it is the policy of the Region to direct development with higher densities and mixed uses to *intensification areas*. Further, Policy 81(4) requires Area-Specific Plans or policies for *intensification areas* which include: a transportation network designed to integrate active transportation, local transit services and inter-municipal/inter-regional higher order

transit services, and urban design guidelines to promote active transportation and transit-supportive land uses.

URBAN GROWTH CENTRES

Policy 81.1(1) of the ROP provides that the objective for *urban growth centres* is to serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, and cultural and entertainment uses. Policy 81.1(4) provides that urban growth centres will accommodate a significant share of population and employment growth.

Policy 81.3(1) provides that it is a policy of the Region to require *urban growth centres* to achieve a minimum development density target of 200 residents and jobs combined per gross hectare by 2031 or earlier.

Policy 164(8) Encourage and support the establishment, within communities and at locations accessible by active transportation or public transit, of facilities that provide a comprehensive range of community health care and support services.

REGIONAL OF HALTON'S HEALTHY COMMUNITIES GUIDELINES

The Healthy Communities Guidelines have been prepared to identify the attributes of healthy communities so that the Region and local municipalities can work together through the planning process to achieve healthy communities. The Guidelines provide direction and outline approaches that can be used to satisfy the relevant policies of the Region's Official Plan, however in the event of conflict between the Guidelines and the Regional Official Plan, the Plan shall prevail.

Section 152(2) of the Regional Official Plan directs the proponents of major development to have regard for the Guidelines when submitting their development applications.

Guidelines which are relevant to the proposed development can be found in Sections 2.1- 2.6 and contain direction on the built environment, mobility, natural environment and open space, human services, sustainable design, and the economy. The proposed development achieves many of the guideline objectives as discussed

throughout this Planning Justification report including, but not limited to:

- providing a compact development form that supports a range of densities and housing, a welcoming pedestrian scaled development environment, and a density that is supportive of public transit (Section 2.1);
- providing access to services and amenities for the elderly and persons with disabilities and encouraging physical activity and a reduced dependency on the automobile (Section 2.2);
- preserving and enhancing the natural heritage system, providing access to open spaces and pathways, and supporting recreational opportunities (Section 2.3);
- providing a seniors living campus and health care services that will support the overarching goal of providing social, cultural and recreational services (Section 2.4);
- Promoting a sustainable design (Section 2.5); and
- Contributing to providing a diversity of employment opportunities and densities where transit is available (Section 2.6)

For the reasons set out in Section 5 of this report, it is our opinion that the proposal conforms with the Halton Region Official Plan.

4.5 Halton Regional Official Plan Review (ROPR)

The Region of Halton is currently in the process of reviewing their Official Plan as part of the mandatory *Planning Act* review, that requires regional and municipal governments to undertake a review of their Official Plans every five years to ensure conformity with Provincial policies and plans. The process began in early 2016 leading to Council's adoption of the *Phase 1: Directions Report* in fall 2016.

The review is expected to consist of four policy areas, including *Urban Systems and Growth; Agriculture; Climate Change; and Natural Heritage*. Of relevance to the Subject Site, the Urban Systems and Growth policy review is intended to guide population and job growth in Halton Region. It is noted on the Region's ROP Review project page that the review will result in new policies to guide population and job growth as well as transportation, water and waste water services to:

- Meet updated population and employment density targets from 2031 to 2041;
- Create resilient, transit friendly communities while protecting stable neighbourhoods;
- Incorporate recommendations from infrastructure master plans and strategies.

The process is expected to conclude in spring 2020.

4.6 City of Burlington Official Plan

The City of Burlington Official Plan was approved by the Ontario Municipal Board (now Local Planning Appeal Tribunal) on October 24th, 2008. The intent of the Official Plan is to guide the City's land-use strategy over the next 20 years to ensure that future planning and development will meet the specific needs of the community.

In the preamble to the Official Plan, in particular, Section 2.4, it is noted that Burlington's housing mix has remained relatively stable with single-detached housing as the main housing form. Part I, Section 2.0 of the 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. Section 3.0(h) promotes the efficient use of land through intensification and that the extent and type of intensification must be evaluated in light of other planning considerations, such as.....the need for compatibility with existing residential neighbourhoods. Furthermore, the policy continues by stating that it is anticipated that much of the residential and employment intensification will occur within the Downtown *Urban Growth Centre*.

The policy framework in Section 4.3 of the Official Plan provides for a number of policy directions, including: encouraging the development of a greater diversity of housing types to meet the changing needs of the population and directing population growth towards underutilized parcels in specific neighbourhoods including the Downtown *Mixed Use Centre*. To meet the needs of the changing population, including an aging population, new residential growth will be mainly in the form of more compact housing.

Section 4.3 goes on to say that the Plan encourages a broader mix of residential dwellings in terms of type, size, cost and ownership, and supporting residential development, re-development and intensification in Burlington's Downtown.

Part III, Section 2.5.1(a) encourages residential intensification as a means of increasing the amount of available housing stock including, amongst others, re-development within existing neighbourhoods, provided the additional housing

is compatible with the scale, urban design and community features of the neighbourhood, and in subsection (b) encourages the redevelopment of underutilized residential lands where appropriate at the periphery of existing residential neighbourhoods for non-ground oriented housing purposes.

Furthermore, Part III, Policy 2.5.2(a) provides criteria for housing intensification within established neighbourhoods, including but not limited to, the following:

- Compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided;
- Significant sun-shadowing for extended periods of time on adjacent properties, particularly outdoor amenity areas, is at an acceptable level;
- proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided.

Part III, Policy 2.6.2(g) provides that the supply and integration of *seniors' housing* shall be encouraged throughout the City. *Seniors Housing* is defined as housing designed to primarily serve the needs of senior citizens and the elderly.

MIXED USE ACTIVITY AREA POLICIES

As per Schedule A – Settlement Pattern in the Official Plan (**Figure 11 – Schedule A**), the site is identified as a *Mixed Use Activity Area*. Part III – Land Use Policies – Urban Planning Area of the Official Plan, and in particular, Section 5.0, provides that in *Mixed Use Activity Areas*, employment, shopping and residential uses will be developed and will be integrated in a compact urban form, at higher development intensities and will be pedestrian-oriented and highly accessible by public transit. One of the main land use designations that applies to *Mixed Use Activity Areas* is *Mixed Use Centre*, as identified on Schedule B – Comprehensive Land Use Plan – Urban Planning Area of the Official Plan. In this regard, the subject site is designated *Mixed Use Centre* on Schedule B.

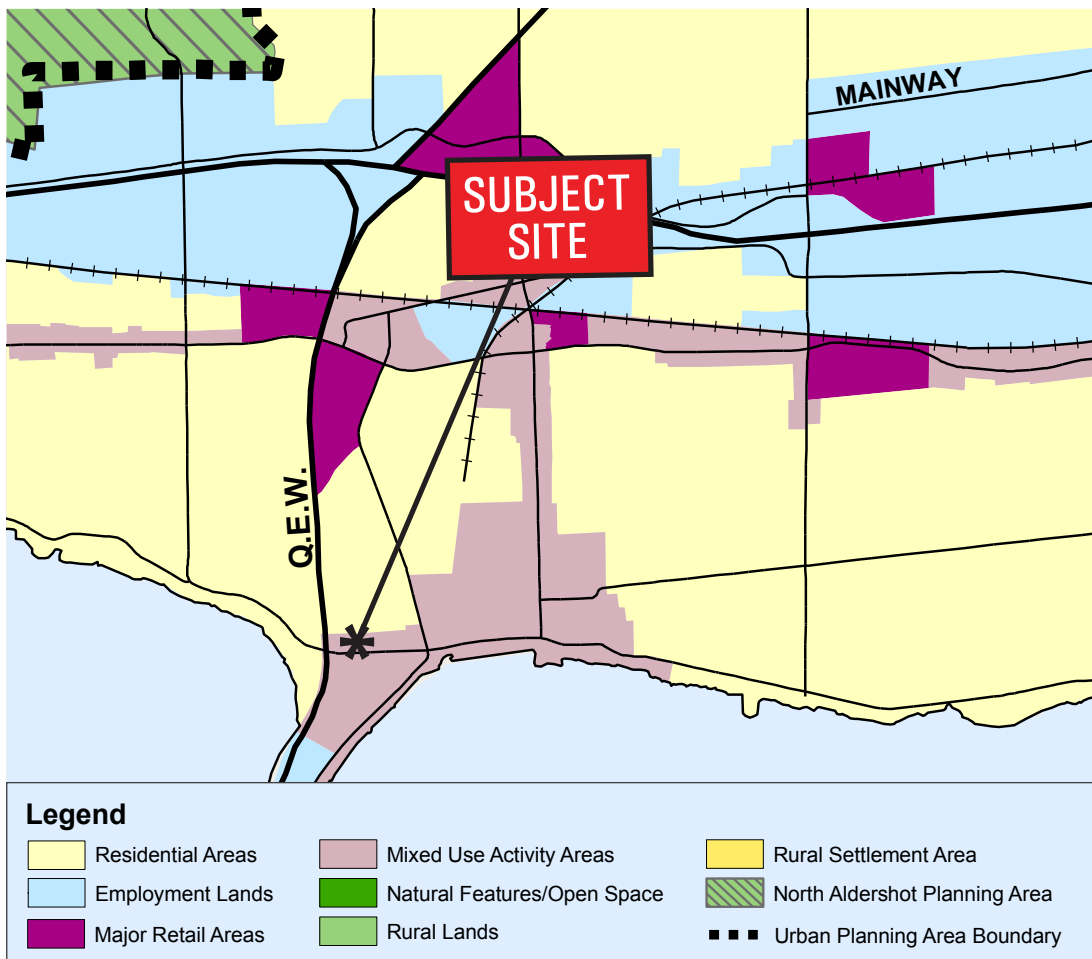


Figure 11 - City of Burlington OP - Schedule A, Settlement Pattern

Policy 5.1(c) provides that *Mixed Use Activity Areas* address the demand for higher intensity employment, shopping and residential areas within the City. Further, Policy 5.2.1(a) provides that *Mixed Use Activity Areas* will encourage integration of planned mixed-use employment, shopping and residential uses such as retail stores, offices, hotels, institutional with residential, community facilities, cultural facilities, institutions and open space in a compact urban form, while retaining compatibility with nearby land uses. It is also the intent through Policy 5.2.1(b) to ensure *Mixed Use Activity Areas* are developed in a compact urban form, are pedestrian-oriented and highly accessible by public transit.

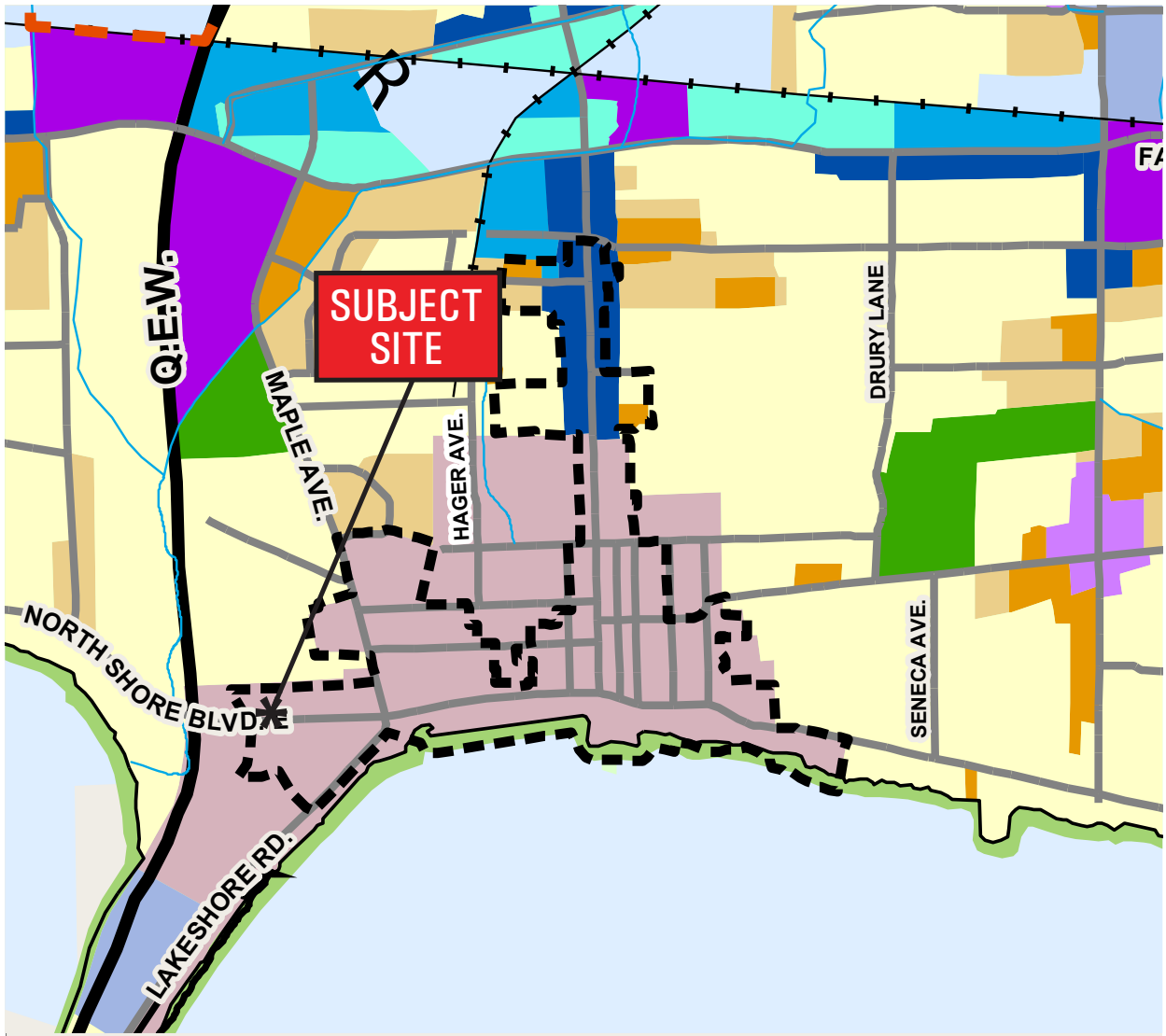
With respect to design and development, Policy 5.2.2(d) provides that *Mixed Use Activity Areas* shall be promoted as focal points for community activities that are characterized by a compact urban form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development. Policy 5.2.2(i) provides that it is the intent of the Official Plan to ensure that

