Brook McIlroy

GO Station Mobility Hub Market Analysis

Burlington, Ontario

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nblc

N. BARRY LYON CONSULTANTS LIMITED

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Table of Contents

Introduction 1

Burlington's Market Context 3

Burlington GO Mobility Hub 14

Aldershot Mobility Hub 25

Appleby Mobility Hub 41

Final Thoughts 51

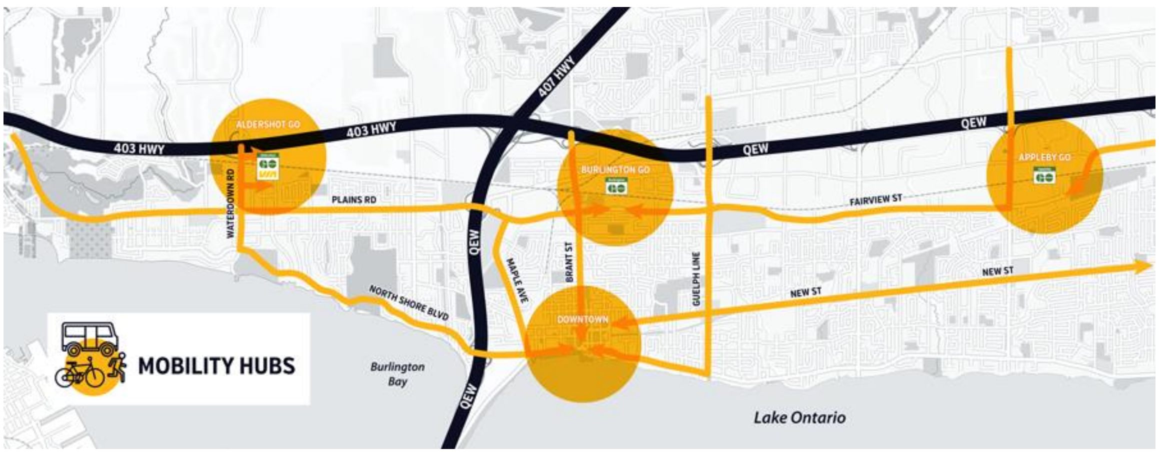
Disclaimer:

1.0 Introduction

NBLC was retained as part of a broader team, led by Brook McIlroy, to prepare Area Specific Plans ("ASP") for the four Mobility Hub areas in the City of Burlington (see **Figure 1**).

These ASPs will support intensification and redevelopment in the Mobility Hub areas while also supporting transit-oriented, pedestrian-friendly, and sustainable neighbourhoods where people will be encouraged to live, work, and be entertained. The new ASPs will adhere to the policies of the Province's Growth Plan for the Greater Golden Horseshoe, the Region of Halton's Official Plan, and Metrolinx's The Big Move, which encourage or require the creation of complete communities with transit-supportive densities.

Figure 1: Mobility Hub Locations



Source: City of Burlington

As per the City's "Grow Bold" initiative, Burlington is committed to progressive and ground-breaking planning that will facilitate it's transition into an urban and environmentally sustainable municipality that is attractive for residents, employers, and visitors. Intensifying the four Mobility Hubs will be key to Burlington's transition to further urbanization. A concentration of development yields benefits in terms of offering more sustainable forms of development, and a critical mass of population helps animate streets, takes growth pressure off suburban areas, reduces car reliance, and improves overall safety.

1.1 Purpose of the Mobility Hub Market Analysis

The purpose of our market analysis is to help guide the planning and urban design aspects of the overall project. In order to do this, a contextual market analysis of the City of Burlington was undertaken along with a more detailed assessment of the four Mobility Hub study areas.

For each Mobility Hub we assessed development trends, including evaluating the nature of residential and non-residential development. This analysis offers a basis to consider the nature of long-term demand and expected development trends looking forward.

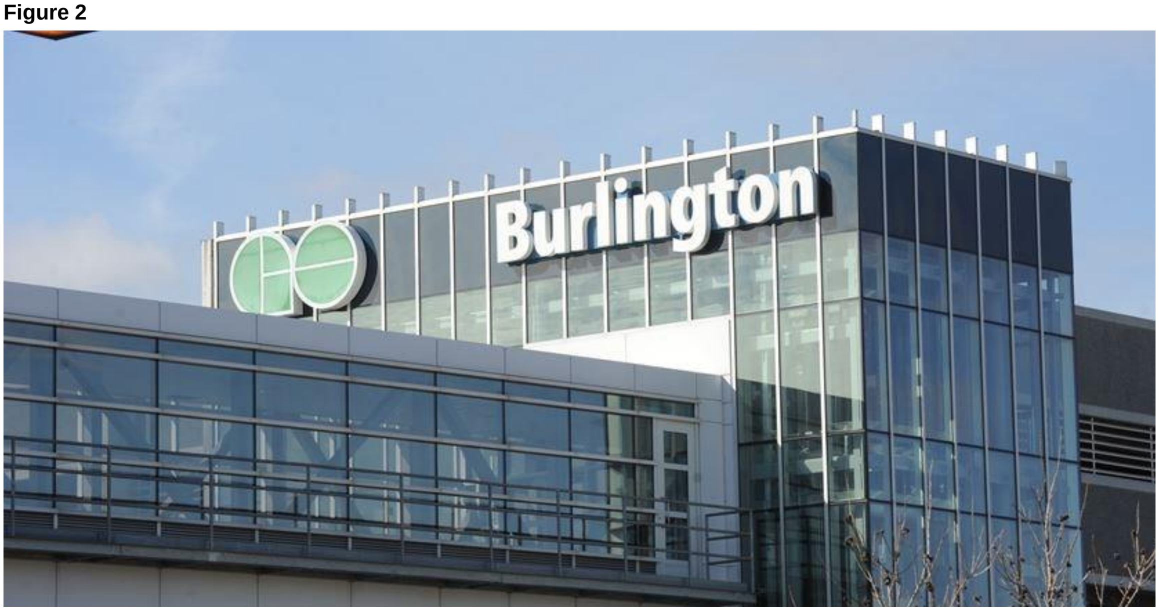
Our analysis will provide an understanding of the current and projected market demand for various land uses in each Mobility Hub and will include an assessment of marketable uses, built-forms, and densities, in addition to opportunities and challenges related to development economics and feasibility.

Our work will inform the land use scenarios to ensure the selected Area Specific Development Plans are both marketable and feasible from a development and economic perspective. This report aims to reconcile current market assumptions with forecasted growth and demand from a variety of sources, in addition to NBLC's own knowledge and experience within the Burlington market and general development trends throughout the Greater Toronto and Hamilton Area ("GTAH").

The majority of the forecasts in this report relate to a timeframe of 2031, though full build out of each Mobility Hub is likely to be a longer-term exercise that extends well beyond the next 15 years.

This report will focus on the three GO station mobility hub areas.

Figure 2



Source: InsideHalton.com

2.0 Burlington’s Market Context

The City of Burlington is the westernmost municipality in the Greater Toronto Area (“GTA”), located between Lake Ontario and the Niagara Escarpment. Burlington’s western GTA location provides it with the strategic advantage of having easy access to both the Toronto and Hamilton markets, as well as close proximity to the border to the United States.

Burlington offers residents a safe and clean environment to live, has good access to health care, abundant green space and recreational amenities, annual events and festivals, and great schools, shopping, and dining. In 2016, Burlington was voted by MoneySense Magazine as the best mid-sized city to live in Canada for the fourth year in a row, and the second-best city overall, after Ottawa.

Traditionally, Burlington was a working class city, consisting largely of residents who commute to other parts of the GTA and Greater Golden Horseshoe (“GGH”) for work. The City’s location at the west end of the GTA has allowed it to generally have lower housing prices relative to other GTA municipalities, particularly those to the east, while still being located within commuting distance of major employment areas. However, over the past several decades, Burlington has developed from a bedroom community to a vibrant waterfront city with a diverse economy, growing employment base, and a well-educated and skilled workforce.

The Province of Ontario’s Regional Express Rail (“RER”) project will further improve Burlington’s accessibility to the rest of the GTA, making movement to and from the City easier for residents. The RER project will see all three GO train stations in Burlington receiving 15-minute two-way, all-day service between Aldershot GO and Toronto's Union Station, significantly improving accessibility for Burlington residents. These changes will be particularly appealing for working professionals seeking an alternative travel mode to their jobs.

As Burlington continues to grow, new development is expected to be directed towards Urban Growth Centres and Major Transit Station Areas, specifically Downtown Burlington, and the Burlington GO, Aldershot GO, and Appleby GO transit areas. When complete, the new RER service will aid in insuring that these areas receive, and are able to support, a significant share of the future demand for population (housing) and jobs in Burlington. While this study focuses on these four areas specifically, the City is also interested in directing some additional growth to the Uptown Burlington area.

Prior to delving into each mobility hub individually, it is important to consider what drives demand for different uses. The following sections summarize the growth forecasts for Burlington, and outline some of the drivers of local residential and non-residential demand.

2.1 Residential Demand

The following subsections outline the primary drivers of residential demand. Given the evolving Burlington housing market and the intensification anticipated for the Mobility Hub areas, this section has a particular focus on higher density housing types.

2.1.1 Population and Housing Growth

Historically, the City of Burlington has been a predominantly low-density residential community. As of the 2016 Census, approximately three-quarters of all housing units were either single-detached, semi-detached, or townhouse units.

Despite its history, the availability of greenfield land for further low-density development in Burlington has run out. As such, new housing will need to consist largely of higher density housing types going forward, likely in apartment, stacked townhouse, and traditional townhouse forms. The most recent Development Charges Background Study completed by Watson and Associates (May 13, 2014) reflects this notion of an evolving housing market.

The Watson and Associates Study indicates that the City of Burlington's population will increase to 186,169 in 2031, from 183,314 in 2016.[1] As household sizes in Burlington decline, the makeup of the City's housing stock is expected to shift to higher density forms. According to the study, the number of persons per household ("PPH") in Burlington is forecasted to decline to 2.31 in 2031, from 2.5 as per the 2016 Census.

Watson and Associates forecast that in order to satisfy the anticipated population, the City of Burlington will require a total of 80,575 housing units in 2031[2]. Given the 2016 Census registered a total of 71,373 housing units occupied by usual residents, an additional 9,202 housing units would be required between 2017 and 2031. This represents an average of approximately 615 housing units annually.

It should be noted that the City of Burlington has been growing at a faster rate than initially anticipated in the Development Charges Background Study. The 2016 population is essentially equal to the population forecasted for 2024 (183,357 people) within that study. As such, it is possible that the 2031 population in Burlington may exceed the forecasted population contained in the Watson and Associates Study, requiring additional housing units beyond what is projected.

Given the lack of greenfield land for low-density residential development, Watson and Associates' study indicates that the majority of future housing growth in Burlington is likely to consist of medium and high-density housing types. In order to satisfy the Watson and Associates' forecasted housing type allocations for 2031, more than 90% of Burlington's future housing growth will need

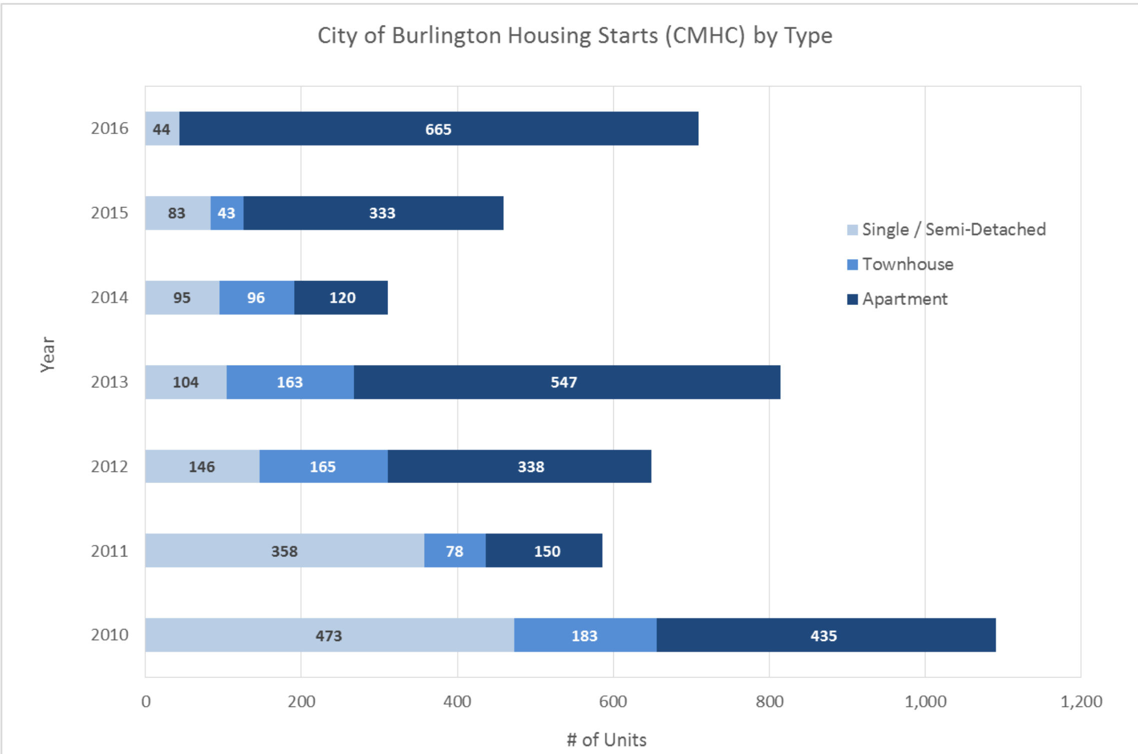
[1] 2031 population based on Halton Region's Best Planning Estimates (2011). Includes institutional population.

[2] As per Schedule 1 in Watson and Associates 2014 Development Charges Background Study.

to be in the form of apartments (79%, 7,359 units), and townhouses or duplexes (14%, 1,337 units)[3].

The trend toward higher density housing has already begun as apartments and townhouses have accounted for a higher proportion of housing starts in Burlington in recent years[4]. Townhouses and apartments have accounted for 86% of all housing starts between 2013 and 2016, after accounting for just 39% of starts as recently as 2011 (**Figure 3**).

Figure 3



Source: CMHC Housing Portal, 2017

2.1.2 Affordability

Beyond population growth, affordability has a significant impact on the types of housing that are in demand in any given municipality. Despite record low interest rates, incomes have not kept pace with home prices, particularly for single-detached homes and other ground-related housing types.

The average household income in the City of Burlington increased by 10% between 2006 ($95,948) and 2011 ($105,503), while the average price of a resale single-detached home increased by 34% over the same time period.[5] Housing prices have only continued to increase since then. The average price of a resale single-detached home in the City of Burlington in 2016 was approximately

[3] Housing type growth based on the difference between Watson and Associates forecasted housing mix by unit type for 2031 and Burlington's mix of housing units as per the 2016 Census.

[4] As per data on annual housing starts between 2011 and 2016 from CMHC.

[5] Toronto Real Estate Board, Market Watch, January 2006 to December 2006 and January 2011 to December 2011.

$871,400, up 51% since 2011.[6] While 2016 income data was not yet available at the time of writing, income growth is not expected to be nearly as high as this housing price appreciation.

Eroding affordability will draw more home purchasers to higher density housing forms such as apartments, as well as higher density ground-related units like traditional and stacked townhouses, which are typically priced more affordably than single-detached homes. It could also prevent or delay entry into the homeownership market for many residents, leading them to turn to the rental market.

In addition to increased pricing, additional barriers such as stiffening mortgage rules, are contributing to a further shift towards high-density housing, as well as increased rental demand, throughout the GTA. This shift is affecting young singles, couples, and families who simply cannot save the down payment necessary to purchase a single-family home, in addition to the older demographic that is seeking a smaller unit as they downsize into retirement.

As prices continue to accelerate relative to muted income growth, single-detached homes become further out of reach for residents who have yet to enter the homeownership market. This includes young singles, couples, and families. Accelerating price growth also impacts move-up buyers who hope to transition from an apartment or a townhouse to a single-detached home. While their own home may have appreciated in value, the increase in mortgage payments required to purchase a single-detached home may not be financially feasible. This has a trickle-down effect on the rest of the market. If traditional move-up buyers are remaining in their current homes, the supply of housing for entry level buyers may tighten. It could also lead to loss of the younger population to nearby communities that offer more affordable single-family housing options.

2.1.3 Age Characteristics

The makeup of the local population has a significant impact on which housing types are in highest demand. Couples with children traditionally seek ground-related housing types such as single-detached, semi-detached, and townhouses, assuming that these housing types are within their budget. As the number of families within a community increases, the likelihood for increased demand for ground-related housing units grows. Increased demand in turn tends to accelerate pricing, particularly in a community like Burlington where the amount of greenfield land for low-density residential development has disappeared.

Alternatively, other age groups tend to seek out higher density housing types, including apartments and stacked townhouses. Young adults are getting married and starting families later in life, and are increasingly prioritizing walkability and the convenient, maintenance-free lifestyle that is typically associated with high-density living. By the same token, seniors and downsizers are also

[6] Toronto Real Estate Board, Market Watch, January 2016 to December 2016.

prioritizing low-maintenance, convenient lifestyles as they sell their single-family homes and seek a smaller living space such as an apartment.

Between the 2011 and 2016 Census periods the senior aged population in Burlington experienced high growth. Adults aged 55 to 64 increased by 10% (+2,135), while those aged 65 to 79 increased by 19% (+3,910). Conversely, middle-aged adults (35 to 54), typically considered move-up buyers, declined by 1.1% (-565), while the young adult population (20 to 34), considered first-time buyers or prime renters, remained relatively flat, up 0.3% (+85). Given the dearth of greenfield land for further low-density residential development, it is possible that the growth amongst young and middle-aged adults in Burlington could slow moving forward if they choose to seek more affordable ground-related housing options elsewhere.

Given the aging nature of the Burlington population, seniors and downsizers are likely to be a significant driver of new housing demand moving forward, particularly for high-density residential formats.

2.1.4 Demand for Rental Tenure Housing

Notwithstanding the amount of higher density housing starts in recent years, the amount of rental tenure housing starts has been limited. Despite low vacancy rates (City of Burlington: 1.1% as per CMHC, 2016), only 6.6% (307 units) of the total housing starts (4,619 units) between 2010 and 2016 were for rental tenure units. The lack of new rental construction is caused by several factors, including:

- The relatively high rents that are typically required to achieve a financially viable project due to land prices and construction costs;
- Relative availability and complexity of financing associated with rental projects;
- Low rates of return compared to the much higher profitability of new condominium apartment buildings; and,
- Concerns from the development community related to the potential for the government to extend rent controls beyond buildings constructed prior to 1991, which has since been instituted as of April 2017.

The vast majority (88%) of rental housing in the City of Burlington was built prior to 1980. As such, the quality of rental units can vary widely but most buildings generally lack modern finishes and design features such as dishwashers, central air conditioning, in-suite laundry, and modern amenity centres.

Since 1991, the proportion of rental households in the City of Burlington has declined from 29%[7] to 22%[8] given that most new housing development has come in ownership tenure. This pattern of decreasing proportions of rental households is common throughout the GTAH. Comparable sized communities, such as Oakville, Richmond Hill, and Whitby, have seen similar declines in the proportion of rental households, but had a lower proportion of rental households in 2011 relative to Burlington (e.g. 14% to 16% vs 22% rental households). This is not necessarily a function of there being more rental demand in Burlington at present time, but a reflection of the higher number of purpose-built rental apartment units that were constructed in Burlington in the 1960's and 1970's.

Low interest rates and relatively affordable home ownership conditions in the late 1990's and early 2000's contributed to the declining proportion of rental tenure households as an increasing number of people were able to afford the costs associated with home ownership. However, in recent years, the cost of single-family housing has been increasing rapidly in the GTAH, contributing to declining affordability. Fewer people are able to afford the cost of a down payment and the subsequent carrying costs of a larger mortgage, particularly younger singles, couples, and families.

As such, it is anticipated that rental housing will increase in demand moving forward, and given the lack of new purpose-built rental development in recent decades, it is reasonable to believe that there is already pent-up demand in the marketplace for rental tenure housing. In addition to declining affordability for ownership housing, the low vacancy rates in Burlington indicate tight supply conditions and that demand for rental housing may be higher than the 22% of households that were renting in 2011.

Without increased purpose-built rental supply, prospective renters in the current housing market may turn to nearby municipalities where the availability of purpose-built rental units is higher, or to private rentals in condominium apartment buildings. CMHC estimates that demand for these private rentals is just as high, if not higher, than purpose-built rentals as the vacancy rate for condominium apartment rentals in Hamilton Region[9] (which includes Burlington) was 0.5% in 2016.

These private rentals in condominium apartment buildings provide tenants with a higher-quality unit and building than what is typical in most of the existing rental stock in Burlington. However, these private rentals do not provide professional on-site property management and do not provide the tenant with the same security of tenure as a purpose-built rental apartment unit. As such, they are not necessarily a stable source of rental housing. New purpose-built rental product would have the potential to capture some of these private renters, in addition to retaining or attracting residents who would otherwise choose to seek accommodations in other municipalities.

[7] Community Development Halton, A Social Profile of Burlington, January 2006.
[8] Statistics Canada, 2011 Census. Data unavailable for 2016 Census at time of writing.
[9] Data on condominium apartment rental vacancy rates was not available at the City of Burlington level.

How much the market shifts towards rental housing in the future is difficult to predict. However, any continued increase in demand for rental housing should further increase the demand for high-density residential units, whether they are purpose-built rental units or investor-owned condominium units that are rented in the private market.

2.1.5 Transit Improvements

Metrolinx's planned electrification of the GO Train network (Regional Express Rail or "RER") would increase train service on the Lakeshore West line to 15-minute, two-way, all-day headways between Aldershot Station and Union Station in Toronto. RER will significantly improve transit accessibility for residents in Burlington, especially those in close proximity to the three GO stations.

The increased service via RER is likely to have some impact on demand for residential uses in close proximity to the City of Burlington's GO stations. RER will be appealing for working professionals who would like to live in Burlington but have to commute to their jobs in another municipality. RER would provide them with an improved alternative travel mode to their jobs.

2.1.6 Changing Lifestyle Priorities

While previous generations fled towards suburban locations and bedroom communities outside of the core areas of cities seeking single-family homes and larger properties, many echo-boomers and young families prefer living in locations that include a range of transportation options and that are within walking distance to everyday services and amenities. As such, many people are now more inclined to live in a smaller space – whether it be an apartment or townhouse unit – provided they are able to live somewhere that is centrally located.

Additionally, many baby boomers who had previously sought out larger single-family homes, are now trading their larger space for the enhanced security and lower maintenance living that is associated with higher density housing forms. The rental market has also attracted some older residents who recognize the advantages of being able to redeploy the equity from their single-family homes into retirement savings rather than real estate.

2.1.7 Ontario Fair Housing Plan

It is also important to note the potential impact of the Province of Ontario's Fair Housing Plan, announced in April 2017. The intention of the plan is to "cool" housing prices in the Greater Golden Horseshoe via several new measures, including a foreign buyer's tax and extended rent control on all units constructed after 1991.

It is likely to be several months before the full impact of all the measures in the Fair Housing Plan are known with any certainty. While most industry observers, including NBLC, feel that the depth of demand is so significant for housing that the impact of foreign buyers is relatively modest, the implementation of rent controls has reignited concern across the development community in regards to new purpose-built rental development. Rent control will have an impact on the feasibility of any new purpose-built rental apartment project, limiting a developer's ability to raise rents as the market dictates or in response to changes in operating costs.

Although the extent of the impact of the Fair Housing Plan has yet to be fully felt, unintended consequences related to rent control may lead to the scaling back of proposed rental projects, particularly for smaller rental developers. It is possible that only established rental developers will proceed with planned rental projects, which may reduce the overall future rental supply and further frustrate demand.

We are already aware that some planned projects in the GTA are either being shifted to condominium tenure or are reworking the suite mix to smaller units to stimulate turnover rates and ensure that higher index rents are achievable. By having frequent turnover, the impact of rent control is lessened as rents can be increased when tenants move out. However, including a larger proportion of smaller unit types and sizes could also put further strain on the balance between supply and demand for larger rental units in the local marketplace.

2.2 Non-Residential Market

This section draws upon multiple sources to reconcile the future employment and non-residential projections and demand in Burlington. These sources include the Halton Region Employment Survey (2016), Watson and Associates' Development Charges Background Study (2014), urbanMetrics' Commercial Strategy Study (2013), and Dillon's Employment Lands Study (2012). For the purpose of this section, when it is not specified, "non-residential" refers to a wide range of uses including retail, service, industrial, office, and institutional.

2.2.1 Employment and Non-Residential Growth Forecast

Strong employment and population growth is projected for the City of Burlington. This population and employment growth will be the most significant driver of demand for new non-residential space in Burlington.

The City of Burlington has an established industrial and manufacturing base, but the economic base has been shifting towards a higher proportion of service and office-based employment, which is expected to continue into the future.[10] Burlington's western location in the GTAH offers businesses a strategic benefit given its ease of access to both the Toronto and Hamilton markets, as well as the United States.

The Region of Halton is responsible for allocating its projected employment as forecasted in the Growth Plan for the Greater Golden Horseshoe ("Growth Plan") to its lower-tier municipalities. While updated Growth Plan forecasts for the Region are available to 2041 (466,000 jobs), the

[10] City of Burlington Employment Lands Study, 2011

Halton Region Official Plan contains forecasts for its lower-tier municipalities to 2031 only (390,000 jobs). Halton Region is in the process of completing an updated growth forecast based on the 2041 projections through an Official Plan Review.