Mixed Use Activity Areas be held to a high quality of urban design and that reference to urban design guidelines (where applicable) will be used in the evaluation of all development proposals within the *Mixed Use Activity Area*. In terms of integrating with surrounding neighbourhoods, the City may ensure the proper integration of *Mixed Use Activity Areas* with surrounding neighbourhoods through measures such as pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.

In regard to reductions in parking, the City may consider the use of reduced parking rates for properties within *Mixed Use Activity Areas* in order to encourage greater reliance on non-automobile forms of transportation.

DOWNTOWN MIXED USE CENTRE POLICIES

The Subject Site is designated 'Mixed Use Centre' on Schedule B – Comprehensive Land Use Plan – Urban Planning Area (see **Figure 12 – Schedule B**). Under the principles for *Downtown*



Legend

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

Figure 12 - City of Burlington OP - Schedule B, Land Use Plan

Mixed Use Centres in Section 5.5.1 of the Official Plan, Policy (a) provides that in keeping with the "Places to Grow" Growth Plan for the Greater Golden Horseshoe, 2006 (now updated as of July 1, 2017), the boundary for the Downtown Burlington Urban Growth Centre, which is shown on Schedules B and E in the Official Plan, includes various land uses designations, and as such, development within this boundary is subject to the specific policies of the applicable land use designations. Further, Policies 5.5.1(a)(i) and (ii) provide that the Downtown Urban Growth Centre shall accommodate a significant share of the population and employment growth within the City, and, shall accommodate high density employment.

Policy 5.5.1(b) identifies the *Downtown Mixed Use Centre* as having a distinct identity that sets it apart from other areas in the City with qualities such as its waterfront location, historic buildings, streetscapes and development patterns, cultural activities, pedestrian orientation, and recognition as a centre of business and civic activity.

From an urban design perspective, Policy 5.5.1(g) provides that new development in the *Downtown Mixed Use Centre* shall be of high quality design and built to complement pedestrian activity and historical attributes. In addition, Policy 5.5.1(h) provides that the Downtown shall be re-developed through infilling and intensification of underutilized lands and buildings in keeping with its role as an Urban Growth Centre while encouraging transit use and an adequate supply of parking.

Policy 5.5.2(m) provides that planning precincts within the Downtown are established, each with their own distinct character and specific planning policies. In this regard, the subject site is located and designated within the *Downtown Residential – Medium and/or High Density Precinct* as per Schedule E – Downtown Mixed Use Centre Land Use Plan in the Official Plan.

Under the general policies in Section 5.5.3 of the Official Plan, in particular Policy 5.5.3(b), lands within the Downtown Burlington Urban Growth Centre (as indicated by Schedule B) and *Downtown Mixed Use Centre* (as indicated by Schedule E) are encouraged to meet the established minimum density targets of 200

residents and jobs combined per hectare, in accordance with the Growth Plan. Further, Policy 5.5.3(c) provides that higher densities and intensities will be encouraged within certain precincts of the Downtown Mixed Use Centre in which the provision of community benefits may be considered for developments proposing residential and business intensification.

Policy 5.5.3(h) provides that retail stores, offices, hotels, institutional and entertainment uses shall be integrated with residential uses, community facilities and open space.

DOWNTOWN RESIDENTIAL MEDIUM AND/OR HIGH DENSITY PRECINCT POLICIES

As per Schedule E – Downtown Mixed Use Centre – Land Use Plan (see **Figure 13** – Schedule E) in the Official Plan, the subject site is designated 'Downtown Medium and/or High Density Precinct'. The primary objective in Policy 5.5.5(a) is to recognize the variety of the existing residential medium and/or high density development that currently exists within these precincts and to provide for future medium or high density residential development or redevelopment which is compatible with the existing development.

Policy 5.5.5(b) provides that the following uses may be permitted in the Downtown Residential Medium and/or High Density precinct:

- i. Existing uses;
- ii. Ground or non-ground oriented housing units ranging between 26 and 185 units per net hectare, including assisted and special needs housing such as group homes, retirement homes and long-term care facilities;
- iii. Home occupations and cottage industries;
- iv. Neighbourhood parks; and
- v. Offices

URBAN DESIGN POLICIES

Urban design policies related to *Downtown Mixed-Use Centre* are located in Section 5.5 of the Official Plan. In addition, more general urban design policies are provided for in Section 6 of the Official Plan. A list of relevant policies and analysis of how the proposal addresses these policies are provided for in the Urban Design Brief.

**SCHEDULE E
DOWNTOWN MIXED USE CENTRE
Land Use Plan**

Note: For lands outside of the Downtown Mixed Use Centre, refer to Schedule B.

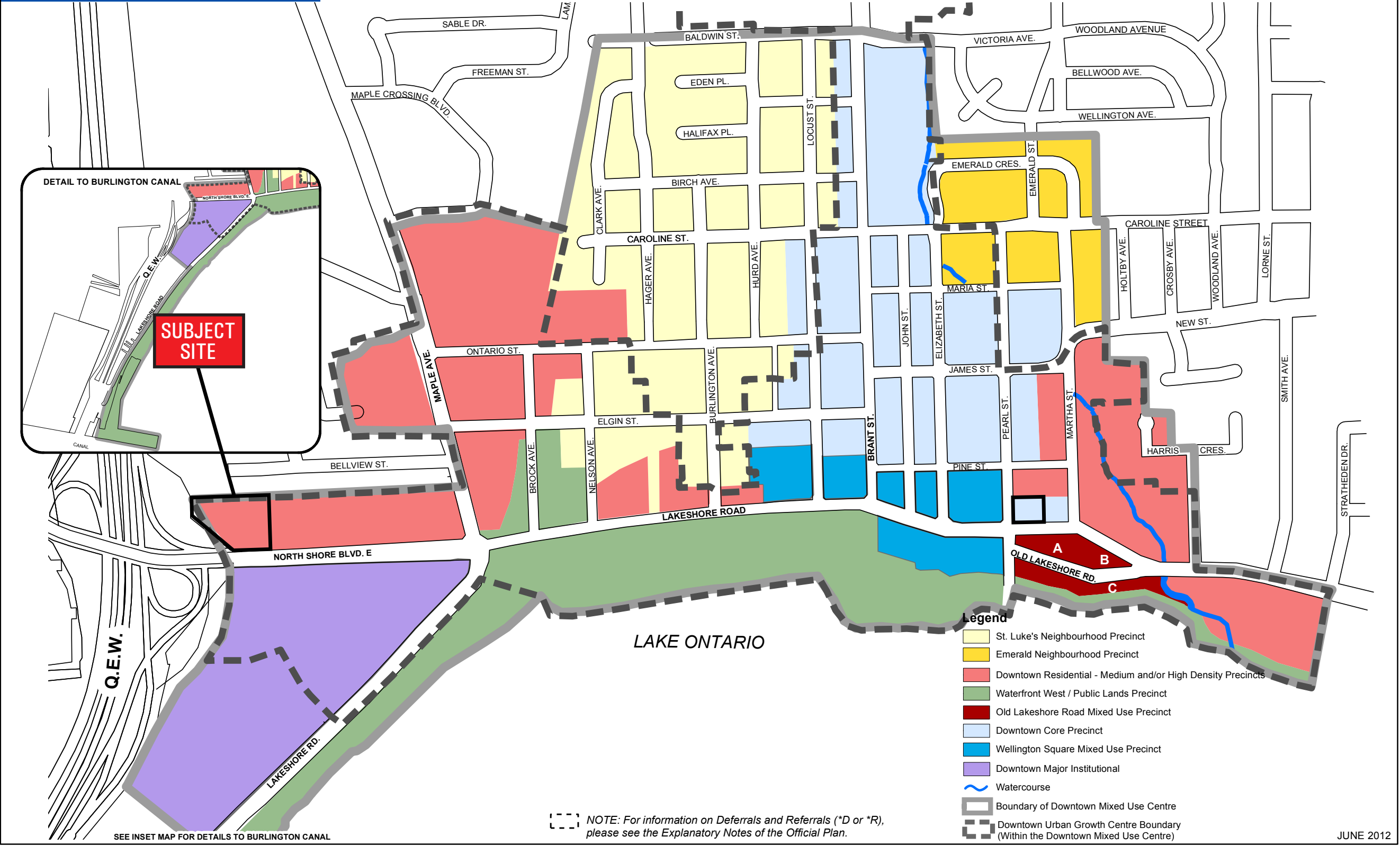


Figure 13 - City of Burlington OP - Schedule E, Downtown Mixed Use Centre Land Use Plan

HOUSING POLICIES

Policy 2.7.3(e) provides that the City will encourage development that provides a diversity of housing choices.

TRANSPORTATION AND PARKING POLICIES

Policy 5.5.14(a) provides that sidewalks, bike paths, and roads shall be designed for pedestrian, bicycle and car travel by using both the existing street grid and alternative walkways and bikeways. Policy 5.5.14(c) provides that Downtown will continue to be served by high levels of transit, linking it to all other parts of the Urban Planning Area. Policy 5.5.14(e) provides that all development shall be required to provide parking in accordance with the Zoning By-law. Parking may be permitted on a reduced basis in combination with cash in lieu of parking and/or the establishment of a Travel Demand Management Plan. In addition, Policy 5.5.14(g) provides that sufficient parking shall be provided to serve the needs of public and private uses in the Downtown, while considering the desire to increase transit modal split as well as other transportation alternatives to the car.

With respect to the design of front yards, Policy 5.5.14(j) provides that existing front yards shall be preserved as landscaped open space rather than parking spots in areas that are designated Residential Medium and/or High Density.

Under Part II of the Official Plan, Policy 3.2.1(d) provides that it is an objective of the Official Plan to encourage alternative travel by creating an urban environment that encourages walking, cycling and transit use and increases opportunities to live close to work and satisfy day-to-day needs locally without relying on the automobile. With respect to the optimization of infrastructure, Policy 3.2.1(e) provides that it is an objective of the Official Plan to maximize existing infrastructure to ensure that optimal benefit is obtained from the transportation system.

Under Part VII – Schedules and Tables of the Official Plan, and in particular, *Table 2 – Road Allowance Widths*, North Shore Boulevard is required to have a 35 metre road allowance width across the entire length.

TRANSIT POLICIES

Policy 5.5.15(a) provides that the use of transit shall be promoted in the Downtown to reduce traffic and parking demands and traffic congestion and air pollution, by providing increased levels of service, encouraging transit-supportive land use planning and introducing appropriate “transit priority” and Travel Demand Management (TDM) measures. Policy 5.5.15(c) provides that development applications in the Downtown shall be reviewed to ensure that proposed land development supports and encourages the efficient and effective use of transit services, while Policy 5.5.15(d) provides that Council shall support the location of the Downtown as a hub of the City’s Transit Network.