Of the roughly 390,000 projected jobs forecast for Halton Region by 2031, approximately 27% are allocated to Burlington (106,000 jobs)[11]. Watson and Associates' 2014 Development Charges Background Study indicated a total of more than 92,000 jobs in Burlington in 2011[12], requiring approximately 14,000 new jobs to 2031 (665 new jobs annually) to meet Burlington's employment allocation.

Watson and Associates' 2014 Development Charges Background Study anticipates that the growth in jobs between 2011 and 2031 will occur in the commercial retail (36% of growth), industrial (29%), institutional (19%), and commercial non-retail (16%) sectors[13]. Based on their assumptions of square footage per employee[14], Watson and Associates estimate that Burlington would require a total of nearly 5.8 million sf of new non-residential space between 2014 and 2031 (207,000 sf annually) in order to satisfy the growth in employment.

This new non-residential gross floor area is forecasted to grow as follows:

- Industrial: 2,626,400 sf;
- Commercial Retail (including service commercial): 1,903,700 sf[15];
- Commercial Non-Retail (including office): 595,800 sf; and,
- Institutional: 670,800 sf.

This forecasted growth is heavily weighted towards new industrial development, likely to occur in existing or vacant employment land areas, and retail development, which could occur in a variety of forms, including malls, plazas, or as part of mixed-use developments. These forecasts indicate that office development to 2031 is likely to be relatively insignificant compared to other types of non-residential uses.

[11] As per the Halton Region Official Plan

[12] It should be noted that Halton Region's Employment Survey noted approximately 85,500 jobs in Burlington in 2016. However, according to the Halton Region Planning Services department, their survey does not include work at home and no fixed place of work employment, in addition to other limitations with their data.

[13] Schedule 10 on page A-10 of Watson and Associates Development Charges Background Study (2014).

[14] 800 sf per employee for industrial, 559 sf per employee for commercial retail, 360 sf per employee for commercial non-retail, and 400 sf per employee for institutional.

[15] urbanMetrics' Commercial Strategy Study (2013) estimated a need for 1.55 million sf of new retail space to 2031.

Given the declining availability of greenfield land, most new non-residential growth in Burlington will need to occur as infill redevelopment. As such, the four Mobility Hub areas are likely to be well positioned to absorb a significant amount of this new non-residential space moving forward.

2.2.2 Other Drivers of Non-Residential Demand

Assessing long-term non-residential demand requires an understanding of the underlying factors that drive the demand. These drivers of demand help explain the pattern of non-residential development in the GTA over the past several decades. While the factors influencing the decision-making process of each business will differ, generally the location of non-residential development is influenced by the following:

- *Access to Employees*: Businesses require access to a deep pool of qualified employees. However, the type of employee will vary based on the business. Given the direction of Ontario's economy towards a knowledge-based workforce, businesses are typically looking for demographics that are young, educated, and creative. Higher populations and densities increase the pool of potential employees and in turn positively impact the prospect of a location.

- *Transit:* Access to transit effectively widens the labourshed of potential employees. The future transit improvements via GO RER will have a significant impact on the accessibility to jobs that are offered in proximity to the City's four mobility hub areas.

- *Agglomeration Economics:* Employment uses gain many advantages and benefits by locating near each other, often improving economies of scale and network effects. Examples of this include the financial services sector in Downtown Toronto or major corporate headquarters located near Pearson Airport.

- *Accessibility and Parking:* Despite the importance businesses place on transit and walkability, many will still place a very high importance on accessibility by automobile, and access to parking. The access that the four mobility hub areas have to Highway 403, Highway 407, and the Queen Elizabeth Way ("QEW") is beneficial.

- *Amenities and Urban Environment:* Non-residential landlords and tenants often look for locations that are attractive to their potential employees. These businesses will look for well-designed spaces and urban locations that offer a wide range of amenities and other surrounding commercial uses.

2.3 Summary of Findings

- By 2031, the City of Burlington is projected to have a population of more than 186,000 people, in addition to approximately 106,000 jobs.

- Given declining household sizes, the population growth is anticipated to require approximately 11,800 new housing units between 2011 and 2031. This housing growth will primarily be in higher density housing forms such as apartments (75%) and townhouses (15%) given the lack of greenfield land available for low-density housing formats, eroding affordability, increased rental demand, and the demographics of the Burlington population.

- Watson and Associates estimate that future employment growth in Burlington will require an additional 5.8 million sf of new non-residential space between 2014 and 2031. While the City of Burlington has an established industrial and manufacturing base, the overall economic base is expected to shift towards a higher proportion of office and service based employment.

- Given the shift towards higher density housing forms and office/service-based employment in Burlington, and the importance that transit and vehicular accessibility will have for new development, the four Mobility Hub areas are well positioned to absorb a significant amount of the new supply of residential and commercial growth.

MOBILITY HUB #1:

Burlington GO

3.0 Burlington GO Overview

The Burlington GO Mobility Hub is located directly north of the Downtown Mobility Hub, primarily located north of Fairview Street, between the hydro corridor to the west and Drury Lane to the east. The Burlington GO Mobility Hub benefits from its location in proximity to the Downtown and all its associated amenities, as well as its access to GO transit and the QEW (see **Figure 4**). Brant Street and Fairview Street act as the main corridors in the Mobility Hub area.

The Burlington GO Mobility Hub area is designated as Mixed-Use Corridor along Brant Street, Mixed Use Corridor – Commercial Corridor south of the rail corridor, and General Employment north of the rail corridor and along Plains Road, with established residential neighbourhoods to the south and northeast. The area includes a number of underutilized properties which could be leveraged for new transit oriented development in the future.

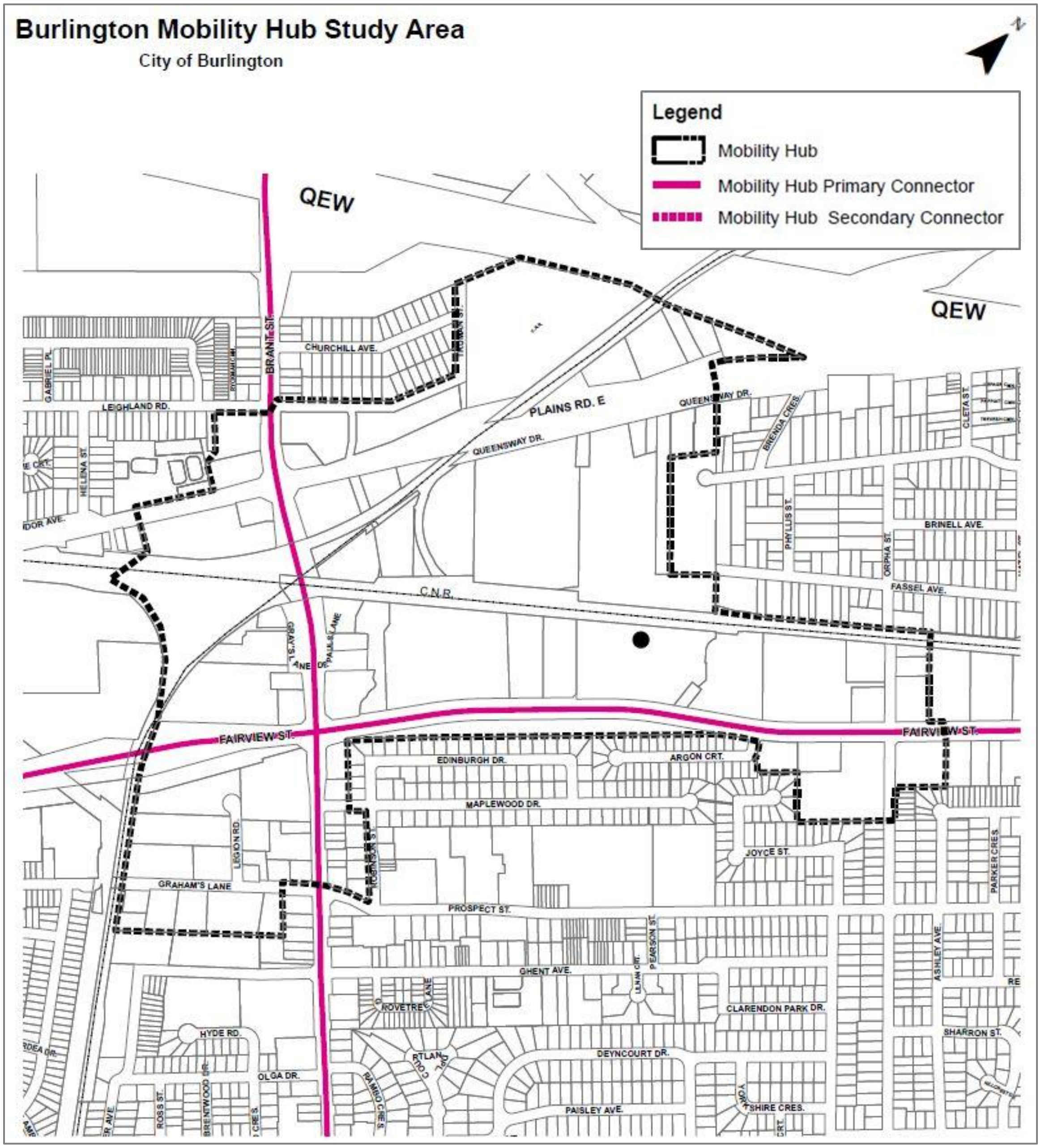
Burlington GO Station is designated as a Gateway Mobility Hub in The Big Move, which indicates that it is a major transit station area at the interchange of two or more current or planned regional rapid transit lines. The Burlington GO Station is planned to integrate the Province's Regional Express Rail service, local transit, as well as two proposed future rapid transit lines – one providing connections along Brant Street to the Downtown (known as the Burlington Connector) and another as part of a major Bus Rapid Transit (BRT) line from Kipling subway station in Toronto across Dundas Street through Mississauga and Oakville to Burlington GO station.

The Burlington GO area consists largely of a suburban built form. Residential uses in the surrounding area are primarily low-density, consisting mostly of single-detached homes, located away from the main thoroughfares. Non-residential uses located along Brant Street, Fairview Street, and Plains Road East consist primarily of single-storey buildings with a large amount of associated surface parking. These buildings are set back from the street and designed in a manner to accommodate and encourage automobile use.

The retail uses in the Mobility Hub area are anchored by a Wal-Mart Supercentre and Brantview Plaza at Brant Street and Fairview Street, as well as additional retail plazas at Brant Street and Plains Road East. A short distance west and east of the Mobility Hub boundaries are Mapleview Shopping Centre and Burlington Mall, which combined have more than 250 retailers and services to meet all the shopping needs of Burlington residents. Just north of the QEW, there is also a significant power centre with several large format retailers and a Cineplex movie theatre.

The lands located to the north and east of the GO Station are designated as employment, and include businesses such as a car dealership, a brewery, auto repair shop, and a garden centre. Relative to the Aldershot and Appleby Mobility Hub areas, these employment lands are not as significant of a presence in the Burlington GO Mobility Hub area, which could be beneficial as the area evolves through new transit oriented development.

Figure 4


Burlington Mobility Hub Study Area
City of Burlington
Legend
Mobility Hub
Mobility Hub Primary Connector
Mobility Hub Secondary Connector
QEW
QEW
BRANT ST.
CHURCHILL AVE.
LEIGHLAND RD.
PLAINS RD. E
QUEENSWAY DR.
QUEENSWAY DR.
BRENDA CRES.
CLETA ST.
HELENA ST.
PHYLLIS ST.
ORPHA ST.
BRINELL AVE.
FASSEL AVE.
C.N.R.
FAIRVIEW ST.
FAIRVIEW ST.
EDINBURGH DR.
ARGON CRT.
MAPLEWOOD DR.
JOYCE ST.
PARKER CRES.
LEGION RD.
GRAHAM'S LANE
PROSPECT ST.
PEARSON ST.
ASHLEY AVE.
GHENT AVE.
CLARENDON PARK DR.
SHARRON ST.
HYDE RD.
OLGA DR.
DEYNCOURT DR.
PAISLEY AVE.
ROSS ST.

4.0 Burlington GO Residential Market Context

The following provides an overview of the residential marketplace in the Burlington GO Mobility Hub Area. This section focuses on both the homeownership housing market – including both high-density and ground-related housing – as well as the high-density rental housing market.

4.1 High-Density Residential Market

4.1.1 Condominium Apartment Market

The Burlington GO Mobility Hub area does not yet have an established residential market. Currently, there is one condominium apartment development that is under construction, but the majority of uses within the Mobility Hub boundaries are non-residential.

The lone active residential development is called Paradigm, by the Molinaro Group (see **Table 1**). Paradigm consists of three 20-storey condominium apartment towers connected by a shared podium. The development is located on the north side of Fairview Street, between the Wal-Mart and the Burlington GO Station (see **Figure 5**), and is now under construction. When complete, Paradigm will include a total of 561 units.

Given its pioneering nature, the units at Paradigm are priced lower than buildings in Downtown Burlington. Remaining units were averaging $574 psf at the end of June 2017. Pricing in this development has increased rapidly from initial launch prices of approximately $455 psf in the first two buildings in 2014. The increasing prices are a function of an accelerating housing market in the GTA, but also a growing market demand for transit oriented projects.

Each subsequent phase at Paradigm has been met with increasing demand, as evidenced by the growing sales absorption pace. The third and final phase has averaged nearly 30 sales per month in its first four months on the market. The project has attracted a range of buyers, including first-time buyers, move-down empty nesters, and some investors.

4.1.2 Rental Apartment Market

Rental housing has yet to be built in the Burlington GO Mobility Hub area. However, given the tight market conditions in Burlington (1.1% vacancy in 2016), new rental housing would likely be in demand if constructed.

NBLC surveyed several older buildings just outside the Mobility Hub boundaries at the end of 2016. Availability was low and index rents tended to be in the range of $1.70 to $1.90 psf per month. While these prices may not necessarily be indicative of what a new building could achieve, they are below what is likely needed for a new development to be financially viable.

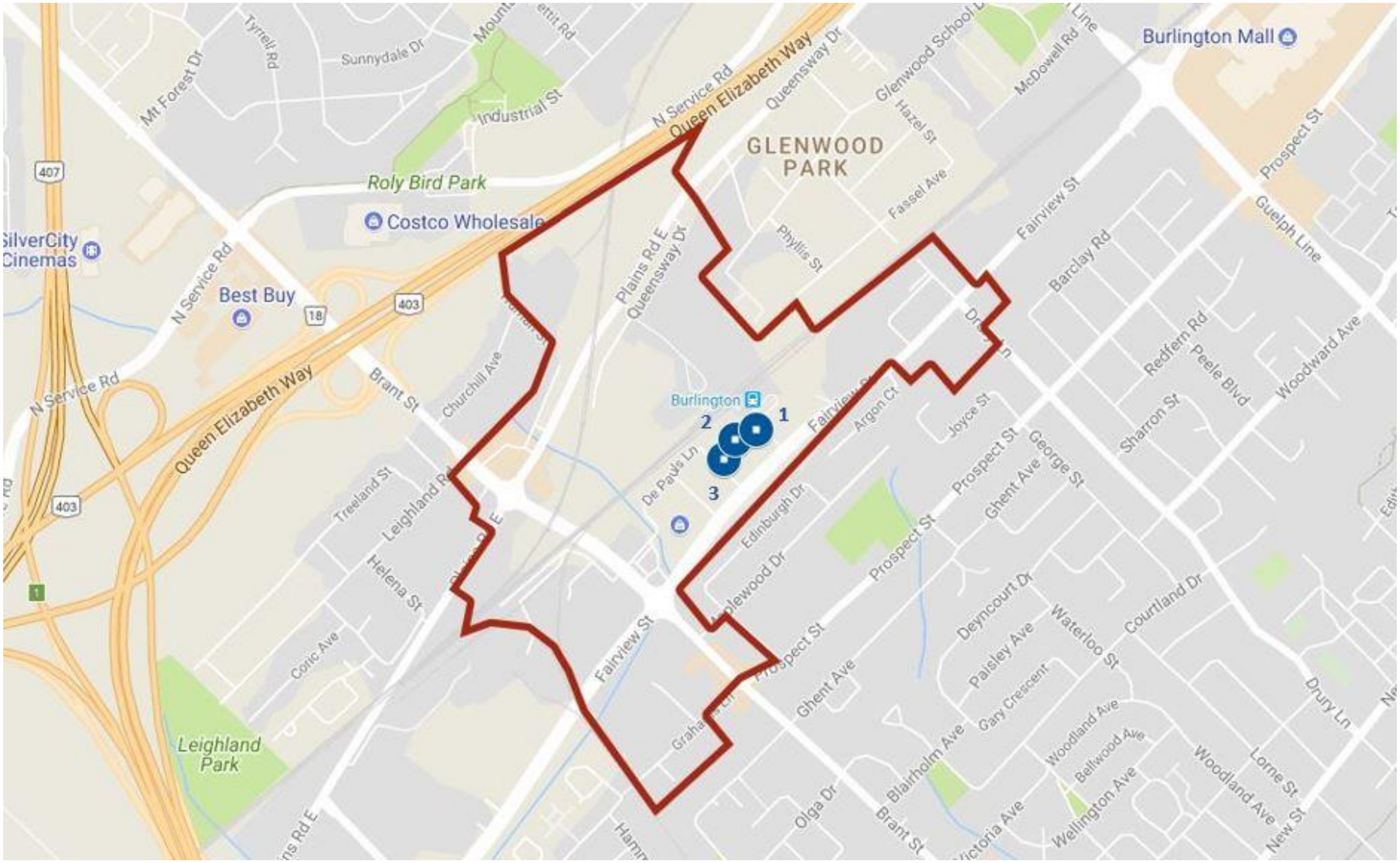
Table 1

Actively Marketing and Recently Sold Out Condominium Apartment Projects in Burlington GO Mobility Hub Area As of June 30th, 2017														
Map ID	Project Name / Developer	Open Date	Sold Out Date	Status*	Storeys	Total Units	Total Sales	% Sold	Size Range (sq. ft.)	Price Range	Avg. $PSF**		Abs. Rate***	
											Org.	Curr.	70%	Overall
Actively Marketing														
1	Paradigm - East Tower *Molinaro Group*	Feb-17	-	Pre	20	189	124	66%	505 - 1,118	$297,000 - $559,000	$511	$575	-	29.2 *4.2*
2	Paradigm - Centre Tower *Molinaro Group*	Jun-14	-	UC	20	224	223	100%	550 - 903	$315,000 - $425,000	$458	$484	5.7 *27.6*	6.1 *36.6*
	Total 2 Actively Marketing Projects:					**413**	**347**	**84%**	**505 - 1,118**	**$297,000 - $559,000**	**$482**	**$574**	**5.7**	**8.5**
Sold Out (Pre or Under Construction)														
3	Paradigm - West Tower *Molinaro Group*	Mar-14	Mar-17	UC	20	148	148	100%	567 - 1,097	$269,000 - $495,000	$455	$451	3.1 *35.9*	4.1 *35.9*

**Status: "Pre" = pre-construction, "UC" = under construction, "SI" = standing inventory; **Average per square foot values: original values are based on price for entire building at launch, current values are calculated based on pricing for remaining inventory ***Absorption rates are the average sales per month from project opening to at least 70% sold or to the current date for the overall rate (June 30, 2017), the sales per month are in the top row and the number of months marketing is below.*

Source: RealNet Canada Inc.

Figure 5: Location of Actively Marketing and Recently Sold Out Condominium Apartment Projects in Burlington GO Mobility Hub Area



The introduction of rent controls on all new buildings as of April 2017 also adds an additional challenge for any developer considering building new rental housing. At current pricing and demand levels condominium apartment development will be able to outbid rental developers for land in this area. For the time being, some rental units may be added to the local market through investor owned units at Paradigm.

4.2 Low-Density Residential Market

Low-density residential development has not occurred within the Mobility Hub boundaries. However, there have been a number of semi-detached and townhouse developments just outside the boundaries, with sales occurring as recently as 2015. A scan of resale listings for low-density housing just outside the Mobility Hub boundaries reveals that many townhouses nearby now have asking prices exceeding $500,000 to $600,000, and many single-detached homes are priced just under $1,000,000, despite the location outside the Downtown and beyond walking distance from most daily amenities.

While single and semi-detached developments would not provide the densities that are typically associated with transit-oriented development, townhouse units, whether as standalone blocks or as part of a larger condominium apartment development, would certainly be marketable in the Burlington GO Mobility Hub Area given that they provide ground related housing at a more affordable price. Stacked townhouses in proximity to the GO station would also likely be marketable despite not yet having a presence in the area. They would act as an affordable entry point to the housing market and would aid in diversifying the mix of higher density housing product in the surrounding area.

5.0 Burlington GO Non-Residential Market Context

Non-residential uses in the Burlington GO area are located primarily in suburban built forms despite their location just north of the Downtown. Buildings are set back from the street, fronted by surface parking, and most non-residential buildings are just a single storey. As of 2016, there were more than 2,000 jobs in 195 businesses in the Burlington GO Mobility Hub area[16].

Much of the non-residential market in the Burlington GO area is retail-based, located in plazas and big box formats. Based on current non-residential listings (July 2017), newer commercial space within or just outside the Mobility Hub boundaries is typically priced in the range of $20 to $25 psf, which is considered to be at or just below replacement level. Older commercial space tends to be in the $12 to $15 psf range.

Despite current rents for new retail commercial space approaching replacement level, the presence of Burlington Mall, Mapleview Shopping Centre, the Burlington Power Centre, and Downtown Burlington to the east, west, north, and south of the Mobility Hub area, respectively, is likely to have an impact on future demand for new retail commercial space. Their proximity to the Mobility Hub Area plays the role of reducing demand for additional retail uses, in both small and large-formats. As such, any increase in retail or service commercial uses in the Burlington GO area may come primarily in the form of mixed-use buildings (e.g. paired with high-density residential developments) to serve the needs of residents that are located within walking distance.

At the east and north ends of the Mobility Hub Area, there are some industrial / non-retail commercial uses which further add to the suburban context of the area. However, anecdotally, NBLC is aware that some tenants in these industrial areas are considering moving elsewhere given appreciating rents and land values in anticipation of further transit-oriented development. Some of these properties, particularly those located along Fairview Street between the GO station and Drury Lane, could provide good opportunities for further transit-oriented development that builds upon the success of the Paradigm development.

It is possible that the Burlington GO area may provide an opportunity for a standalone office building if demand emerges. The area benefits from the proximity to the QEW, the GO Station, and Downtown. Some of the most significant barriers to the feasibility of a new office building are the ability to provide low cost or free parking, and proximity to higher order transit. Assuming the property on which new office was developed could support a significant amount of surface parking, the Burlington GO area would not have these issues and could serve as a location for new office development if demand emerges.

[16] As per data from the 2016 Halton Employment Survey

6.0 Burlington GO Future Supply

At the time of writing (July 2017), there were no active development applications for residential or non-residential uses within the Burlington GO Mobility Hub boundaries.

There is, however, one application on a property just outside the Mobility Hub boundaries. Starlight Investments has received approval for, and begun construction on, a development that will replace four existing four-plexes on their property at 2051-2085 Prospect Street, just east of Brant Street. The four-plexes will be replaced with four blocks of four-storey rental stacked townhouses, with a total of 96 units. The two 8-storey rental apartment buildings at the south end of the property fronting on Prospect Street, which have recently undergone reinvestment in the form of suite and building renovations, would be retained.

This development will add density to the local area and provide a needed influx of new rental supply for Burlington.

Table 2

Active Residential Development Applications in Burlington
As of July 2017

Address	Applicant / Developer	Application Type*	Status	Dwelling Type	Storeys	Units	Comments
2051-2085 Prospect Street	Starlight Investments	OPA, ZBA	Approved	Stacked	4	96	Replacing four four-plexes with four blocks of rental stacked townhouses behind two existing 8-storey rental buildings.
					Total (1 Application):	**96**	

Source: City of Burlington Planning and Development

7.0 Burlington GO Market Outlook

The Burlington GO Mobility Hub, centred on the expansion of GO service, is likely to attract significant demand for intensified development in the future. The Paradigm project is evidence of the market impacts of GO service, and the City can likely expect continued investment over time. In particular, the Burlington GO Mobility Hub Area offers the following market benefits:

- The area benefits from its proximity to the Downtown and all its associated amenities, while also having excellent vehicular access to the QEW;
- Plans for new local and regional transit lines in the area will increase interest from buyers and the development community;
- Despite the pioneering nature of the project, the Paradigm condominium apartment development has been successful in the market, with increasing pricing and absorption rates in each subsequent phase;
- The presence of older, space expansive industrial and commercial uses offers excellent flexibility in terms of a range of development options including medium-density traditional and stack ed townhomes;
- The Mobility Hub Area includes a large amount of land that is already designated Mixed-Use Corridor in the Official Plan, which could aid in attracting new development.

However, the Burlington GO area has not yet established itself as a destination for new residential and non-residential development despite the success of the Paradigm condominium apartment project. The area is not considered to be pedestrian-friendly like the Downtown and generally has a suburban built form that was designed with cars in mind. As such, new development will need to focus on creating a sense of place through its design, and improvements should be made to streetscapes to create a more walkable and pedestrian-friendly environment where possible.

The less established nature of the Burlington GO area relative is likely to ensure that pricing for new residential units remains slightly lower than more expensive developments in the Downtown, making the area more accessible to a wider mix of buyers or tenants.

Investors are also likely to increase their presence in new residential developments as the high-density residential market continues to establish itself. An increase in investor-owned units will have the effect of helping to close the gap between supply and demand for rental apartment units in the area so long as the feasibility of new purpose-built rental apartment buildings remains a challenge for developers.

The Fairview Street and Brant Street corridors, south of the rail corridor, appear to have the highest potential for new high-density residential development given the mixed-use designations that are in place. There are several large parcels of land along the north side of Fairview Street, west of Drury Lane that appear to be particularly well suited for redevelopment. A concentration of new mixed-use residential development along these two streets would put residents within walking distance of the GO station.