4.7 Mobility Hub Opportunities and Constraints Study (2014)

The City of Burlington recently adopted a new Official Plan in April 2018. As part of the review of the new Official Plan and prior to its approval, the City recognized the importance of considering the Official Plan’s role in implementing The Big Move. To do so, the City initiated the Mobility Hub Opportunities and Constraints Study in 2014. The purpose of this study was to identify the opportunities and constraints related to the development of Burlington’s mobility hubs and the relationship that they have on current and future development.

The main objective of the study was to delineate Mobility Hubs and “major transit station areas”, as recognized by the Province through their policies and plans, to determine the opportunities and constraints at each, including land use and site development, transportation, public realm, green infrastructure and the environment. In addition, the study aimed to identify key urban design principles for the Mobility Hubs, to provide guidance to the City for the review of current and future development applications, and to set the framework for future design guidelines and master plan work.

DOWNTOWN BURLINGTON MOBILITY HUB

Downtown Burlington includes a vibrant mix of residential neighbourhoods, shops, services, and

restaurants, adjacent to the waterfront. As an Anchor Hub, Downtown Burlington has strategic importance as an Urban Growth Centre which according to the Growth Plan for the Greater Golden Horseshoe, is to be a focal area for high residential and employment density, major transit infrastructure, and a mix of land uses. Downtown Burlington includes some regional destinations and has the potential to see new growth and development.

As a Mobility Hub, Downtown Burlington will continue to develop as an Urban Growth Centre and the primary destination within the City of Burlington. Appropriately scaled mixed-use infill development will be encouraged on vacant and underutilized sites to create vital, pedestrian-supportive streetscapes. The Downtown Mobility Hub will maintain and promote a transit presence in the Downtown Core while exploring opportunities to redevelop the area as a mixed-use area, with transit-supportive uses at grade (i.e. cafes and plazas).

4.8 City of Burlington New Official Plan (Adopted by Burlington Council, April 2018)

Consistent with the Planning Act's requirement to review the Official Plan every five years, the City of Burlington began its Official Plan review in 2011. Concurrent with this Official Plan Review, the City prepared a Strategic Plan in 2016, which was adopted by Council and brought forward new priorities and significant Policy changes to Burlington's rural and urban areas. Through this process the City determined that the current Official Plan did not align with its new policy directions, in particular, as noted in the City of Burlington Planning Report PB-29-16 Official Plan Review: Urban Structure and Intensification Policy Directions Report, 72% of the proposed residential units since 2006 were located outside of the City's identified intensification areas. As such, the City prepared a new Official Plan which reflects and guides its priorities to 2031 and beyond. This proposed Official Plan sets out the City's directions for growth and development, and continues the commitment to building a complete community.

The proposed Official Plan was adopted by Burlington City Council on April 26, 2018 and is currently under review by Halton Region, who is the approval authority. Until the proposed Official Plan is approved by the Region, and any subsequent appeals are dealt with, the existing City of Burlington Official Plan remains in full force and effect. However, although the proposed Official Plan is not currently in force, the application has had regard for the policies contained within as identified below.

The Introduction in Chapter 1 notes that the City is evolving and is at a turning point in its growth. The City is transitioning from a suburban to an urban community. The City's growth is shifting from building new greenfield communities to accommodating more residents and jobs within existing areas through intensification targeted to specific areas of the city.

Two of the primary strategic directions of the proposed Official Plan in Section 1.4, are "a city that grows" and "a city that moves", which refer to the City achieving appropriate intensification through population and employment growth and balanced, targeted population growth for youth, families, newcomers and seniors, as well as providing a variety of convenient, affordable and green forms of transportation that align with regional patterns, including travel by walking, cycling and transit.

The preamble in Section 2.1 – Community Vision provides that growth will be focused in the Urban Area of Burlington to protect Burlington's natural heritage, as well as to build compact, vibrant, sustainable, resilient, transit-supportive, healthy and complete communities; to optimize used of existing and future infrastructure services; and to support active transportation, among others. This section further notes that the building of intensification areas around the city's GO Stations and the Downtown, called Mobility Hubs, and other key locations will help ensure Burlington continues to be a thriving and vibrant city that connects people to the places they live, work and play.

THE CITY SYSTEM POLICIES

Policy 2.2.1 provides that the City System is made up of the Urban Area, Rural Area, and North Aldershot and describes the physical makeup

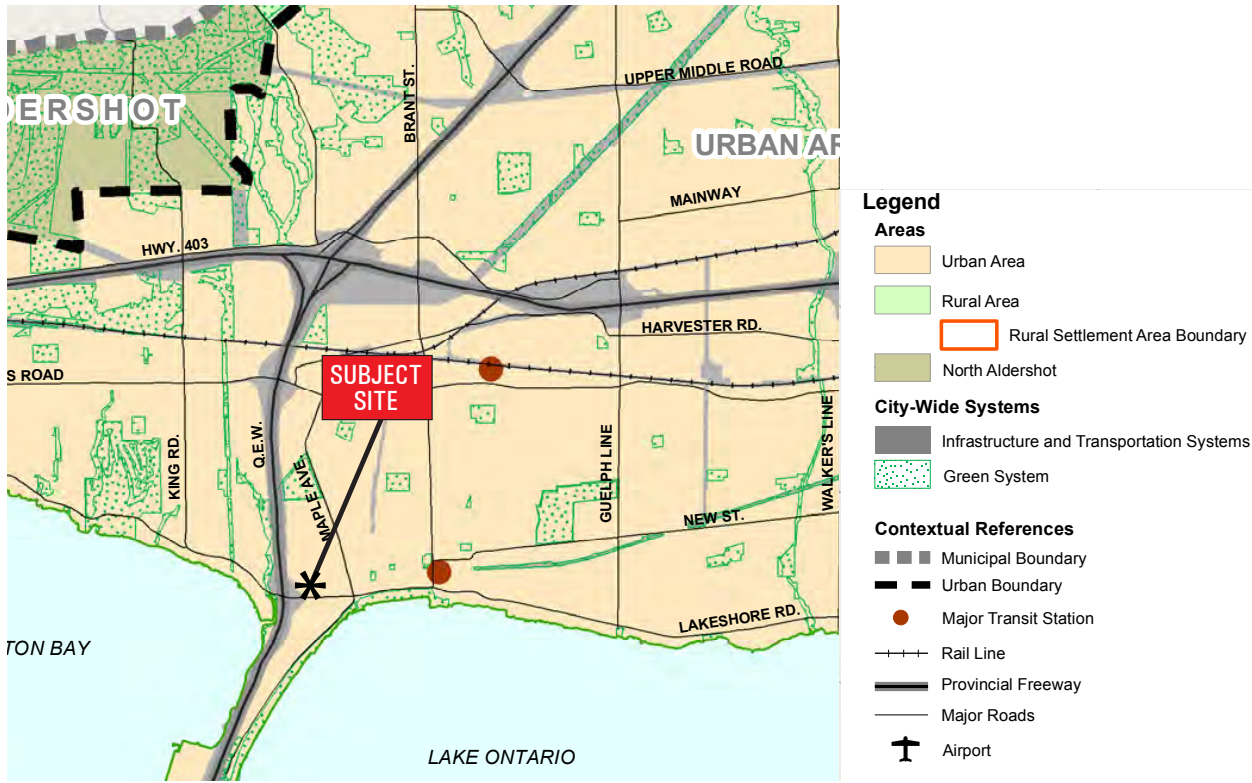


Figure 14 - City of Burlington OP 2018 - Schedule A, City System

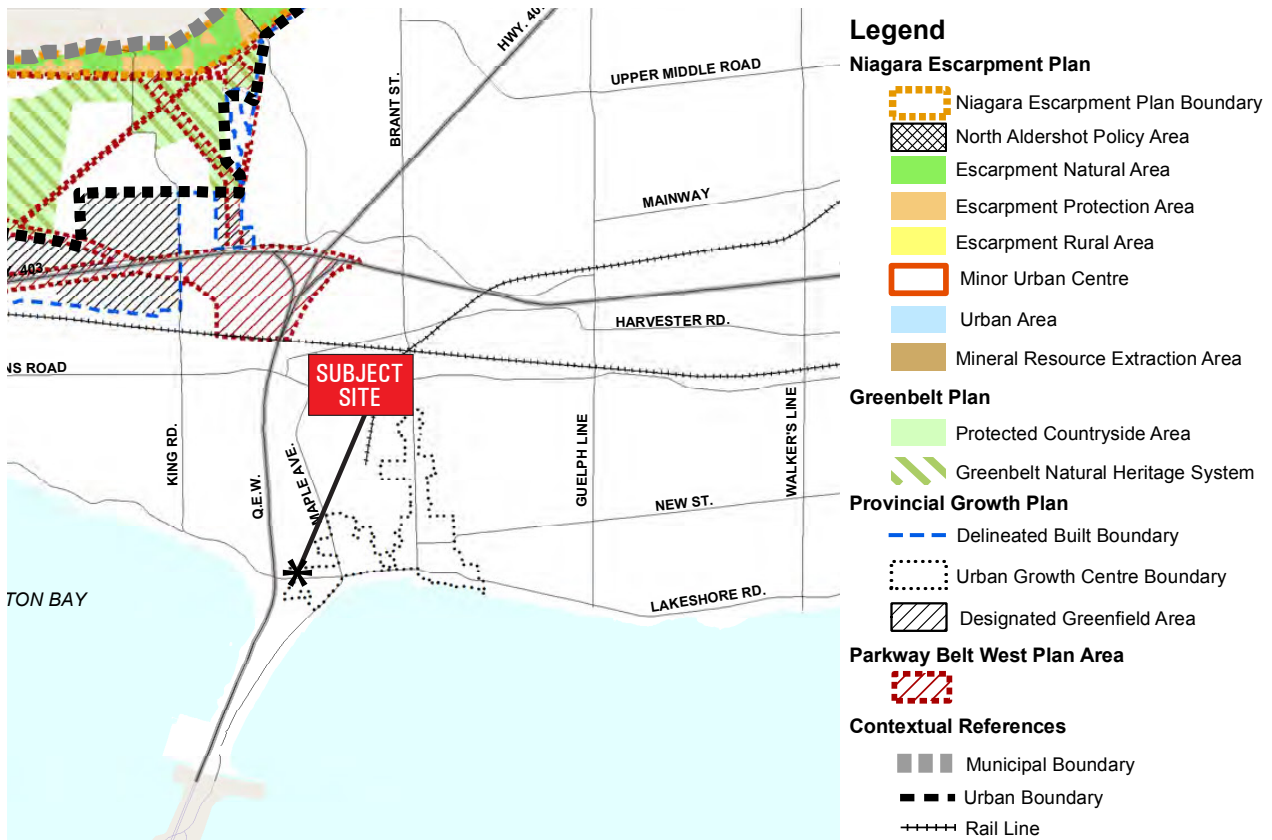


Figure 15 - City of Burlington OP 2018 - Schedule A-1, Provincial Land Use Plans

of the City over the long-term while providing a comprehensive framework to guide growth and development over the horizon of the proposed Official Plan and beyond. Policy 2.2.1(a) provides that the Urban Area represents the lands where forecasted population and employment growth will be accommodated. Policy 2.2.1(b) provides that within the Urban Area, municipal water and/or waste water will be provided to accommodate concentrations of existing and future development. In this regard, *Schedule A – City System* (see **Figure 14** – Schedule A) identifies the site as 'Urban Area'.

PROVINCIAL PLAN BOUNDARIES AND CONCEPTS

The Provincial plans and policies are referenced in Policy 2.2.3 and also on Schedule A-1 – Provincial Land Use Plans and Designations (see **Figure 15** – Schedule A-1). As such, the subject site is within the 'Urban Growth Centre' under the Growth Plan for the Greater Golden Horseshoe (2017), which identifies the area as one that will be planned to achieve, by 2031 or earlier, a minimum density target of 200 residents and jobs combined per hectare.

THE URBAN STRUCTURE POLICIES

The City's Urban Structure elaborates on the

Urban Area and establishes a vision for the Urban Area which is further refined in the Land Use policies – Urban Area in Chapter 8 of the proposed Official Plan. Section 2.3 identifies that the Urban Structure is comprised of seven major components, one of which is *Mixed Use Intensification Areas*, which includes the Subject Site.

Policy 2.3.1(a) provides that Mixed Use Intensification Areas will offer substantial development opportunities and will provide locations where a range and intensity of employment, shopping, public service facilities, residential uses and complementary uses, institutional, and cultural uses, among others, will be developed with transit-supportive densities in compact built form. Policy 2.3.1(c) provides that Mixed Use Intensification Areas will include the City's existing urban centres, emerging mobility hubs and other mixed use nodes and intensification corridors.