The existing retail plazas at Fairview Street and Brant Street, as well as further north at Brant Street and Plains Road East, may also provide opportunities for infill development. Across the GTA, including within Burlington, commercial operators are contemplating redeveloping their shopping plaza or mall sites to include more intensive uses. These could be prime sites for redevelopment given their location near the GO station, at important nodes, and the presence of existing retail amenities.

The area between the rail corridor and Plains Road East is also likely to provide some opportunities for redevelopment, particularly given that many of these properties are underdeveloped, underutilized, or primarily used for parking. Given that much of this area is already designated as General Employment, it may provide the best opportunity for any new office or employment uses if demand emerges in the near to mid-term. However, it is important to keep in mind the forecasts from Watson and Associates for future non-residential space in Burlington, indicating that new office space is unlikely to be a significant part of the growth in the non-residential market to 2031. As such, the potential for demand for more than one or two small office buildings in the Burlington GO area is not envisioned in the near to mid-term.

Overall, the market outlook for the Burlington GO area is positive as several opportunities for new transit-oriented development that will move the area towards becoming a more complete community appear to exist.

MOBILITY HUB #2:

Aldershot GO

8.0 Aldershot Overview

The Aldershot neighbourhood is located at the west end of the City of Burlington. Plains Road West, the primary east-west thoroughfare in Aldershot, has been transitioning since the late 1990's from the old King's Highway 2, to an important mixed-use thoroughfare for the surrounding community, featuring a variety of residential, commercial, employment, and institutional uses.

Aldershot includes a mix of housing types. Mature, tree-lined residential streets south of Plains Road feature large single-family homes on wide lots, while in other areas such as the Warwick-Surrey community, and in pockets along Plains Road West, there are clusters of apartment buildings, including several condominium and purpose-built rental apartment buildings that have been constructed over the past ten years.

Retail amenities are primarily found along the Plains Road West corridor, in a mix of strip plazas, big box retail formats, and some new street front retail spaces as part of new high-density developments and live-work units. Many of these retail uses are set back from the street in order to accommodate surface parking creating a disconnect from the adjacent streetscape. Like the Burlington GO area, these commercial amenities are primarily accessed via automobile as main thoroughfares in Aldershot are less walkable and less pedestrian-friendly than in the Downtown.

The employment areas within Aldershot house a variety of businesses. While some of the employment land is vacant, other areas, such as along Cooke Boulevard or Howard Road, appear to be healthy and stable.

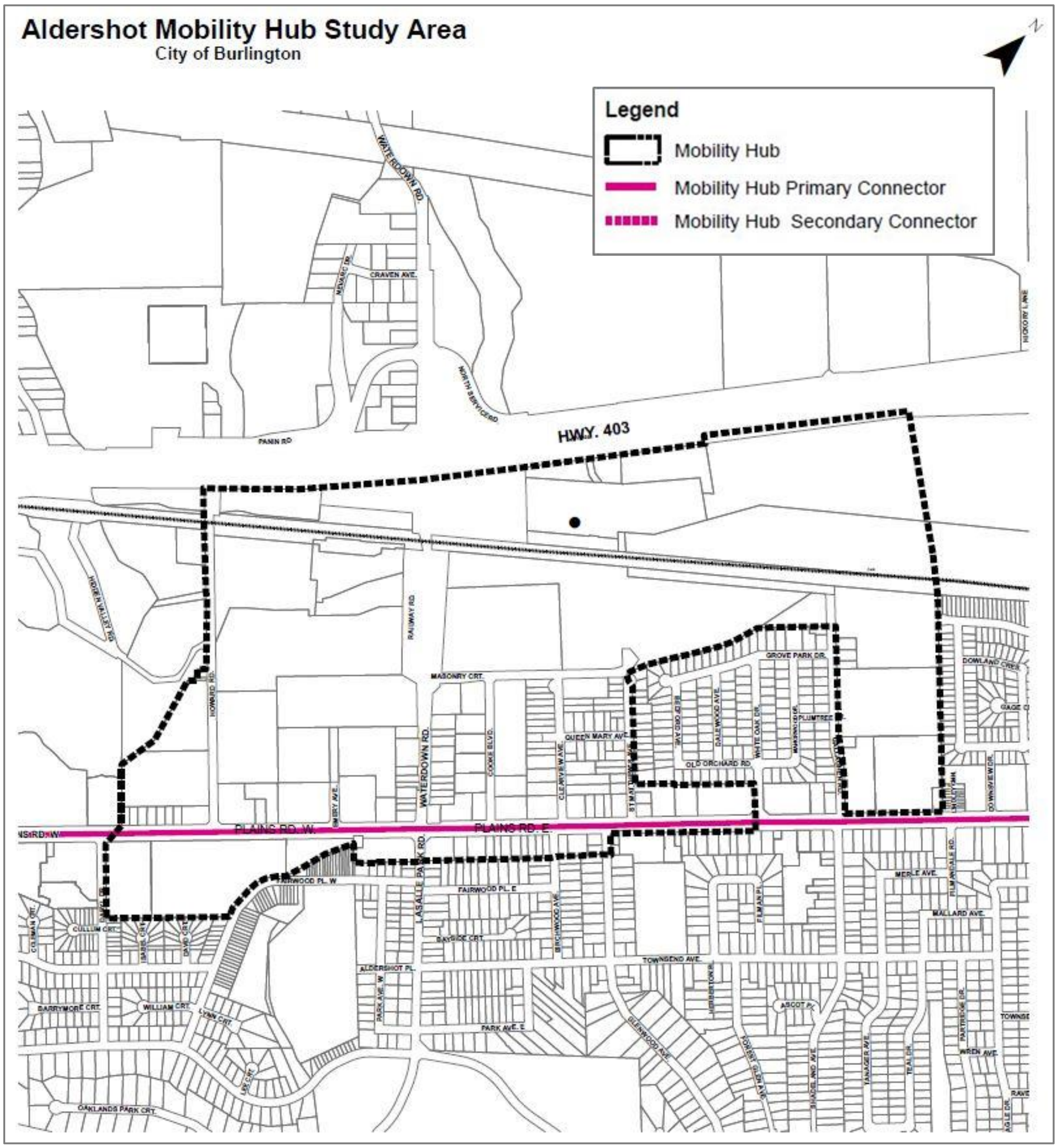
In addition, Aldershot features an abundance of greenspace and recreational amenities, including the Burlington Golf and Country Club, LaSalle Marina, Royal Botanical Gardens, and Hendrie Valley, among others. These amenities make Aldershot an attractive area for residents.

The Aldershot Mobility Hub area (see **Figure 6**) is bound approximately by Highway 403 to the north, Howard Road to the west, Plains Road West to the south, and Aldershot Park to the east. It is considered a Major Transit Station Area as per the Growth Plan for the Greater Golden Horseshoe. Aldershot Station is located at the north end of the Mobility Hub area near Waterdown Road and Highway 403, and will be the western-most station on the Lakeshore West line to receive 15-minute, two-way, all-day service with the implementation of GO Transit's future RER service. The Aldershot GO Station also includes Via Rail service on the Windsor-Quebec City Corridor, stops for two Burlington bus routes (1x Plains and 87 North Service – Aldershot), and acts as a transfer point for HSR (Hamilton Transit) routes.

The Mobility Hub area includes a mix of land use designations as per the City of Burlington's Official Plan, primarily Business Corridor north of the rail corridor, Mixed-Use Corridor along Plains Road and Waterdown Road, and General Employment west of Waterdown Road and south of the rail corridor.

Aldershot has experienced a significant amount of new residential development over the past several years. A number of vacant land parcels, in addition to potential land assemblies in mixed-use areas could present further opportunities for redevelopment as the area continues to evolve. The established residential context, commercial and recreational amenities, and proximity to major highways and the GO station are likely to continue to make the Aldershot Mobility Hub Area attractive for new development and appealing to a variety of residents and businesses.

Figure 6



9.0 Aldershot Residential Market Context

The following provides an overview of the residential marketplace in the Aldershot Mobility Hub area. This section focuses on both the ownership market, including high-density and low-density housing formats, as well as the rental market.

9.1 Ownership Market

Over the past 15 years, the Aldershot Mobility Hub and surrounding area has seen an increasing amount of residential development, with most new projects being condominium tenure. In the past, this new development has occurred predominantly along the Plains Road corridor, and has consisted mostly of new condominium apartment buildings, with some townhouse and live-work units as well. While new developments in the early 2000's consisted of residential uses only, more recent developments are now being constructed as mixed-use, with commercial space (retail, office, service) located along the ground floor.

The buildings that have been constructed in the Aldershot area in recent years have mostly been modest in scale. The four most recent projects (see **Table 3**) are all 6-storeys, ranging from 39 to 168 units, and averaging fewer than 100 units per building.

In 2016, ADI Developments launched Stationwest, the only recent residential project in the Aldershot Mobility Hub area that is located away from the Plains Road corridor. Stationwest includes a mix of housing types, consisting of 168 condominium apartment units in two buildings (known as "West"), 140 stacked townhouse units, and 109 townhouse units. This transit-oriented development is located near the intersection of Waterdown Road and Masonry Court, on the south side of the rail tracks and Aldershot Station. The project had only 10 townhouse units remaining for sale at the end of June 2017 after just 14 months on market (**Table 4**).

While the purchasers at other nearby projects such as Affinity Condominiums and Seasons Condominiums tended to primarily be end-users, including first-time buyers and move-down empty-nesters, Stationwest has attracted some investors to its condominium apartment buildings. According to the on-site sales agent, the investor buyers were attracted to the location next to Aldershot Station and the site's highway access, with some purchasers even attracted to the potential of the project to serve as housing for future McMaster students.

Though projects in Aldershot have modest pricing, the area has seen a fairly significant price appreciation in recent years. As an example, Seasons Condominiums, located at LaSalle Park Road and Plains Road East, launched in November 2013 at approximately $420 psf. The most recent launch near the Aldershot Mobility Hub, Affinity Condominiums Building B at Plains Road East and Filmandale Road, launched in May 2017 at $560 psf, an increase of $140 psf, or 33%, in less than four years.

Table 3

Map ID	Project Name / Developer	Open Date	Sold Out Date	Status*	Storeys	Total Units	Total Sales	% Sold	Size Range (sq. ft.)	Price Range	Avg. $PSF** Org.	Avg. $PSF** Curr.	Abs. Rate*** 70%	Abs. Rate*** Overall
Actively Marketing and Recently Sold Out Condominium Apartment and Stacked Townhouse Projects near Aldershot GO Station **As of June 30th, 2017**														
Actively Marketing Condominium Apartment Projects														
1	Affinity Condominiums - Building B *Rosehaven Homes*	May-17	-	Pre	6	65	15	23%	575 - 1,272	$354,990 - $682,990	$560	$566	-	14.7 *1.0*
2	Affinity Condominiums - Building A *Rosehaven Homes*	Oct-16	-	Pre	6	110	97	88%	687 - 1,101	$401,990 - $574,990	$492	$559	12.3 *6.9*	10.8 *8.9*
3	Seasons Condominiums *Roman Home Builders*	Nov-13	-	SI	6	39	38	97%	584 - 1,466	$230,000 - $649,000	$419	$474	3.8 *7.7*	0.9 *43.8*
	Total 3 Actively Marketing Projects:					**214**	**150**	**70%**	**575 - 1,466**	**$230,000 - $682,990**	**$499**	**$563**	**7.8**	**2.5**
Recently Sold Out Condominium Apartment Projects (Pre or Under Construction)														
4	West - Condominiums at Stationwest - Building A and Building B *ADI Development Group*	Oct-16	May-17	Pre	6	168	168	100%	338 - 874	$198,990 - $517,990	$536	$631	37.5 *3.6*	19.8 *8.5*
Stacked Townhouses														
5	Stationwest *ADI Development Group*	May-16	Mar-17	Pre	3	140	140	100%	470 - 1,425	$269,990 - $689,990	-	$444	11.2 *9.1*	13.9 *10.1*
6	Ivy on Plains Road *Dawn Victoria Homes*	Oct-15	Mar-16	Pre	3	27	27	100%	670 - 1,503	$299,900 - $409,900	$313	$352	22.1 *1.1*	5.3 *5.1*
	Total 2 Stacked Projects:					**167**	**167**	**100%**	**470 - 1,503**	**$269,990 - $689,990**	**$313**	**-**	**12.4**	**11.0**

**Status: "Pre" = pre-construction, "UC" = under construction, "SI" = standing inventory; **Average per square foot values: original values are based on price for entire building at launch, current values are calculated based on pricing for remaining inventory ***Absorption rates are the average sales per month from project opening to at least 70% sold or to the current date for the overall rate (June 30, 2017), the sales per month are in the top row and the number of months marketing is below.*

Source: RealNet Canada Inc.

Table 4

Actively Marketing and Recently Sold Out Townhouse Projects near Aldershot GO Station As of June 30th, 2017													
Map ID	Project Name	Open Date	Sold Out Date	Lot Size (ft)	Tenure	Lot Type	# Units	# Sold	% Sold	Size Range (sf)*	Price Range*	Avg. $PSF*	Abs. Rate
7	Stationwest	May-17	-	20	Condominium	Rear Lane	16	6	38%	2,390 - 2,525	$989,990 - $1,050,990	$420	3.8
	ADI Development Group	May-16	Mar-17	21		Back-to-Back	58	58	100%	1,280 - 1,655	$439,990 - $719,990	$370	5.4
				16		Traditional	35	35	100%	1,645 - 1,825	$579,990 - $829,990	$383	3.2

Source: RealNet Canada Inc.

Figure 7: Location of Actively Marketing and Recently Sold Out Residential Projects in or near the Aldershot Mobility Hub

Other product types have increased significantly in price as well, including townhouses. The most recent launch of townhouses at Stationwest in May 2017 are priced between approximately $989,990 and $1,050,990. As recently as 2013, new townhouse units were selling in the area in the range of $300,000 to $650,000, albeit for slightly smaller units.

Despite the rapidly increasing prices, the Aldershot projects have performed very well from a sales absorption perspective. The faster absorption rates relative to the other Mobility Hub areas for condominium apartment units[17] is driven in part by investor interest at West Condominiums, but also due to the more affordable prices relative to the Downtown and the appeal of the Aldershot neighbourhood. Stacked townhouses and traditional townhouses have also performed quite well, with all recent offerings selling out in less than one year[18]. Aldershot is in-demand from a residential perspective given its established residential context and access to amenities and transportation options, and buyers who are priced out of the Downtown, or prefer a less urban location, are choosing it as an alternative.

Figure 8: Seasons Condominiums (L) and Live-Work units (R) along Plains Road

While there is not a significant sample of recent buildings to draw from, the availability of land and proximity to Aldershot Station and Highway 403 are key drivers of pricing and sales absorptions. Affinity Condominiums Building A and West Condominiums at Stationwest both launched in October 2016, with West averaging nearly $45 psf more at the time of launch, and averaging nine sales per month more over the course of the sales period. While smaller unit sizes at West may have played some role in the price discrepancy given that they tend to have higher index prices, end-prices for similar sized units tended to be higher at West.

In addition to the aforementioned housing types, it is also worth noting the presence of several relatively new live-work units as part of some of the townhouse developments along the Plains

[17] The average absorption rate for the three actively marketing projects in Aldershot is suppressed by the long sales period at Seasons Condominiums which is common for small boutique buildings. Excluding Seasons, the three most recent buildings in Aldershot (West, Affinity A, and Affinity B) have averaged more than 15 sales per project per month.

[18] With the exception of the lone actively marketing product offering at Stationwest which only recently launched in May 2017.

Road corridor. These live-work units provide some life at street-level and have incorporated new retail and commercial space in an urban format to the local area (see **Figure 8**).

9.2 Rental Market

As with the rest of Burlington and the GTA, most purpose-built rental units in Aldershot were completed prior to 1980, as per CMHC. However, the Aldershot area has experienced the most significant influx of new purpose-built rental product in recent years in the City of Burlington.

Between 2006 and 2014, Drewlo Holdings completed seven purpose-built rental apartment buildings with a total of 917 units along Plains Road West, east of Daryl Drive. Drewlo Holdings is something of a stand out being one of the most active rental housing developers in Ontario. Where others have shied away from the weak economics of rental housing they have moved forward aggressively with multi-phase projects not only in Aldershot but also in Waterloo Region. Their formula appears to be to build simple floorplans with modest finishes and build on the economies of scale that come with a concentration of similar buildings.

The community on Plains Road West is known as Royal Gardens and features some small-scale retail included in the base of the easternmost building. The buildings feature large layouts and affordable prices relative to other new purpose-built rental apartment buildings in the GTA[19].

The Royal Gardens buildings offer features such as in-suite laundry, dishwashers, and central air-conditioning that are not offered in older purpose-built rental apartment buildings. However, Royal Gardens generally lacks many of the higher-quality finishes found in most new purpose-built rental apartment buildings in the GTA, including The Brock in Downtown Burlington. As an example, rather than including solid-surface countertops, stainless steel kitchen appliances, and plank laminate flooring, Royal Gardens offers laminate countertops, white kitchen appliances, and carpeting in most suites. As such, pricing in these buildings is less expensive than similar sized units at a building like The Brock.

The Royal Gardens buildings have appealed largely to move-down empty-nesters and seniors. The older age of the residents contributes to units turning over infrequently. A survey by NBLC in November 2016 indicated that just one unit out of the 917 units in the community was available for rent. These tight market conditions are common across the overall stock of purpose-built rental apartment product in Aldershot, with vacancy rates in Aldershot reported as 0.9% in October 2016 by CMHC.

While Downtown Burlington has experienced some investor activity, providing additional rental supply via private rentals, the completed buildings in Aldershot have had a much lower investor presence. As such, private rentals in condominium apartment buildings are not as common.

[19] A recent survey of the Royal Gardens community in November 2016 indicated an average index price of approximately $1.46 psf per month, and average suite size of 1,194 sf.

However, given the recent investor interest in West Condominiums, as well as a small amount of investor activity in the two Affinity Condominiums buildings, it is possible that the number of private rentals in proximity to Aldershot Station could increase in the coming years, increasing the rental supply further in the area.

Given the performance of Royal Gardens, it is likely that additional demand for rental units exists, though low achievable pricing, and the implementation of rent controls, may make further purpose-built rental apartment development a challenge for many developers for the foreseeable future.

Figure 9: Royal Gardens Rental Apartment Buildings near Plains Road West and Howard Road

10.0 Aldershot Non-Residential Market Context

While the Aldershot area, particularly along Plains Road, has been undergoing a transition in recent years, it remains a suburban area, which is reflected in its non-residential market context. Non-residential uses consist of a mix of suburban big-box and strip retail plazas, emerging street-front retail, and established industrial uses within the employment areas around Aldershot Station.

As of 2016, there were approximately 1,040 jobs in 92 businesses throughout the Aldershot Mobility Hub area.[20] According to the 2016 Halton Employment Survey, these businesses tend to be small, with only 25 exceeding 10 employees, and four exceeding 50 employees.

The Commercial Strategy Study completed in 2013 by urbanMetrics indicated that the Plains Road/Aldershot area was underserved from the perspective of local-serving commercial space, particularly in terms of access to local supermarkets, with the Fortinos at Plains Road and the QEW (outside the Mobility Hub area) being the closest supermarket for the community.

While additional commercial space has been added to the Aldershot Mobility Hub area since the 2013 urbanMetrics report with the completion of several mixed-use developments on Plains Road, additional service and retail commercial space may be required, particularly as the community and population continues to grow.

Based on current non-residential listings (July 2017), rents for the new commercial space in these condominium apartment and live-work units are typically in the \$20 to \$25 psf per month range, indicating that they are near replacement level. Older units tend to command less than \$20 psf per month based on current listings.

The Aldershot Mobility Hub Area also includes an established industrial base within the employment and business corridor areas surrounding Aldershot Station. The businesses in these areas range from transportation and auto-related companies on Howard Road, to an electronics manufacturer on Cooke Boulevard, and a paving and materials company on a large property north of Plains Road between Howard Road and Waterdown Road.

These businesses in the employment and business corridor areas benefit from their position near the rail line and highway system, as well as Burlington's location between Hamilton and Toronto. Given that there is some vacant land designated as employment or business corridor in the Aldershot Mobility Hub Area – particularly the large swaths of land at the end of Masonry Court and on the north side of the rail corridor east of Aldershot Station – there may be potential for additional growth in industrial or office uses, assuming that rents and demand reach a level that is supportive of new development.

[20] As per data from the 2016 Halton Employment Survey

However, it is also possible that the extent of these employment and business corridor lands will restrict the amount of new residential development in the Aldershot Mobility Hub area beyond the Stationwest development (which is nearly sold out) and the mixed-use corridor on Plains Road. This is due in part to both the location and abundance of land designated as employment or business corridor, as well as the intensity of some of the existing employment / industrial uses, particularly on the west side of Waterdown Road.

11.0 Aldershot Future Supply

Despite the number of recent residential developments in the Aldershot Mobility Hub area, there are just two active residential development applications in the area with a combined total of 96 units (**Table 5**). Both applications are proposing condominium apartment units.

The first application, located at 92 Plains Road East, east of Birchwood Avenue, proposes 24-units in a four-storey apartment building, with ground floor office/commercial space.

The second application is for an 8-storey building with a total of 72 units at 35 Plains Road East, at Cooke Boulevard, and would also include commercial space at street level. The property has signage on-site indicating that it will be marketed as “Breeze Condominiums”.

Table 5

Active Residential Development Applications in Aldershot
As of July 2017

Address	Applicant / Developer	Application Type*	Status	Dwelling Type	Storeys	Units	Comments
92 Plains Road East	Chelten Developments Inc.	OPA, ZBA	Under Review	Apartment	4	24	-
35 Plains Road East	Aldershot Properties	OPA, ZBA	Under Review	Apartment	8	72	Marketing name: "Breeze Condominiums".
					Total (2 Applications):	96	

** - ZBA = Zoning Bylaw Amendment; OPA = Official Plan Amendment.*
Source: City of Burlington Planning and Development

In addition to these applications, it is worth noting the plans to redevelop the Georgian Court Estates townhouse community south of King Road and Plains Road East, east of the Mobility Hub area boundaries. The redevelopment proposes to replace the existing 280 rental townhouses with as many as 1,400 units in multiple phases. It would consist of new purpose-built rental apartment and townhouse units. While the property is located further from the Mobility Hub area, it is close enough that it will undoubtedly provide some competition for any new high-density residential project near Aldershot Station that is marketing at the same time, particularly any new rental tenure development. A redevelopment proposal of this scale indicates that there is unmet demand for this product type in the Burlington and Aldershot market as has been previously demonstrated at Royal Gardens.

Along with these potential residential developments, there are two non-residential applications in proximity to the Aldershot Mobility Hub area.

The first non-residential application is for a large property stretching from King Road (east of the Mobility Hub area) westward to Aldershot Station[21], between the rail corridor and Highway 403. The application proposes to subdivide the 49-hectare property into industrial lots of various sizes,

[21] The majority of the property is located outside the Aldershot Mobility Hub boundaries.

in addition to several future development blocks. At present time the application is on hold while the applicant completes outstanding technical studies.

The second application, though not within the Mobility Hub area boundaries, is still notable given its proximity. The application is for a property located on King Road, north of Plains Road East and proposes an industrial/office condominium development, including office, storage, and light industrial uses. The application proposes more than 74,000 sf of new non-residential space in four development blocks, consisting of a total of 55 units.

While these two applications are positive and provide an indication that there is demand for new non-residential space in Burlington, their location in proximity to the Aldershot Mobility Hub area, could limit demand for this type of development within the Mobility Hub boundaries in the near term.

12.0 Aldershot Market Outlook

Aldershot is already an established destination for residential uses and further development of the Mobility Hub area will only expand the mix of uses and retail options, increasing the appeal of the area for a wide range of Burlington residents. There have already been several residential developments – including high and low-density product types, condominium and rental tenure – that have been completed over the past decade, and NBLC anticipates that the market attraction to the area will continue to grow moving forward.

As the area continues to evolve in the coming years, new mixed-use developments should be built to the street edge, particularly along Plains Road and to a lesser extent Waterdown Road. This has already begun with the construction of new condominium apartment buildings and live-work townhouse units along the corridor. Future developments will need to continue to contribute to the evolving sense of place along these corridors, continue the area's transition to a more urban setting, improve the pedestrian realm, and further support the creation of a strong retail destination within the area.

As recommended in the Plains Road Corridor Urban Design Guidelines (2006), in the near term, mixed-use development should be prioritized if possible around the Plains Road and Waterdown Road intersection in order to create an intensified village node for the Aldershot Mobility Hub area. The intensification of this intersection has already begun with the construction of the LaSalle Park Retirement Community, Seasons Condominiums, and the proposal for Breeze Condominiums. However, further intensification through mixed-use development would aid in creating a focal point for the area.

Additional opportunities for new high-density mixed-use development along Plains Road further east and west of Waterdown Road may also exist, particularly along the north side of the corridor where a number of low-intensity commercial uses currently exist. Given that multiple product types (condominium apartments, stacked townhouses, traditional townhouses, and purpose-built rental apartments) have proven to be marketable in the Aldershot area, a diverse mix of housing types should be encouraged where possible.

Similar to the Burlington GO Mobility Hub area, pricing for new residential units in the Aldershot Mobility Hub area is likely to be discounted relative to the more expensive developments in the Downtown, appealing to a wider mix of buyers and tenants.

Based on existing land use designations in the Aldershot Mobility Hub Area, mixed-use residential development is unlikely to occur away from Plains Road in any significant capacity without an amendment to the City of Burlington's Official Plan. The areas to the north of the Plains Road corridor are primarily designated as General Employment, Business Corridor, or Mixed-Use Corridor – Employment, all of which restrict the development of new residential uses.