As per Schedule B – Urban Structure (see **Figure 16** – Schedule B), the Subject Site is identified as 'Urban Centre', a component of Mixed Use Intensification Areas, of which there are two, although the one that applies to the subject site is *Downtown Urban Centre*. Policy 2.3.1(e) provides that lands identifies as Urban Centres provide for a broad range and mix of uses in areas of higher, yet appropriate, intensity in relation to

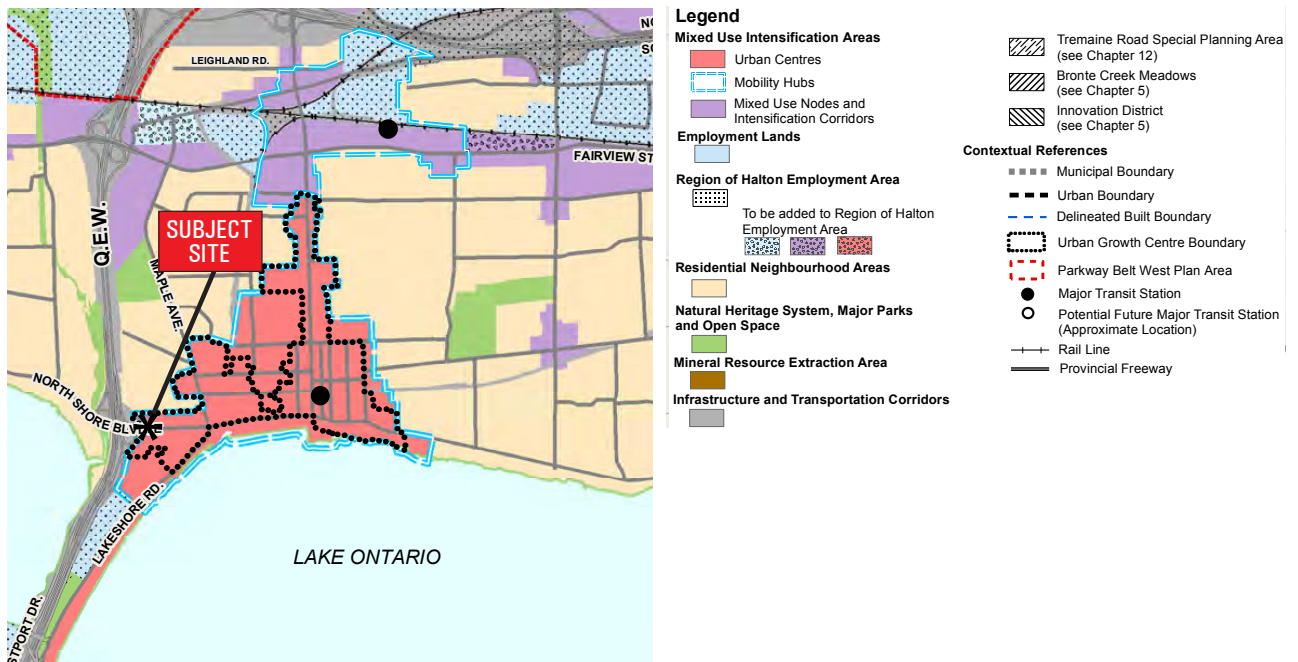


Figure 16 - City of Burlington OP 2018 - Schedule B, Urban Structure

the surrounding neighbourhoods, in accordance with the underlying land use designations. Policy 2.3.1(f) provides that the Downtown Urban Centre will continue to develop as the City's centre, taking advantage of the unique qualities that contribute to its unique identity. Further, Policy 2.3.1(h) provides that Urban Centres will exhibit a wide variety of land uses and intensities designed in a compact built form, oriented to support transit and facilitate active transportation.

Policy 2.3.1(k) recognizes four identified Mobility Hubs, two of which have been identified by Metrolinx (*Downtown Burlington* and *Burlington GO station*), and both of which have been included in the Halton Region Official Plan, and classified as an *Anchor Hub* and *Gateway Hub*, respectively. All of the City's Mobility Hubs are considered to be "major transit station areas" and require detailed area-specific planning to occur (which is currently underway).

The Subject Site is also within a 'Mobility Hub', as shown on Schedule B – Urban Structure. Policy 2.3.1(i) of the proposed Official Plan speaks to Mobility Hubs and recognizes that the high level of existing and planned transit service within these areas provides an environment within which significant residential and employment growth can be supported, in the form of compact, mixed-use and pedestrian-friendly developments.

GROWTH FRAMEWORK POLICIES

The preamble in Section 2.4 identifies four growth areas in the City of Burlington, one which is *Primary Growth Areas*, which applies to the Subject Site and is shown on Schedule B-1 – Growth Framework (see **Figure 17** – Schedule B-1).

Policy 2.4.2.(1)(a)(ii) provides that *Primary Growth Areas* shall accommodate the majority of the City's forecasted growth over the planning horizon, and consequently will experience the greatest degree of change. In addition, Policy 2.4.2.(1)(a)(iii) provides that *Primary Growth Areas* shall be regarded as the most appropriate and predominant location for new tall buildings, in accordance with the underlying land use designation. Policy 2.4.2.(1)(a)(iii) also provides that *Primary Growth Areas* will support the frequent transit corridor and accommodate development that is compact, mixed use, and pedestrian oriented in nature.

CLIMATE CHANGE AND AIR QUALITY POLICIES

Policy 4.1.2(a) provides that the City will work to improve air quality and energy efficiency and mitigate and adapt to climate change by (i) seeking a compact built form in *Mixed Use Intensification*

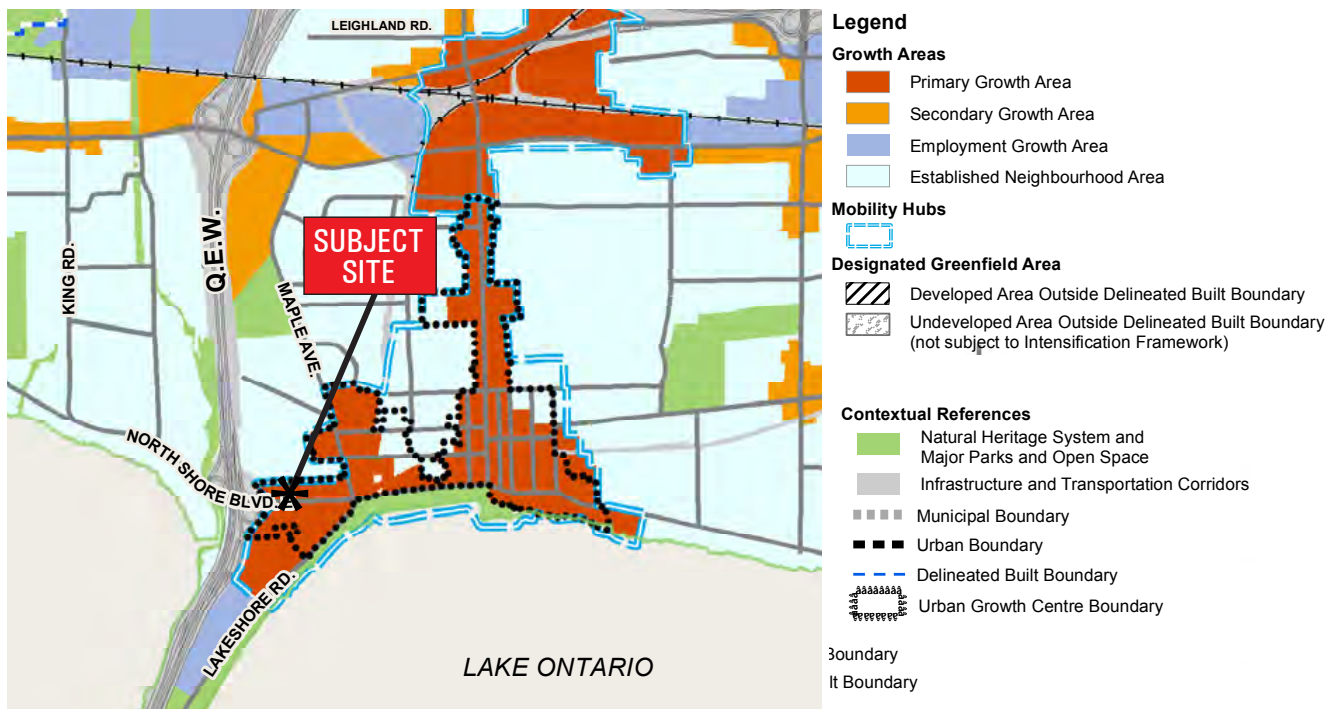


Figure 17 - City of Burlington OP 2018 - Schedule B-1, Growth Framework

Areas; and (ii) locating intensification in areas which are well served by existing or planned transit.

URBAN DESIGN POLICIES

Urban design policies are provided for in Section 7 of the proposed Official Plan. A list of relevant policies and analysis of how the proposal addresses these policies are provided for in the Urban Design Brief.

LAND USE POLICIES – URBAN AREA

Policy 8.1.1 of the proposed Official Plan provides direction on Urban Centres which are intended to serve as city-wide destinations and a focus for provision of transit and will exhibit a wide variety of land uses, building types and densities designed and oriented to support and facilitate transit and active transportation. Further, the policy adds that Urban Centres will intensify and accommodate a significant portion of the demand for higher intensity employment, commercial and residential development within the City. The two Urban Centres are identified as Downtown Urban Centre and Uptown Urban Centre, the former of

which applies to the Subject Site.

The Subject Site is designated *Downtown Urban Centre* on Schedule C – Land Use – Urban Area (see **Figure 18** – Schedule C) in the proposed Official Plan. Policy 8.1.1(3) provides that the Downtown Urban Centre is a lively, vibrant “people place”, with a wide variety of employment, shopping, leisure, residential, recreational and tourism opportunities. A large portion of the Downtown Urban Centre is located within the Downtown Urban Growth Centre (including the Subject Site) and the Downtown, in general, is identified as a “major transit station area”. New development in the Downtown will be of a high quality design to maintain and enhance the Downtown’s image as an enjoyable, walkable and transit-supportive place, and built to be compatible with buildings and neighbourhoods and complement the pedestrian activity and historical attributes of the area.

Policy 8.1.1(3.2) of the proposed Official Plan refers to the general policies for Urban Centres. In this regard, Policy 8.1.1(3.2)(m) provides that height, density and/or intensity permissions stated within all Downtown Urban Centre precincts shall be inclusive of the provision of

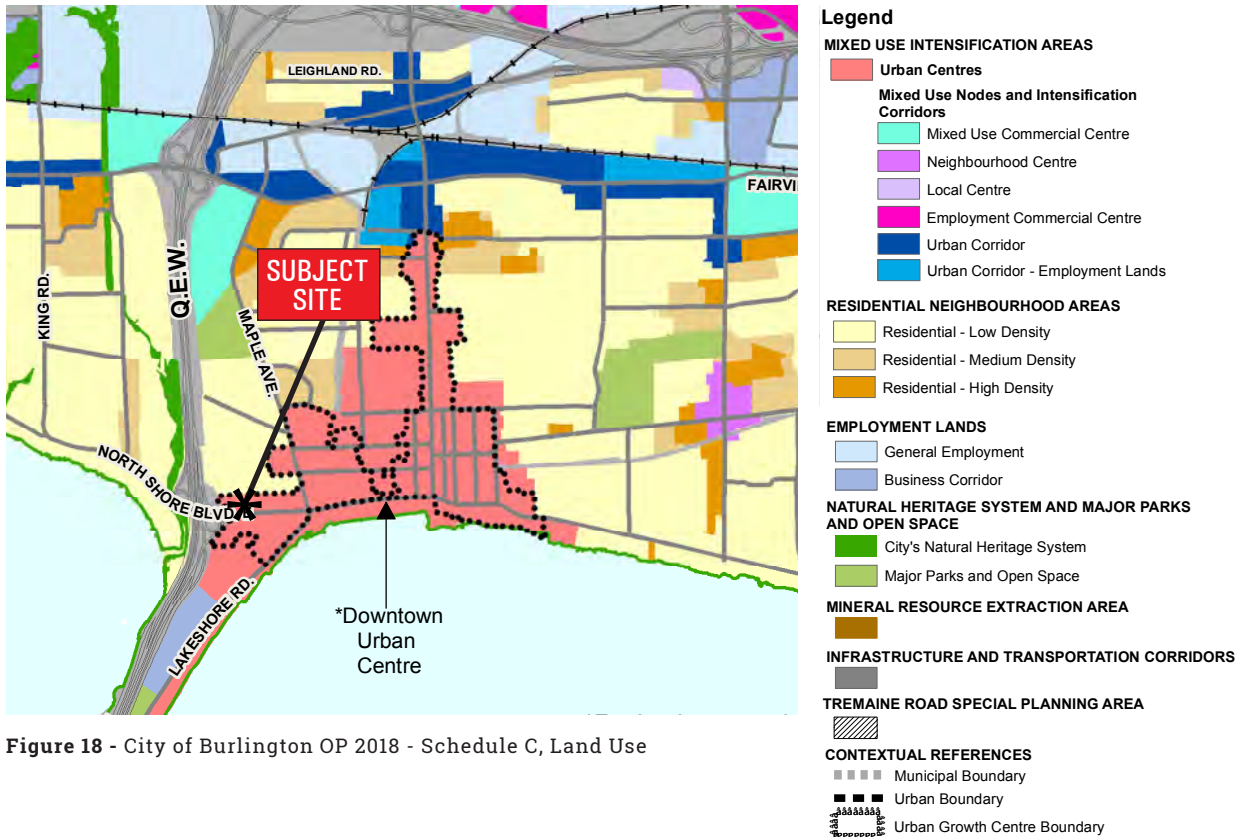


Figure 18 - City of Burlington OP 2018 - Schedule C, Land Use

any and all community benefits which may be required as part of the approval of a development to the satisfaction of the City.