These areas may, however, provide an opportunity to develop new commercial space as demand emerges from an increasing local population. In particular, there could be an opportunity for new service and retail commercial space that the 2013 Commercial Strategy Study by urbanMetrics identified as needed in the Aldershot / Plains Road area. Specifically, these lands would provide a good opportunity for a new supermarket that is lacking not only in the Mobility Hub area, but in the wider Aldershot area as well.

Non-retail and service commercial, such as office or industrial uses, could also be a possibility for these lands, though office in particular may be a challenge, as previously noted. The two non-residential development applications on the edge of the Mobility Hub area could also pose a competition issue for any new industrial or office uses in the near-term.

Overall, the market outlook for the Aldershot area is positive. New development should build upon the area's existing reputation and location as a destination for residential units. Additional opportunities also exist to expand the non-residential space in the area and to make the area an alternative retail destination to the Downtown.

MOBILITY HUB #3:

Appleby GO

13.0 Appleby Overview

The Appleby Mobility Hub area is located at the east end of the City of Burlington, just west of the Oakville border (see **Figure 10**). The Appleby Mobility Hub area is considered a major transit station area and benefits from its location in proximity to the QEW. Fairview Street and Appleby Line act as the main corridors in the Mobility Hub area. In addition to GO train service, Appleby GO station acts as a transit stop for 10 local bus routes.

The Appleby Mobility Hub area has a suburban built form, similar to the Appleby and Burlington GO Mobility Hub areas. With the exception of one small cluster residential uses, the built form in the Appleby Mobility Hub is characterized by large setbacks, significant amounts of surface parking, and a number of single-storey buildings. This suburban, non-residential built form creates a public realm that is auto-oriented and generally unfriendly for pedestrians, with wide roads, fast traffic, and narrow sidewalks.

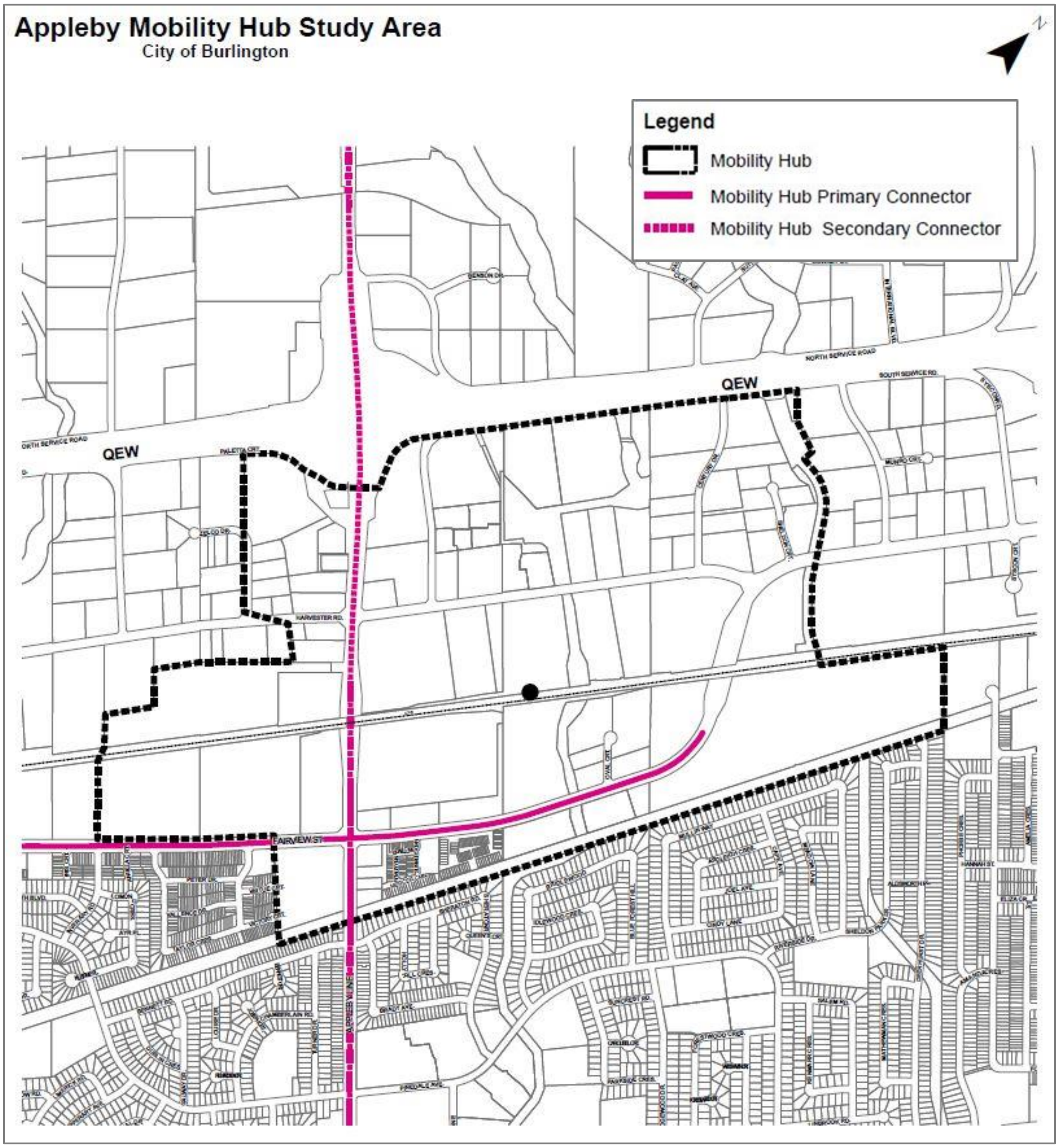
The predominant land use designations in the Appleby Mobility Hub are General Employment, Business Corridor, and Mixed Use Corridor – Employment. These designations permit a range of industrial and office uses, as well as limited retail uses, but restrict the development of residential uses. In addition to the three aforementioned designations, there are also some lands designated as Mixed Use Corridor – General or Mixed Use Corridor – Commercial Corridor, both of which allow for residential uses, but these designations account for just a small portion of the Mobility Hub area.

There is a notable difference between the areas north and south of the rail corridor. More intensive industrial uses tend to be located north of the rail corridor, particularly on the west side of Appleby Line. South of the rail corridor, the industrial uses are less intensive, there are several underutilized properties, and there are the only significant residential uses in the Mobility Hub area. These residential uses are located on the south side of Fairview Street and were constructed 10 to 15 years ago. South of the Mobility Hub area boundaries are established low-density neighbourhoods, extending all the way to Lakeshore Road and the waterfront.

The only node of retail and service uses of significance in the Mobility Hub area is located on the south side of Fairview Street at Appleby Line. However, the mix of retailers and service providers at Fairview Street and Appleby Line is unlikely to satisfy the needs of nearby residents so most shopping is likely to be done further south at Appleby Mall, or west of the Mobility Hub area along Fairview Street and at Burlington Mall.

The presence of Sherwood Forest Park at the east end of the Mobility Hub area, south of the rail corridor, is worth noting. The park includes sports fields, an indoor gymnasium, a playground, and a trail network that connects with the multi-use path at the south end of the Mobility Hub area. It is the largest greenspace in any of the Mobility Hub areas and its presence could be a driver of future development.

Figure 10


Appleby Mobility Hub Study Area
City of Burlington
Legend
Mobility Hub
Mobility Hub Primary Connector
Mobility Hub Secondary Connector
QEW
QEW
NORTH SERVICE ROAD
SOUTH SERVICE RD.
HARVESTER RD.
FAIRVIEW ST

14.0 Appleby Residential Market Context

The Appleby Mobility Hub area consists almost entirely of non-residential uses, with the exception of a small area on the south side of Fairview Street, east of Appleby Line. This lone residential area consists of a mix of condominium tenure single-detached houses and townhouses, as well as a standalone six-storey condominium apartment building, all of which were completed between 2001 and 2007.

The area south of the Mobility Hub boundaries consists primarily of residential uses, almost entirely in low-density housing formats (single-detached, semi-detached, townhouse). However, the surrounding area to the north, west, and east is similar to the Mobility Hub area, consisting primarily of non-residential uses.

14.1 High-Density Residential Market

The Appleby Mobility Hub and its surrounding community is not yet an established area for new high-density residential development as apartment buildings tend to be rare in the residential community to the south. Given this lack of a high-density residential market, the closest comparables are located to the north towards Upper Middle Road. In recent years there have been a number of new buildings launched north of the QEW in Burlington. These buildings are modest in scale, typically between four and seven storeys.

At the time of writing, there were two actively marketing condominium apartment buildings and one recently sold out condominium apartment building that remains in pre-construction, located to the north of the Mobility Hub boundaries (see **Figure 11** for locations). These buildings are generally priced than in the other Mobility Hub areas. At the end of June 2017, available inventory at the two actively marketing buildings was priced at an average of $492 psf (see **Table 6**), more than $70 psf cheaper than in Aldershot. Despite the low prices relative to the rest of the market, these buildings have seen a significant increase in pricing in recent years like other parts of Burlington and the GTAH. The two actively marketing buildings initially launched at a combined average of $393 psf and have since increased in price by nearly $100 psf.

These new buildings near the Appleby Mobility Hub area tend to have modest sales absorptions. While the two ParkCity buildings have averaged approximately six and eight sales per month respectively, most other buildings north of the QEW have traditionally sold at a rate of two to three sales per month denoting modest demand and indicating that buyers are most likely made up primarily of end-users.

Though a condominium apartment market has been established north of the Mobility Hub area, purpose-built rental apartment buildings are nearly non-existent in the surrounding area. The closest buildings to the Mobility Hub area are along Lakeshore Road and the waterfront. The established low-density nature of the surrounding community and the economic challenges associated with purpose-built rental apartment construction in the GTAH have prevented any type of rental apartment development from occurring in the Appleby area.

14.2 Low-Density Residential Market

Low-density residential development have also not occurred within the Mobility Hub boundaries over the past decade. However, there was a townhouse development launched just outside the boundaries in November 2016, selling out in April 2017 (**Table 7**). This development, known as K x Burlington and located at Pinedale Avenue and Wedgewood Drive, included 18 units ranging between approximately 1,700 and 1,800 sf. Prices at K x Burlington ranged from approximately $668,000 to $692,000 and sold at a pace of three and a half units per month. Like the condominium apartment units, these townhouse units tended to be more affordable than similar sized units in other Mobility Hub areas, including Aldershot where prices for some new townhouses have recently surpassed $1,000,000.

A scan of resale listings for low-density housing just outside the Mobility Hub boundaries reveals that many townhouses nearby have asking prices between $500,000 and $700,000, with most single-detached homes located north of New Street priced between $700,000 and $900,000. The most recent listings for the single-detached homes on the south side of Fairview Street across from Appleby Station were for less than $700,000 denoting affordability relative to the rest of the market despite proximity to the GO Station.

Table 6

Map ID	Project Name / Developer	Open Date	Sold Out Date	Status*	Storeys	Total Units	Total Sales	% Sold	Size Range (sq. ft.)	Price Range	Avg. $PSF**		Abs. Rate***	
Actively Marketing Condominium Apartment Projects in Appleby														
As of June 30th, 2017														
											Org.	**Curr.**	**70%**	**Overall**
Actively Marketing														
1	ParkCity *Tobyn Park Homes*	May-15	-	Pre	4	165	147	89%	540 - 1,147	$295,990 - $491,439	$395	$465	6.7 *21.0*	5.9 *25.1*
2	Appleby Gardens *LJM Developments*	Jan-13	-	SI	7	71	65	92%	600 - 1,312	$314,550 - $599,990	$389	$571	2.1 *24.4*	1.2 *53.4*
	Total / Average (2 Projects)					**236**	**212**	**90%**	**540 - 1,312**	**$295,990 - $599,990**	**$393**	**$492**	**4.2**	**2.7**
Sold Out (Pre or Under Construction)														
3	ParkCity 2 *Tobyn Park Homes*	Jul-14	May-15	UC	4	91	91	100%	515 - 1,064	$214,990 - $344,990	$437	$411	8.5 *8.2*	8.1 *11.2*

**Status: "Pre" = pre-construction, "UC" = under construction, "SI" = standing inventory; **Average per square foot values: original values are based on price for entire building at launch, current values are calculated based on pricing for remaining inventory ***Absorption rates are the average sales per month from project opening to at least 70% sold or to the current date for the overall rate (June 30, 2017), the sales per month are in the top row*