The Subject Site is further designated *Downtown Mid-Rise Residential Precinct* on Schedule D – Land Use – Downtown Urban Centre (see **Figure 19** – Schedule D). Policy 8.1.1(3.8) provides that the *Downtown Mid-Rise Residential Precinct* will primarily accommodate existing residential development consisting of eleven (11) storeys or less, in predominantly residential areas of the Downtown.

Policy 8.1.1(3.8.1) provides more detailed direction on new development within the *Downtown Mid-Rise Residential Precinct*. In particular, Policy 8.1.1(3.8.1)(a) provides that only residential uses will be permitted above the first storey of a

development, and Policy 8.1.1(3.8.1)(b) provides that residential, retail, service commercial, office and recreation uses are permitted within the first storey of a development. Policy 8.1.1(3.8.1)(c) provides that development shall be in the form of a mid-rise building with a minimum height of five (5) storeys and a maximum height not to exceed eleven (11) storeys, while Policy 8.1.1(3.8.1)(d) provides that low-rise buildings in the form of townhouses and multi-residential apartments may be permitted where located on the same site as a mid-rise building.

MOBILITY HUB POLICIES

Policy 8.1.2 provides that Mobility Hubs are located in key areas served by the regional and local transit networks and are the focal points for

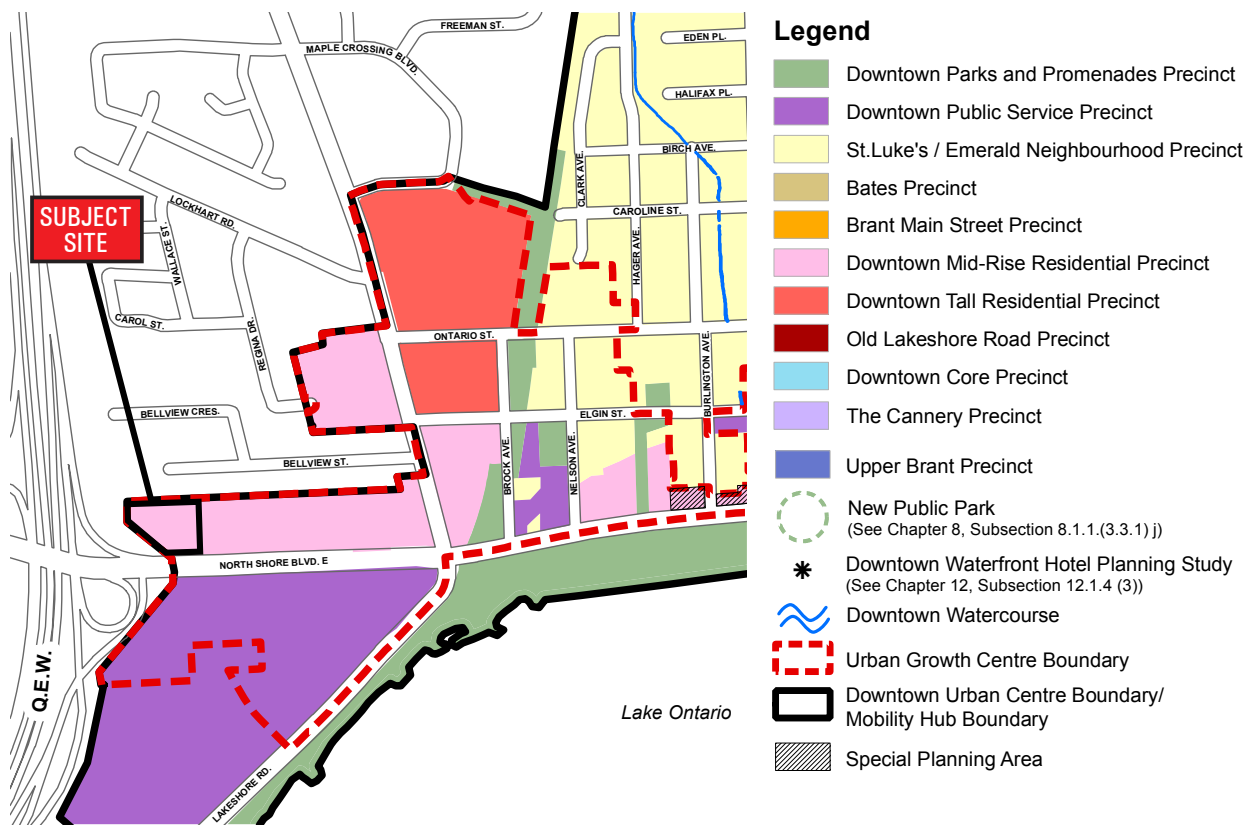


Figure 19 - City of Burlington OP 2018 - Schedule D, Land Use - Downtown Urban Centre

higher intensity and mixed-use development that will accommodate a significant share of the City's future population and employment growth to 2031 and beyond. The policies in Section 8.1.2 are applied to Mobility Hubs shown on the relevant schedules and the objectives and policies in that section have been informed by the Mobility Hub Opportunities and Constraints Study (2014) and are intended to supplement other applicable policies of the proposed Official Plan.

The objectives for Mobility Hubs as identified in Policy 8.1.2(1) provide direction for Mobility Hubs, including developing them as compact, pedestrian-friendly and transit-supportive places; promoting intensification to achieve transit-supportive densities; prioritizing development of underutilized lands and buildings; providing opportunities for low-, medium- and tall building forms; and ensuring an appropriate transition in scale, intensity, height, massing and spacing of development.

4.9 Downtown Burlington Mobility Hub Area-Specific Study (On-Going)

As part of Burlington's review of their four identified Mobility Hubs, one of which being the Downtown Burlington Mobility Hub, the City has commenced the Area-Specific planning process for each Mobility Hub. An Area-Specific Plan for the Downtown Burlington Mobility Hub is anticipated for completion on the first quarter of 2019.

The Downtown Burlington Mobility Hub study area boundary is comprised of a combination of the Urban Growth Centre and new Official Plan precinct boundaries. Following the public consultation and stakeholder engagement process, the City of Burlington have established a preferred Downtown Precinct Plan which outlines land use designations and maximum building heights that are envisioned by the City throughout the Downtown. This preferred Downtown Precinct Plan is included in the new Official Plan, as Schedule D – Land Use – Downtown Urban Centre, and it identifies the subject site as *Downtown Mid-Rise Residential Precinct*. A guiding land use policy framework has been established in Section 8.1.1, 8.1.1(3) and 8.1.2

of the proposed Official Plan that will direct new development within the Downtown Mobility Hub, until such time that the Area-Specific Plan has been finalized as a specific implementation tool.

4.10 City of Burlington Zoning By-law 2020

The subject site is zoned DRH – Downtown High Density Residential Zone as shown on the City's interactive map. The underlying DRH zone restricts the permitted uses to apartment building and retirement home uses. The permitted density in the DRH zone is 50 units per hectare as a minimum and 185 units per hectare as a maximum. In addition, the maximum permitted height for buildings in the DRH zone is 22 metres with a minimum requirement for 20 square metres of amenity area per unit. See **Figure 20**.

Although not identified in the Zoning By-law, the Subject Site abuts MTO-owned lands to the immediate west, adjacent to the QEW, and as such, will require a minimum setback of 14 metres along its west lot line. This setback has been provided along the entirety of the west and south lot lines, beyond the proposed road widening along North Shore Boulevard.

4.11 Tall Building Design Guidelines (May 2017)

The City of Burlington adopted Tall Building Design Guidelines in May 2017. The intent of Burlington's Tall Building Design Guidelines 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.

A detailed discussion of the tall building design guidelines as they relate to the proposal is provided for in the Urban Design Brief.

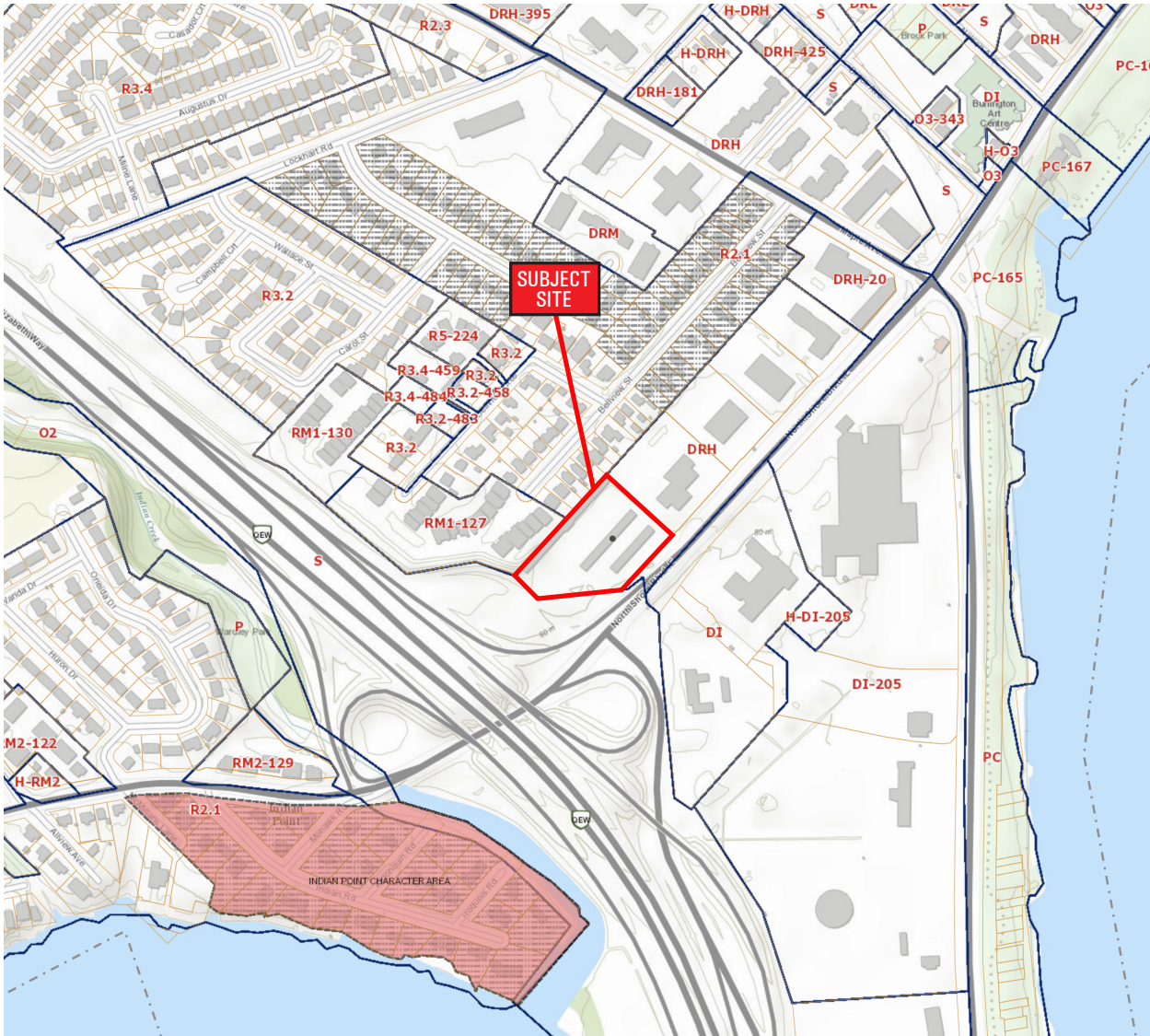


Figure 20 - City of Burlington Zoning By-law 2020

[5.01]

U R B A N P L A N N I N G & D E S I G N
A N A L Y S I S

5.1 Intensification

The proposed intensification on the Subject Site is supportive policy directions established in the Provincial Policy Statement the Growth Plan for the Greater Golden Horseshoe, Metrolinx Regional Transportation Plan, the Region of Halton Official Plan, and both the existing and proposed Official Plans, all of which promote intensification on sites within built-up urban areas, with a particular focus on sites located within "*strategic growth areas*", including "*urban growth centres*". In this regard, the proposal will redevelop an underutilized site within an urban growth centre, with a transformative seniors living campus at the gateway entry to the City's Downtown.

The PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit. In this regard, the proposal is supportive of PPS Policy 1.1.3.2, which promotes densities and a mix of land uses which efficiently use land and infrastructure, support active transportation, and which are transit-supportive where transit is planned, exists, or may be developed. Furthermore, the proposal is supportive of Policy 1.1.3.3 which promotes opportunities for intensification and redevelopment, where this can be accommodated including brownfield sites, and availability of suitable existing or planned infrastructure and public service facilities.

The Growth Plan identifies in the preamble in Section 2.1 the importance to optimize the use of the existing urban land supply to avoid further over-designating land for future urban development and making better use of land and infrastructure by directing growth to settlement areas and prioritizing intensification, with a focus on "*strategic growth areas*", including "*urban growth centres*". The subject site would be considered a "*strategic growth area*" pursuant to the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form), given that it is located within a "*urban growth centre*". Policy 2.2.3(2)(b) provides that the Downtown Burlington "*urban growth centre*" will be planned to achieve, by 2031 or earlier, a minimum (our emphasis) density target of 200 residents and jobs combined per

hectare. In this regard, the proposal will result in an estimated 600 residents and 260 jobs on the subject site, exceeding the minimum density target in the Growth Plan.

Similarly, the Region of Halton Official Plan provides that properties located within the urban growth centre are identified as *intensification areas* based on the established regional policy framework. As such, the policy framework of the Region OP provides that *intensification areas* will provide an urban form that is complementary to existing developed areas, reduce travel by private automobile and promote active transportation, among other things. It is also the intent of the Region OP that intensification areas will create vibrant, diverse and pedestrian-oriented urban environments and that they will attract a significant portion of population and employment growth, and they will generally achieve higher densities than surrounding areas to support transit and active transportation. The Region OP provides that it is the policy of the Region to direct development with higher densities and mixed uses to *intensification areas*.

The Official Plan, in particular, the policies which relate to Mixed Use Centres, note that the Downtown Urban Growth Centre shall accommodate a significant share of the population and employment growth within the City and that the Downtown shall be redeveloped through infill and intensification of underutilized lands in keeping with its role as an urban growth centre. The site is underutilized in its current form and the proposed redevelopment would optimize a gateway site within the Downtown in accordance with the in-force Official Plan policies.

However, Policy 5.5.5(b) would limit the density that could be appropriately achieved on the site by restricting redevelopment to a maximum of 185 dwelling units per net hectare. This would result in a maximum allowable density of 225 units permitted on the Subject Site, which is not consistent with, nor in our opinion does it conform with overarching Provincial and Regional policy direction.

The proposal will contribute to a growing need for seniors living including 475 new seniors housing suites through a 'continuum of seniors care'

including independent living suites, assisted living suites, and memory care suites, all of which will be rental in tenure. These suites are typically smaller in size on average due to the broad range of amenity space and healthcare that is provided within the campus building, as compared to providing fewer suites with a larger gross floor areas, as is often found in more standard residential apartment buildings.

In our opinion, Policy 5.5.5(b) in its current form would effectively limit the number of suites to less than half of what can be appropriately accommodated on the Subject Site given the provincial policy direction and the need for seniors' housing. In this regard, an amendment to the Official Plan is required in order to permit the proposal and to bring this part of the Official Plan into conformity with the Growth Plan and Halton's Regional Official Plan, and to be consistent with the PPS.

Similarly, the Zoning By-law echoes Official Plan policy 5.5.5(b) by restricting the density to the same maximum number of units per hectare. Furthermore, the Zoning By-law restricts the height of any building to a maximum of 22 metres. It is our opinion that the Zoning By-law as it applies to the Subject Site and which predates the overarching Provincial and Regional policy documents, is not consistent with the PPS, does not conform with the Growth Plan or Regional Official Plan for the reasons provided above.

Furthermore, in our opinion, the proposed Official Plan does not give proper consideration to the overarching Provincial documents, and more specifically the Growth Plan, which contain a number of policies that promote intensification and compact built form within built-up urban areas, with a particular focus on prioritizing intensification within strategic growth areas including urban growth centres, within which the subject site is located. The proposed Official Plan would "de-intensify" the subject site by redesignating the site from Downtown Residential Medium and/or High Density Precinct, which has no height limit, to Downtown Mid-Rise Residential Precinct designation with an 11-storey height maximum, without the benefit of any detailed planning and urban design analysis that would justify such a fundamental change.

5.2 Land Use

The proposed residential use is desirable and conforms with the land use permissions of the in-force Official Plan and Zoning By-law, both of which permit a wide range of residential uses on the Subject Site. The Downtown Medium and/or High Density Precinct land use designation provides for a broad range of residential uses, in ground or non-ground oriented form and permits both retirement homes and long-term care facilities. The proposal would provide memory care, assisted living, and independent living uses within a seniors living campus located across the street from several existing health-care services.

The proposed residential uses will contribute to the Official Plan goals of providing an appropriate range and mix of uses and housing types in a compact form to meet projected requirements of current and future residents, and in particular, contributing to the supply and integration of *seniors' housing* within the City of Burlington. Given the recent focus on mixed-use and residential mid-rise and high-rise development that has been occurring in Downtown Burlington, the proposal introduces a complementary use in the form of a senior's retirement living complex, with a variety of critical support services that help to support the community's aging population. Similarly, the proposal will contribute to a diversity of housing choices that, collectively, will establish a complete community in Downtown Burlington.

The proposal addresses several of the provincial policy objectives, similar to those that are addressed above through the Official Plan. In this regard, the proposal provides for a mix of uses that allow for the efficient use of land and infrastructure and minimize the length and number of vehicle trips to support transit and active transportation. In addition, the proposal will create additional job opportunities and provide for new homes for Burlington's growing population on lands that are currently underutilized given the surrounding built form context and proximity to transit infrastructure.

From a zoning perspective, the Downtown High Density Residential Zone permits apartment buildings and retirement home uses, however, at a reduced height and density than what is

being proposed. As stated above in our report, it is our opinion that the proposed height and density more accurately reflects the provincial and regional policy goals of intensification within strategic growth areas and optimizing land use and existing and planned infrastructure, including public transit.

5.3 Height, Massing and Density

In our opinion and as noted in Section 5.1 above, the Subject Site is an appropriate location for residential intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for a tall building given its location in the Downtown, its frontage along a major street at a gateway location into the Downtown, its proximity to a variety of transit options and recreational opportunities, and its relation to other existing and approved tall buildings in the area.

As it relates to building height, the in force Official Plan does not contain minimum or maximum height limits for the Subject Site. In this regard, the Official Plan refers to compatibility criteria as outlined in Part III, Policy 2.5.2(a) that will be used to evaluate proposals for housing intensification within established neighbourhoods, including, but not limited to scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided, that acceptable levels of shadows on adjacent properties including outdoor amenity areas is at an acceptable level, and that non-ground related housing intensification is permitted only at the periphery of existing residential neighbourhoods. In this regard, the proposal is compatible with the existing larger slab style mid-rise built forms to the east of the Site along North Shore Boulevard and the low-rise residential homes to the north. Furthermore, the proposal limits shadows on neighbouring properties to an acceptable level as described in Section 5.5 below, and will support the achievement of residential intensification on a Site that is located on the periphery of the Downtown.

In terms of height, the Site is one of six sites located on the north side of North Shore Boulevard between the QEW and Maple Drive. Three of the four existing buildings have existing

heights between 12-14 storeys, including the adjacent property to the east. In our opinion, the Subject Sites strategic location at the gateway entry into the Downtown supports a height up to 17-storeys subject to appropriate built form relationships including appropriate setbacks, separation distances and transitioning to the surrounding low-rise uses. In this regard, the tallest built form element has been sited furthest away from the low-rise neighbourhood to the north and will appropriately fit within the existing height context along North Shore Boulevard East.

In our opinion, the proposed tower height of 17 storeys (56.45 metres to the top of the main roof and 62.45 metres to the top of the mechanical penthouse) is appropriate and will provide an attractive contribution to Burlington's skyline, particularly at a location where residents and visitors will enter the Downtown from the west end, and will fit harmoniously with the existing and planned built form context in the immediate vicinity of the Subject Site.

In terms of massing, the proposed development provides an appropriately scaled base, mid-rise, and tower components which relate to their surrounding built forms and provide for appropriate transition between areas of different development intensity through the use of a 45-degree angular plane from the north lot line. The proposed 2-storey townhouse units which flank the north side of the property contain a height which relate to the lower 1- and 2-storey residential dwellings to the north, and are appropriately set back by a minimum of 7.5 metres at the ground level. The building gradually steps up in height to two mid-rise forms of 11- and 12-storeys in height, which respects the height of the 12-storey residential building to the east of the Site.

The 17-storey tower element is set back by a total of 57.9 metres from the north lot line, furthest from the low-rise neighbourhood and within the 45-degree angular plane, with the exception of a small portion of the corner of the mechanical penthouse level. The tower height is slim in comparison to neighbouring residential buildings along North Shore Boulevard and is compatible with the heights along North Shore Boulevard between the QEW and Maple Drive, which rise and fall and rise again between 12-, 9-, 12-, 12- and 14-storeys.

With respect to the streetwall along North Shore Boulevard, there is no single streetwall condition along this stretch of North Shore Boulevard as front yard setbacks fluctuate. The proposal will provide for a 5.0 metre road widening and will be setback 14.0 metres from the existing curb line, generally in line with the adjacent apartment building to the east. The addition of streetscape and public realm improvements and an emphasis on creating an active pedestrian environment will create a stronger presence for this gateway site along North Shore Boulevard and at the entry to Downtown.

From a density standpoint, it is our opinion that the proposed density of 3.54 FAR is appropriate and desirable. Firstly, it is important and appropriate from a planning policy perspective to optimize density on the site given its location within the Downtown and provincially identified "*urban growth centre*". Secondly, the Official plan prescribes a density maximum based on number of units and not on gross floor area, which in our opinion, would limit the site's ability to fulfill a critical housing need in Ontario. Furthermore, the proposed Official Plan does not prescribe a maximum density for the Subject Site. In this regard, it is appropriate to establish an appropriate density for the Subject Site based on specific design, context and urban structure considerations, rather than on a purely numerical calculation.

Furthermore, with respect to the proposed Official Plan, the proposed land use designation would restrict the maximum height of a building to eleven (11) storeys, with no associated justification for this down designation. It is our opinion that the proposed height maximum would result in a building height that is less than the existing context, all of which were constructed prior to the Growth Plan (2017) and would not support the overarching policy direction with respect to optimizing the use of land and infrastructure, in particular, within an "*urban growth centre*". Further, in our opinion, the proposed height restriction limits the redevelopment potential of the Subject Site by "down-designating" the site to a mid-rise height limit that is not consistent with the PPS, does not conform to the Growth Plan or the Region of Halton Official Plan.

5.4 Built Form Impacts

In our opinion, the proposed redevelopment of the Subject Site with an architecturally

distinctive seniors living campus with a 17-storey tower and two 11- and 12-storey mid-rise forms, and a 2-storey base building is appropriate for numerous reasons. As previously discussed in Sections 5.1 and 5.2 of our report, the proposal is appropriate in land use terms as it achieves a level of intensification that is anticipated by the Growth Plan as it relates to "*urban growth centres*" and proposes an appropriate residential land use, as envisioned by both City of Burlington Official Plans. In addition, the proposal applies various compatibility criteria such as angular planes, setbacks, stepbacks, orientation, siting, and massing, among others to appropriately transition from a high-rise to a low-rise building height and respond to the surrounding low-rise context to the north.

LIGHT, VIEW AND PRIVACY

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. In our opinion, such impacts will be minimal in this case given the low- to mid- to high-rise building typology and the stepping down of building heights towards lower scale uses, as well as appropriateness of the proposed building setbacks and the separation distance of the proposed buildings from neighbouring 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 low- and mid-rise residential buildings (or 5.5 metres to side and rear property lines). For tall buildings, City of Burlington Tall Building Guidelines recommend a separation distance of 25 metres between tower faces, measured to the external walls of the building (i.e. balconies are permitted within this setback zone). The above minimum requirements are addressed appropriately by the proposal as detailed below.

In evaluating LVP impacts, it should be noted that the majority of the subject site abuts either a street or highway, with the exception of the north and east lot lines abutting the low-rise buildings to the north along Bellview Street and the existing 12-storey building to the east at 1201 North Shore Boulevard.