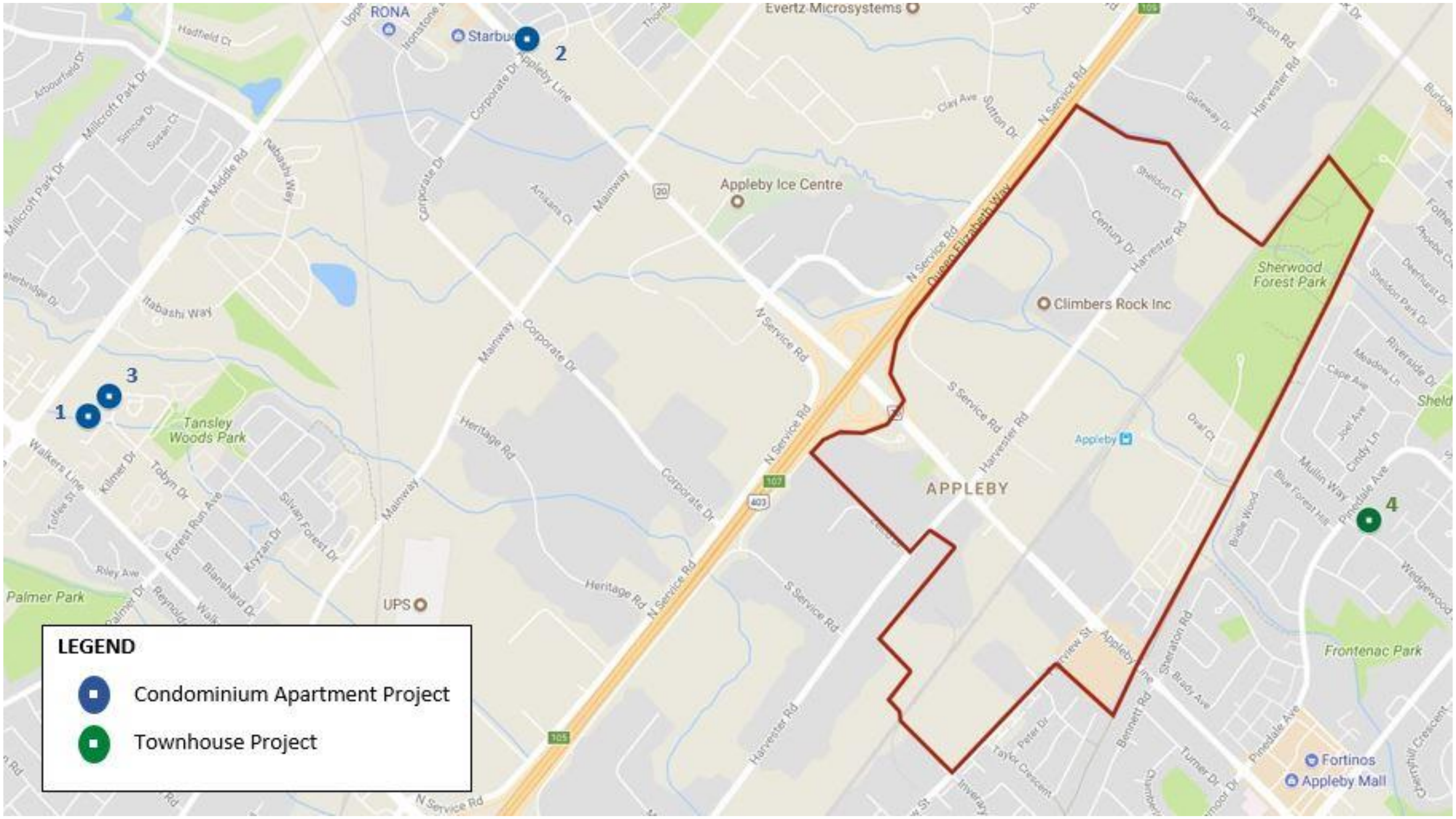
Source: RealNet Canada Inc.

Table 7

Map ID	Project Name	Open Date	Sold Out Date	Lot Size (ft)	Tenure	Lot Type	# Units	# Sold	% Sold	Size Range (sf)*	Price Range*	Avg. $PSF*	Abs. Rate
Actively Marketing and Recently Sold Out Townhouse Projects near Appleby GO Station													
As of June 30th, 2017													
4	K x Burlington *Kettlebeck Developments*	Nov-16	Apr-17	18	Freehold	Rear Lane	18	18	100%	1,711 - 1,770	$667,990 - $691,990	$369	3.5

Source: RealNet Canada Inc.

Figure 4: Location of Actively Marketing and Recently Sold Out Residential Projects in Proximity to Appleby GO Station



15.0 Appleby Non-Residential Context

As of 2016, there were 5,385 jobs in 244 businesses in the Appleby Mobility Hub Area[22]. The non-residential market in the Appleby Mobility Hub area is the least retail focused amongst the four Mobility Hub areas, dominated by industrial and employment uses, which is reflected in the area's land use designations, primarily General Employment, Mixed Use Corridor – Employment, and Business Corridor.

These industrial and employment uses tend to be more intensive to the north of the rail corridor, including scrap metal dealers, an abattoir, a concrete supplier, a demolition disposal contractor, waste management services, and automotive related industries. These are established uses that are unlikely to be compatible with many non-industrial uses.

Where the Appleby Mobility Hub area's non-residential market differs from the Burlington GO and Aldershot Mobility Hub areas, is in the presence of several multi-storey office buildings on either side of the QEW along North and South Service Roads. There are also several other office buildings just east of the Mobility Hub boundaries on the north side of the QEW towards Burloak Drive. The significant office presence within or just outside the Mobility Hub boundaries is unique amongst the four Mobility Hubs.

The location of these office buildings provides visual exposure along the QEW, along with large lots that allow for ample (and free) surface parking, which cannot be provided in the Downtown. However, like other parts of Burlington, available office space in these buildings is typically priced below replacement level, with listings at the time of writing in the range of $12 to $17 psf net.

While the presence of this office space in and around the Mobility Hub area is certainly notable, it is also important to point out that there is also a significant amount of office space available for lease in these buildings. Active listings at the time of writing indicated approximately 40,000 sf of available office space near Appleby Line and the QEW, and more than 250,000 sf of available office space in the buildings located near Burloak Drive and the QEW. So long as office space remains readily available and affordable, it is unlikely that new office space will be constructed.

Appleby Mall and its surrounding plazas at the intersection of Appleby Line and New Street, to the south of the Mobility Hub boundaries, were revitalized approximately five years ago, with façade improvements and new buildings and retail and service uses added. The result of this revitalization is a well-populated retail and service node that is able to serve most of the needs of Appleby residents. The proximity of this node of retail and service uses, in addition to those already located at Fairview Street and Appleby Line could have an impact on demand for additional retail and service commercial space in the Mobility Hub area.

[22] As per data from the 2016 Halton Employment Survey

16.0 Appleby Future Supply

As of July 2017, there were no active development applications for residential or non-residential uses within the Appleby GO Mobility Hub boundaries.

There are, however, two applications just outside the Mobility Hub boundaries, one for residential uses, and the other for non-residential uses (**Table 8**).

The first application was submitted by First Capital (Appleby) Corporation and proposes intensification on the Appleby Mall site at Appleby Line and New Street, south of the Mobility Hub area boundaries. The application would see two towers, 12 and 17-storeys in height with a combined total of approximately 324 apartment units, built on excess surface parking lands. The two new buildings would also include commercial uses at grade. The application is currently on hold as the City awaits additional materials. This application would bring high-density residential uses to an area that has not seen any significant apartment development since the 1980's.

The second application is located at 700-800 Burloak Drive, east of the Mobility Hub area boundaries. Emshih Developments Inc. submitted an application in 2004 to permit the development of a new large-scale neighbourhood commercial shopping area, including seven buildings and more than 85,000 sf of new retail and service commercial uses.

The three buildings on the southerly portion of the site, consisting of approximately 27,600 sf of new commercial space, have already been constructed, providing the surrounding area with a mix of new retail and service uses. The northerly portion of the site, consisting of four buildings and approximately 58,000 sf of commercial space, is still awaiting planning approvals. The application is currently on hold.

Table 8

Active Residential Development Applications near Appleby GO As of July 2017							
Residential							
Address	**Applicant / Developer**	**Application Type***	**Status**	**Dwelling Type**	**Storeys**	**Units**	**Comments**
5111 New Street	First Capital (Appleby) Corporation	OPA, ZBA	On Hold	Apartment	12, 17	324	Intensification of Appleby Mall site
Non-Residential							
Address	**Applicant / Developer**	**Application Type ***	**Status**	**Use**	**GFA (sq. ft.)**		**Comments**
700-800 Burloak Drive	Emshih Developments	OPA, ZBA	On Hold	Retail, Service Commercial	57,964		Four single-storey commercial buildings. Three buildings and 27,641 sf already constructed on south end of site.

** - ZBA = Zoning Bylaw Amendment; OPA = Official Plan Amendment.*
Source: City of Burlington Planning and Development

17.0 Appleby Market Outlook

The Appleby Mobility Hub has experienced the least amount of development in recent years of the four Mobility Hub areas. Its current land use designations, and many of its existing uses, particularly north of the rail corridor, undermine the market appeal and development potential.

However, there does appear to be opportunity for new residential development if amendments are made to some of the existing land use designations south of the rail corridor. A number of vacant land parcels along Fairview Street, including next to the Appleby GO Station, offer excellent opportunities for residential and potentially office developments in higher density formats. The existing retail plaza and properties with standalone retail buildings at Appleby Line and Fairview Street may also provide opportunities for infill development in the near-term similar to what has been proposed to the south at Appleby Mall given their existing residential-supportive land use designations.

Improvements will need to be made to the public realm as the area evolves towards becoming a complete community. However, the access that the area has to the QEW and GO transit, and the presence of Sherwood Forest Park, one of the largest recreational amenities in Burlington, provide the Appleby area with some existing drivers of residential demand.

Aldershot has already established itself as a destination for high-density development, and Burlington GO is likely to follow suit given the transit improvements planned for the area and the success of the Paradigm development. Given this, in combination with the existing land uses, Appleby's redevelopment may be more modest relative to the other Mobility Hub areas. For the time being, Appleby is likely to remain as a more affordable alternative for new residential uses relative to the other Mobility Hub areas, and is likely to primarily attract end-users.

While some apartments may be marketable in the near to mid-term if positioned affordably, Appleby may be an appropriate location for a larger concentration of stacked townhouses and traditional townhouses, which provide increased density and would aid in populating the area in the initial years of redevelopment. These housing types also provide a more affordable entry point to the housing market and would aid in diversifying the mix of higher density housing product in Appleby and the surrounding area.

Given the low prices of current listings, and the abundance of available office space nearby, near term non-residential development is likely to be limited to the inclusion of retail and service commercial space in the ground floor of any new mixed-use buildings. Significant new standalone office development may be possible but likely over a longer term.

Overall, Appleby Mobility Hub has significant long term potential but is less mature from a market and planning policy context. As a result development will lag behind the other mobility hubs in terms of the nature and intensity of development.

18.0 Final Thoughts

The City of Burlington is expected to remain an attractive destination for new residents and businesses into the future. However, there will be some challenges and considerations as the City seeks to create complete communities with transit-supportive densities in each of the Mobility Hub areas. These challenges and considerations include:

- The existing land use designations and permitted uses in the Mobility Hub areas are largely focused on non-residential uses. While it will be important to protect many of the employment land designations, consideration may have to be given to strategic re-designation of properties around the GO stations that are more supportive of residential and mixed-use development.

- Several of the industrial uses in close proximity to the GO stations are fairly intensive. These uses are not compatible with residential uses so new development will have to be directed away from these businesses.

- New development of some non-residential uses is unlikely to be feasible in the near to mid-term in many areas. This is particularly true for new office space. Demand for other uses such as retail and service commercial may already be satisfied from the existing stock until a significant increase in population within the Mobility Hub areas occurs. As such, if the City of Burlington is interested in encouraging new standalone non-residential development, consideration of financial incentives may be required in the near to mid-term in certain areas.

- As with office space, the economics associated with purpose-built rental apartment development is challenging, despite increasing demand. As with some non-residential uses, consideration may need to be given to providing financial incentives to encourage new purpose-built rental apartment development in the Mobility Hub areas in the near-term.

- Improvements to the public realm will be imperative to attract any significant high-density residential development given how suburban the existing built form is and how pedestrian unfriendly many of the primary corridors are.

New residential development is already occurring in a significant way in many parts of Burlington, including around two of the three GO station areas. The rising price of single-detached homes is likely to continue to increase the demand for higher density housing forms, such as condominium apartments, stacked townhouses, and traditional townhouses, in addition to increasing demand for rental tenure units.

The three Mobility Hubs are logical places within Burlington to direct much of Burlington's future growth and higher densities given the presence of the GO stations and the improvements planned via the Province's RER service. As the population in each Mobility Hub area is increased via new residential development, new non-residential growth to serve that population should follow.

While each Mobility Hub has significant potential for new development, creating transit-supportive densities around each of the GO stations will be a long-term initiative. Each area is in a different stage of its evolution towards becoming a complete community. While Aldershot is well on its way to being a complete community, Burlington GO and Appleby will need additional time to evolve.

The City of Burlington will need to make decisions as to where they believe certain uses are appropriate. Our study has shown that condominium apartments, stacked townhouses, traditional townhouses, and rental apartments are all marketable within Burlington and within each of the Mobility Hub areas to different degrees. However, as the limited number of development applications in each Mobility Hub area suggests, the development potential of each Mobility Hub will not be unlocked until decisions are made in regards to land use designations and permitted uses.