Significant building setbacks have been provided both at grade and above grade to appropriately address matters of privacy, overlook and shadow. As such, the proposed building will be set back by a minimum of 7.5 metres to its rear lot line, 6.0 metres to its east lot line, and 14.0 metres along its south and west lot lines to accommodate the MTO setback requirements, with the exception of a small portion of roof canopy which is set back by 5.0 metres from the south lot line. In addition, a 5.0 metre road widening will bring the proposed building closer to the street and the public realm. For added privacy, the proposed landscape concept plan identifies a variety of measures that will provide additional buffering from the adjacent neighbouring properties, including retaining walls and a planted slope including tall trees.

Above grade, the building proposes a consistent stepping of heights that collectively allow for the majority of the building to fit within the angular plane, measured from the north lot line at a 45-degree angle, with only minor projections that will continue to achieve an appropriate relationship with the surrounding low-rise context to the north. In this regard, levels 3-5 step back by 7.59 metres from level 2 below; levels 6-7 step back by 9.51 metres from level 5 below; levels 8-9 step back by 4.89 metres from level 7 below; levels 10-11 step back by 7.03 metres from level 9 below; level 12 steps back by 4.88 metres from level 11 below and levels 13-17 step back by 16.36 metres from level 12 below. Collectively, the 11-storey mid-rise building forms are setback by 36.66 metres from the north lot line, and the 17-storey tall building form is setback by 57.9 metres from the north lot line.

The recommended building separation of 25 metres between tall building (as per the Tall Building Guidelines) has been met as the various mid-rise and tall building forms of the proposal are separated by a minimum of 25 metres at their closest point. In addition, the east wall of the proposal is setback a minimum of approximately 31 metres to the existing 12-storey building to the east which sufficiently mitigates impacts associated with overlook and shadows and exceeds the proposed policy direction in the City's new Official Plan which requires a minimum separation distance of 30 metres between tall buildings. Furthermore, the location and

orientation of the proposed building has been organized in a manner that will provide adequate separation distances to adjacent buildings, should the sites to the north or east redevelop in the future.

Based on the foregoing, it is our opinion that the resulting LVP conditions are acceptable, and that the resulting separation distances to the existing and potential future tall buildings would meet the intent of the tower setbacks and separation distances recommended in the City's Tall Building Guidelines.

SHADOW IMPACTS

A Shadow Study was prepared by Montgomery Sisam Architects to assess shadow impacts from the proposed development on surrounding areas, in particular, low-rise neighbourhood areas to the immediate north. The Official Plan requires that significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level and provides that for Official Plan or Zoning By-law amendment applications, that City Council may require additional supporting information including a shadow analysis plan. The City's Site Plan Guidelines provide standardized shadow impact criteria, requiring shadows from a proposed development to be depicted at 9:30am, 12:30pm and 3:30pm on March 21st, September 21st, and December 21st. However, in addition to the above-noted criteria, an incremental shadow study was prepared by Montgomery Sisam Architects at hourly intervals between 9:00am and 6:00p.m. during the equinoxes and the winter solstice, in order to evaluate of the potential of shadow impacts on neighbouring properties.

The proposed Official Plan provides in Policy 7.3.2 that development shall address considerations such as implementing measures to adequately limit any resulting shadowing on the streetscape, neighbouring properties, parks and open spaces and natural areas.

Additional direction is provided in the City's Tall Building Guidelines for the height and massing of the podium as well as the tower. As it relates to the podium, the guidelines provide that the height and massing of the podium (not including the tower) should ensure a minimum of five consecutive hours of sunlight on the

opposite side of the street at the equinoxes, except where existing conditions preclude. The guidelines also provide that the height and massing of the podium shall ensure a minimum of five consecutive hours of sunlight over more than 60% of a park or playground area or a public open space at the equinoxes. As it relates to the tower, minimum separation distance of 25 metres should be provided between towers to minimize cumulative shadow impacts.

In this regard, the proposal will not cast shadows on the opposite side of North Shore Boulevard until 5:00pm during the equinoxes nor the solstices, ensuring a minimum of 8 hours of sunlight between 9:00am and 5:00pm. There are no shadow impacts on nearby parks or playground or public open space. In our opinion, the proposal conforms with the Official Plan policy and implements the intent of the Tall Building Design Guidelines.

With respect to adequately limiting shadows in accordance with the proposed Official Plan, and in particular, on neighbouring properties on March/September 21st, the proposal will cast incremental shadows in the rear yards of houses fronting the south side of Bellview Street to the north at 9:30am. By Noon, shadows are completely removed from those properties. On June 21st, there are no shadow impacts on the properties to the north.

To the immediate east, there are no shadow impacts between 9:30am and 11:00am on March/September 21st. Shortly after 11:00am, incremental shadows move southwards across the westerly portion of the adjacent site, with minor shadow impact occurring on a portion of the existing outdoor pool shortly after 1:00pm, but fully removed before 2:00pm, during the months when the pool would likely be closed.

On June 21, the shadows resulting from the proposed development are contained almost entirely on the Subject Site throughout most of the day. Minor incremental shadowing is cast on a passive landscaped open space area on the adjacent property to the east beginning at 1:00pm, however there is no shadow impact on the existing tennis court or existing outdoor pool at any point during the day.

On December 21, shadows extend much farther but have less of an impact on neighbouring outdoor amenity space as these areas are typically used much less than during the times between the equinoxes. In this regard, shadows cast from the proposal on neighbouring properties to the north are consistent with those from existing buildings to the east. Between 9:00am and 1:00pm shadows move quickly from the properties to the north and are largely removed by 2:00pm. Shadows are cast over portions of the neighbouring properties to the east 11:00am and 5:00pm, typical of this time of year and similar to shadows cast from neighbouring buildings.

WIND AND NOISE IMPACTS

A Pedestrian Wind Assessment was prepared by Novus Environmental. The purpose of the report was to assess the proposed wind conditions that are generated by the proposed redevelopment. The report provided a detailed review of the existing wind conditions, and the proposed conditions as it relates to building entrances and walkways, amenity patios and terraces and surrounding sidewalks. The report concludes that the wind safety criterion is met at all locations surrounding the development; wind conditions on the site, including walkways, entrances, exits, amenity patios and amenity terraces are suitable for their intended usage throughout the year; on the sidewalks surrounding the proposed development, wind conditions generally remain unchanged and are suitable for the intended usage. The report does note that additional analysis is recommended prior to SPA to confirm the expected wind conditions around the revised massing.

An Environmental Noise Feasibility Study was prepared by Novus Environmental. The purpose of this report is to assess the potential for transportation noise impacts from nearby roadways (predominantly from the QEW) given the subject site's proximity to the highway to the west. The report notes that the assessment for potential noise impacts on the proposal have been assessed on the basis of impacts of the environment on the development, the development on itself, and the development on the surrounding area. As such, the following conclusions were provided in the Novus report: an assessment of transportation noise impacts from

roadways and railway was completed and based on this assessment, the northeast façade is the only façade that does not need upgraded glazing, and all other facades (depending on usage) would require upgrading glazing to meet the applicable indoor limits, although the conclusions do note that glazing requirements should be re-assessed and reviewed by an acoustical consultant once the floor plans and intended usages are finalized.

The report conclusions also note that based on unmitigated sound levels predicted for the outdoor amenity area, localized noise screening at designated seating areas should be included in the landscape design. Further, the conclusions note that the potential impacts on the mechanical systems should be assessed as part of the final building design, while it notes that the criteria are expected to be met based on the selection of mechanical equipment, its location and the implementation of control measures (i.e. silencers). It is suggested that the mechanical systems should be reviewed by an acoustical professional prior to final design, either at site plan approval or building permit approval stage.

5.5 Urban Design

From an urban design perspective, it is our opinion that the proposed redevelopment is appropriate and desirable and will fit harmoniously within its existing and planned built form and open space context. The proposed development will improve the design of the underutilized lands within a built-up area through careful consideration of built form, massing and setbacks and through appropriately addressing the public realm of a gateway property at the western edge of Burlington's Downtown, surrounded by existing and newly upgraded municipal infrastructure. Additionally, the urban design aspects of the development proposal are respectful of the existing surrounding residential uses which range from high-rise/high-density to low-rise/low-density.

The campus is situated within a new landscape concept prepared by Baker Turner Inc, which will facilitate a stronger connection between the public and private realm and includes a new entry feature, terraces, scented gardens, harvest gardens, central courtyards, and a mews area, among other features. In addition, the landscape proposal contemplates the retention of existing

trees along the west, south and east property lines, where it is feasible with the new proposed building envelope. The concept landscape plan will be further refined at the site plan stage, as the proposal continues to progress.

In our opinion, the proposed development conforms to the with the applicable built form and urban design policies of the Halton Region Official Plan, and in particular Policies 78(5), 78(7) and 78(10) as well as policies 5.3.2, 5.5.12(d)(e)(f) (k), 6.3(d)(e), and 6.5(a)(c)(d) of the City's Official Plan and Policies 7.1.2(e), 7.2(a), 7.3.2(a)(i), 7.3.2(1) and 8.1.1(3.14)(b)(c) and (d) of City's proposed Official Plan as follows:

- The proposal creates a vibrant, diverse and pedestrian-oriented urban environment;
- The proposal provides site design and urban design standards that create attractive and vibrant places;
- The proposal achieves an appropriate transition of built form to adjacent areas;
- The proposal achieves a form of urban design that is transit-supportive and pedestrian-oriented;
- The proposed building provides a human scale to provide a sense of human comfort, safety, access and pedestrian scale and interest;
- The building provides setbacks, setbacks and façade articulation to preserve views, where feasible;
- The redevelopment proposes a distinctive design at a west gateway location to alert people that they are entering a distinct place;
- The proposal achieves a compact form of development and supports higher densities and encourages increased use of public transit;
- The proposal achieves an appropriate density, form, height, setbacks, spacing and materiality that is compatible with the surrounding areas; and
- The proposal contributes to a continuous and harmonious streetscape environment by improving the continuity of grade related uses and public realm improvements.

The design of the tall elements in the proposal is in keeping with the applicable performance standards in the Tall Building Guidelines, as set out below.

SECTION 2.0 – BASE BUILDING (PODIUM)

The podium of a tall building 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. It should be carefully designed, including a mix of horizontal and vertical elements, to reinforce a human scale.

The following guidelines apply to the Subject Site:

GUIDELINE 2.1 – PODIUM LOCATION

- The proposed 2-storey podium will provide a 5.0 metre setback to be consistent with the current streetwall condition, above and beyond the provided 5.0 metre road widening.
- A minimum of 11 metres is achieved for separation between adjacent buildings where windows are proposed.

GUIDELINE 2.2 – PODIUM HEIGHT AND MASSING

- The proposal establishes a 2-storey podium to frame the streetscape and reinforce a human-scale.
- The height of the podium is less than the maximum recommended 80% of the adjacent right-of-way, which has a planned right-of-way width of 35 metres.
- The proposed floor-to-ceiling height of the ground floor will achieve a minimum height of 4.5 metres (5.5 metres) in order to accommodate internal servicing and loading and provided added flexibility.

GUIDELINE 2.3 – SHADOWS/SKY VIEWS

- The proposal will achieve a minimum of five consecutive hours of sunlight is provided on the opposite side of the North Shore Boulevard and adjacent to low-rise neighbourhoods, at the equinoxes (March 21 and September 21).

GUIDELINE 2.4 – PODIUM DESIGN AND ARTICULATION

- The podium will be constructed with high quality materials and architectural design.
- The building proposed high quality materials, including a strong stone base anchors the mass.
- Main building entrances are clearly demarcated with a main entry court and will have safe and convenient access to public transit stops along North Shore Boulevard.
- Building materials will complement the established character of the street;
- Architectural elements such as champagne canopies, pergolas and awnings are proposed to bring human scale at grade level and provide protection from the weather.

- The building proposes recesses and projections to lighten the mass and create articulation throughout the various components.

GUIDELINE 2.5 – SITE DESIGN, OPEN SPACE AND STREETSCAPING

- Parking, servicing and loading are located below-grade or internal to the site to be screened from the street and adjacent residential areas.

SECTION 3.0 – BUILDING MIDDLE (TOWER)

The tower is the most substantial component of a tall building as it enhances the skyline and provides a defining landmark throughout the City. The tower's design and massing should be carefully considered to minimize adverse impacts on adjacent neighbourhoods, parks and open spaces and to maximize views and access to sunlight through slender floorplates and setbacks.

As such, the following guidelines apply to the Subject Site:

GUIDELINE 3.1 – TOWER LOCATION

- The proposed tower is set back by 15 metres the east property line and approximately 31 metres from the adjacent 12-storey apartment building.
- The various mid-rise and tall building forms provide a gradual and appropriate transition in height to the established and planned context, most of which fits completely within the 45-degree angular plane.
- The proposed tower is set back from the podium levels to differentiate the two building elements.
- The two mid-rise forms (or tall buildings as defined by the guidelines) are setback by a minimum of 25 metres from one another to minimize the cumulative shadow impacts.
- The proposed building maintains a minimum 12.5 metre setback to the east property line to accommodate a full 25 metres separation distance in the event that the adjacent site redevelops in the future.

GUIDELINE 3.2 – TOWER HEIGHT AND MASSING

- The proposed tower height is concentrated at the southeast corner of the Site with a gradual transition of building heights towards the adjacent low-rise neighbourhood;
- The proposed tower floorplate is 808 square metres. Although slightly higher than the recommended 750 square metre maximum, the tower floorplate will not result in any unacceptable

built form impacts and will provide flexibility in providing a broader range of independent living suite types and sizes.

- A Pedestrian Wind Assessment report was prepared and submitted by Novus Environmental which concludes that the wind criterion is met at all locations based on the analysis that was conducted. In addition, wind conditions on the site, as it relates to sidewalks, walkways, entrances, exits, amenity patios, and terraces are suitable for intended usage throughout the year.

GUIDELINE 3.3 – SHADOW/SKY VIEWS

- The tower has been carefully sited to minimize shadows on the opposite streetscape, as well as the adjacent low-rise neighbourhoods.
- The design, height and placement of the tower is compatible with the adjacent buildings along the corridor to the east and does not create adverse impacts on surrounding open spaces and natural areas.
- A shadow study has been prepared and was analyzed in Section 5.5 above.

GUIDELINE 3.4 – TOWER DESIGN AND ARTICULATION

- The proposed tower creates visual interest with vertical and horizontal articulation through architectural design and materiality, as well as through features such as canopies and awnings.
- Given the unique gateway location of the Subject Site, the tower has been designed with the highest quality of architectural design and detail on all sides.
- The proposed buildings will explore various types of materials, including glass, as well as stone to anchor the base and minimize the perceived mass of the building.

SECTION 4.0 BUILDING TOP

The top of the building defines the tower while further distinguishing a unique and interesting skyline. A variety of elements, including stepbacks, material variations, lighting, and other architectural elements are recommended to reinforce a strong presence at the top of the building. Where possible, rooftop amenity space is recommended to create activity at the upper levels of the building. Structural elements, such as the mechanical penthouse and elevator shafts should not be visible from ground level.

GUIDELINE 4.1 – ROOFTOP DESIGN AND ARTICULATION

- The terraced top of the building is inset and clearly distinguished from the tower to reduce the top building profile through the use of setbacks.

- Outdoor amenity areas and patios are included not only within the tower but throughout the proposed development, including the level 12 rooftop.
- The architecture is distinctive and recognizable to signify its gateway location into the Downtown.

GUIDELINE 4.2 – MECHANICAL PENTHOUSE

- The proposed rooftop mechanical equipment will be sized appropriately and on the tower top to be screened from view from other buildings and the public realm.
- The proposed rooftop mechanical equipment will be organized to be appropriately screened from view.

As such, the proposed tall building elements, at their various base, tower and top building levels achieve the intent and purpose of the Tall Building Guidelines as described above.

5.6 Transportation and Servicing

A Transportation Impact and Parking Study was prepared by IBI Group. The report is divided into two components: a transportation impact study and a parking assessment. The transportation impact study examines the proposed development's anticipated impact on the study area's traffic operations and identifies improvements that would improve study area operations. The parking study on the other hand reviews the proposed development's projected parking demand and proposes a zoning by-law parking requirement variance, if warranted.

With respect to the transportation impact summary, the report concludes that future traffic congestion is primarily attributed to background traffic growth and that trips generated by the proposed development marginally contribute to additional congestion. The report conclusions provide that the proposed development's driveway is expected to operate well during the weekday and Saturday peak hours. In addition, the report notes that mitigation measures undertaken by IBI Group demonstrate that signal timing optimization at the congested intersections can mitigate impacts caused by the proposed development. As it relates to the potential need for a left hand turn lane for eastbound traffic turning into the subject site, a left turn storage needs assessment was carried out for the development's driveway, and a 25 metre storage was determined to be justified. Overall, the report conclusions provide that the

inclusion of a dedicated left turn storage lane is recommended from a safety standpoint to avoid disrupting eastbound through traffic. However, the report conclusions also provide that existing site traffic is currently making eastbound left turns using the existing lane configuration and road layout.

From a parking perspective, the report concludes that based on the provision for 475 dwelling units and 200 parking spaces (which has been increased to 220 spaces), the report concludes that the proposed development would require 510 parking spaces as per Zoning By-law 2020, which results in a parking deficiency of 310 parking spaces for the subject site. The report conclusions further provide that the City are currently undertaking a review and update of their city wide parking standards and as such, the recommended requirements for the subject site is actually 404 parking spaces, resulting in an on-site deficiency of 204 spaces. The report also concludes that parking demand surveys were completed at a site of a similar nature, and in considering the peak parking demand observed, the peak parking rate was determined to be 0.42 spaces occupied per unit. The report concludes that a peak parking demand of 200 spaces occupied is projected for the subject site, which is exactly the number of spaces proposed, and that an additional 20 spaces (+10% parking supply) is recommended to provide a parking supply buffer to accommodate daily demand fluctuations.

The report conclusions provide that the recommended parking supply is intended to be shared between residents, visitors and employees. Further, the report conclusions provide that the recommended parking supply (220 spaces) is significantly lower than the zoning by-law requirements, which is anticipated to predominantly be a result of the assisted living and memory care units. These residents are not permitted to drive and therefore generate lower parking demand than independent living residents. With respect to accessible parking spaces, the report conclusions provide that a peak accessible parking demand of 11 vehicles is projected for the proposed development, and that to remain consistent with AODA, 13 accessible parking spaces are recommended with 6 being Type A and 7 being Type B.

The report provides an assessment of an as-of-right residential development on the subject site in comparison to the proposal for a senior's retirement home with continuing care services. As such, the report identifies that the Downtown High Density Residential (DRH) zone permits a maximum density of up to 185 units per hectare, resulting in a total of 222 residential units on the subject site. In addition, the report reviews the trip generation for 222 as-of-right residential units vs 492 units as part of a senior's retirement home proposal. The analysis demonstrates that the as-of-right development is projected to generate a significantly higher number of trips (48% higher) than the proposed development. In other words, the proposed development is anticipated to have a smaller impact on the study area's traffic operations than the as-of-right development. The proposed traffic generation comparison of each development type is provided below in **Exhibit 2-45**, which is also found in IBI Group's Transportation Impact and Parking Study.

Exhibit 2-45: Trip Generation Comparison

Land Use	AM Peak		PM Peak	
	Rate (trips/unit)	Trips	Rate (trips/unit)	Trips
Apartment (222 units)	0.51	113	0.62	138
Continuing Care Retirement Community (492 units)	0.18	89	0.19	93

A Functional Servicing Report was prepared in support of the applications was prepared by The Odan Detech Group Inc. The purpose of this report is to evaluate the serviceability of the site with respect to sanitary waste water, water and storm water management (SWM) and the report will implement the City's SWM criteria.

The report conclusions provide that from the foregoing investigation, the site is serviceable utilizing existing sanitary, storm and watermain infrastructure within and adjacent to the site. The report adds that stormwater management can be accommodated with on-site storage as provided in the report.

[6.0]

C O N C L U S I O N

The proposed redevelopment of the subject site would result in an architecturally distinct building at the western gateway to Downtown Burlington. The proposal is complementary to the existing uses in the surrounding area and it will intensify and improve an underutilized site, improve the streetscape along North Shore Boulevard, and provide new residential units for seniors in a built form that is in keeping with the existing and planned surrounding context.

From a land use perspective, the proposed redevelopment will achieve Provincial, Regional and City policy directions which promote intensification within built-up areas, particularly in strategic growth areas, such as urban growth centres. From a housing perspective, the proposal will provide significant new housing geared towards an aging population, offering a continuum of care in the form of independent living suites, assisted living suites, and memory care suites.

From a built form and urban design perspective, the proposal will create a high-quality building that is compatible with the existing neighbourhood character and will contribute to the vitality and livability of the Downtown. The campus building is complementary to its surroundings in terms of materiality, scale, and built form, and will significantly enhance an underutilized gateway site. The tower height fits within the heights of mid-rise and tall buildings within the surrounding area and sensitively transitions to the low-rise context to the north. The proposed development implements the intent of the urban design policies of the Official Plan and achieves the intent and objectives of the Tall Building Guidelines.

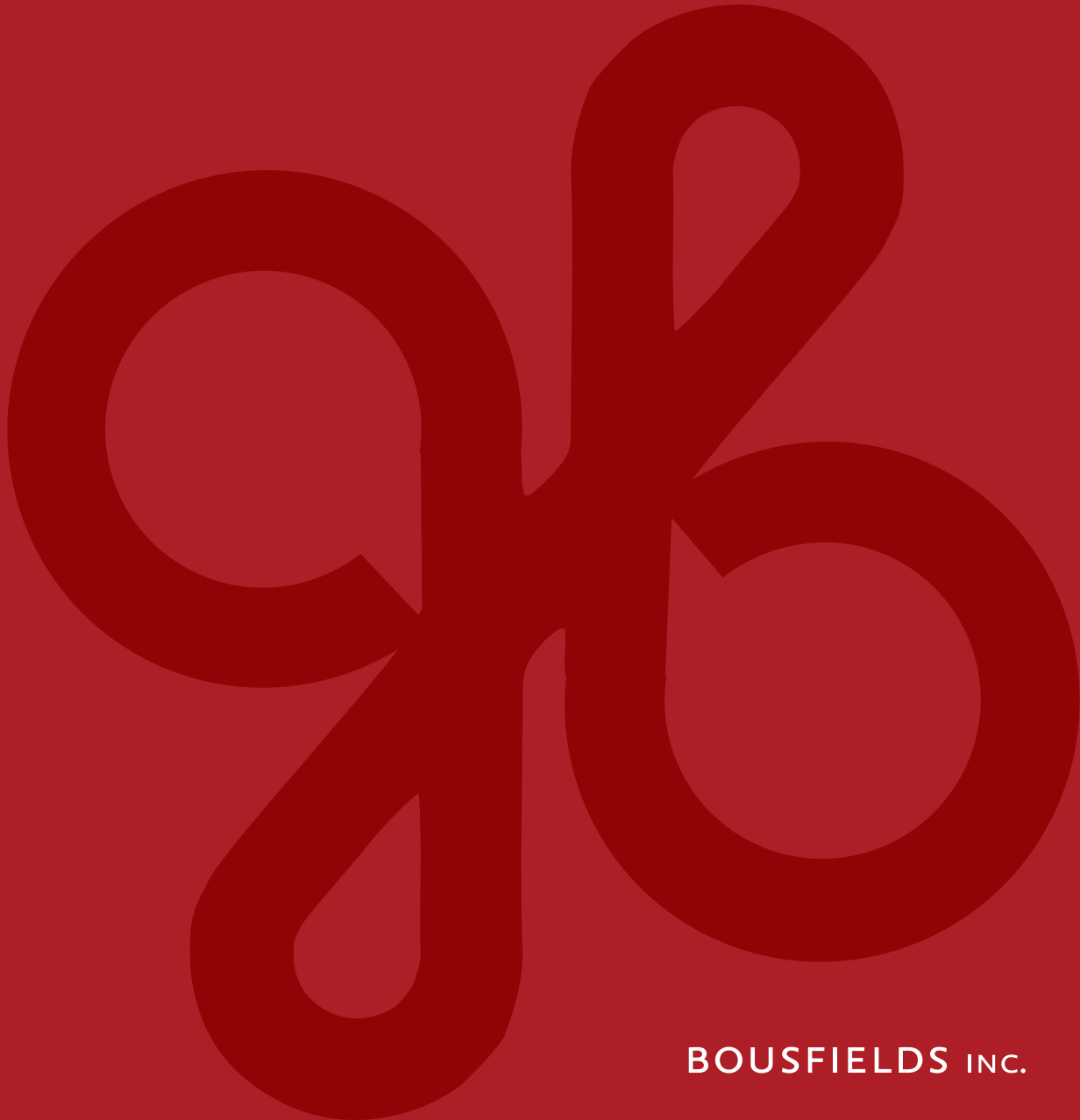
Accordingly, it is our opinion that the proposed Official Plan and Zoning By-law Amendments are appropriate and desirable, are necessary and appropriate to bring relevant Official Policy and Zoning By-law provisions into conformity with overarching Provincial and Regional policy directions and to be consistent with the PPS, are in the public interest, and should be approved.

Respectfully submitted by,



Tyler Grinyer MCIP, RPP
Partner, Bousfields Inc.





BOUSFIELDS INC.