



SUBJECT: Official Plan and Zoning By-law Amendment application for 1062-1074 Cooke Boulevard

TO: **Community Planning, Regulation & Mobility Cttee.**

FROM: **Community Planning Department**

Report Number: PL-07-23

Wards Affected: 1

File Numbers: 505-08/22, 520-09/22

Date to Committee: February 28, 2023

Date to Council: March 2, 2023

Recommendation:

Direct staff to continue to proceed with the processing of the submitted applications for Official Plan and Zoning By-law Amendments for 1062-1074 Cooke Boulevard, including evaluating and incorporating any/all comments received by committee and the public at the Statutory Public Meeting, as well as the comments received through the ongoing technical review of this application by agency partners and internal departments.

PURPOSE:

The purpose of this report is to provide background information to Committee and the public related to applications for Official Plan and Zoning By-law Amendments for lands municipally known as 1062-1074 Cooke Boulevard and seek direction from Council to continue to process the applications.

Pending the receipt of all public and agency comments and the conclusion of a technical review of the applications, staff will bring forward a subsequent recommendation report to Council for consideration.

Vision to Focus Alignment:

- Increase economic prosperity and community responsive city growth
- Improve integrated city mobility
- Support sustainable infrastructure and a resilient environment
- Building more citizen engagement, community health and culture

- Deliver customer centric services with a focus on efficiency and technology transformation

Executive Summary:

RECOMMENDATION:		Proceed with Processing Applications	Ward:	1
Application Details	APPLICANT:	Camarro Development Group		
	FILE NUMBERS:	505-08/22 & 520-09/22		
	TYPE OF APPLICATIONS:	Official Plan Amendment & Zoning By-law Amendment		
	PROPOSED USE:	30 and 32 storey, 809 residential unit mixed-use building, 581 sq.m. retail space		
Property Details	PROPERTY LOCATION:	Southwest corner of Cooke Boulevard and Masonry Court		
	MUNICIPAL ADDRESSES:	1062-1074 Cooke Boulevard		
	PROPERTY AREA & FRONTAGE:	0.7 hectares and 95 metres		
	EXISTING USES:	Two (2) employment type uses (proposed for demolition as a component of the overall redevelopment concept)		
Documents	OFFICIAL PLAN Existing:	'Mixed Use Corridor – Employment' (Official Plan (1997))		
	OFFICIAL PLAN Proposed:	'Urban Corridor - Employment' (New Official Plan (2020))		
	ZONING Existing:	'Mixed Use Corridor – General Special Exemption'		
	ZONING Proposed:	Mixed Use Corridor Employment Oriented ('MXE') Zone		
		Mixed Use Corridor – General Exception ('MXG-XX') Zone		

Processing Details	APPLICATION RECEIVED:	September 23, 2022 Deemed complete (November 11, 2022)
	STATUTORY DEADLINE: (Section 22(7) & Section 34(11) of Planning Act)	March 11, 2023 (120 days)
	PUBLIC COMMENTS	Number of Notices Sent: 294 5 pieces of written correspondence received as of the time of writing of this report

Background and Discussion:

General

Applications for Official Plan Amendment and Zoning By-law Amendment (File Nos. 505-08/23 & 520-09/23) were received by the City of Burlington Community Planning Department on September 23, 2022. In accordance with the requirements of the *Planning Act* and the applicable policies of Part VI – Implementation of the City of Burlington Official Plan, the application was deemed complete on November 11, 2023. A Notice of Complete Application was circulated on December 22, 2022 to all property owners/occupants and to all boards and agencies requiring circulation pursuant to the *Planning Act*. A copy of the Complete Application Notice was provided to the applicant/agent and uploaded to the City of Burlington website and a notification sign was posted on the property.

A Notice of Public Meeting was circulated on February 3, 2023 to all property owners/occupants within 120 metres of the subject property, to those who expressed an interest to receive further notification, and, to all boards and agencies requiring circulation pursuant to the *Planning Act*. The Notice of Public Meeting was also published in the Burlington Post and posted on the City's Development Projects Webpage at www.burlington.ca/1062cooke.

The City's Development Projects webpage (www.burlington.ca/1062cooke) was updated, accordingly, with the subsequent circulation of each public and agency notification. Comments that have been received to date are summarized in later sections of this Report.

Site Description

The total landholding consists of two (2) contiguous parcels with a total lot area of 0.7 hectares (1.73 acres) with approximate lot frontage of 95 metres along Masonry Court and Cooke Boulevard. Existing land uses on the properties include two (2) detached employment uses, which are contemplated for demolition as a component of the overall redevelopment concept.

The location of the subject lands and overall site context are illustrated on Appendix 'A', Attachment No. 1.

Surrounding Land Uses

Surrounding and adjacent land uses are described, below, and the applicable zoning of these properties is illustrated on Appendix 'A', Attachment No. 2. Cooke Boulevard runs diagonally southeast-northwest, therefore, for the purposes of describing the existing surrounding land uses below, Cooke Boulevard will be described as if it were rotated vertically running north-south.

- | | |
|-------|--|
| North | A mid-rise residential development is located on Masonry Court, north of the site, further north is the Canadian National Railway, Aldershot GO Station with associated parking and Highway 403; |
| East | Employment uses are, further east are low density residential uses and parking for the Aldershot GO Station; |
| South | Immediately south is an existing employment use. Further south is a mixed-use corridor along Waterdown Road and Plains Road East., Burlington Fire Station 3 is located on the west side of Waterdown Road. and; |
| West | Immediately west of the site are employment type use. Further southwest are additional employment lands containing some services and retail uses. |

Transit

The site is located within approximately 400 metres of the Aldershot GO / VIA Rail Station and approximately 80 metres from the Waterdown at Masonry bus stops for either direction on Waterdown Road (stop numbers 724 and 992). The Plains at Cooke Bus stop (stop number 1073) is located at the intersection of Cooke Boulevard and Plains Road East, approximately 200 metres south of the site. There are three addition stops (stop numbers 8840, 1111, and 946) which are located at

the intersection of Plains Road East and Waterdown Road, approximately 350 metres southwest of the subject lands.

Description of the Application

The proposal contemplates the development of two residential towers with heights of 30 and 32 storeys, connected by a shared six-storey podium fronting Cooke Boulevard and Masonry Court and three storeys to the rear. The residential units are located on floors 2 to 32 and include a total of 809 residential units ranging from studio to three-bedroom. The proposed development also includes two retail units with a total of 581 square metres of gross floor retail area. A total gross floor area of 49,743 square metres is proposed with a Floor Area Ratio (FAR) of 9.51.

Appendix C includes a development concept with the location, height/scale/massing of the proposed building and its location on the consolidated subject lands. Building details, including materials and colour palette are conceptual and beyond the scope of this report.

Official Plan and Zoning By-law amendments to facilitate the proposed development include, but are not limited to, permitted use(s); increase in maximum permitted building height and density (i.e. FAR); reduction in minimum required yards setbacks; reduction in minimum required landscape (abutting a street) buffers and amenity areas; reduction in accessible parking spaces; reduction in amenity space; and, reduction to minimum required parking (including parking space size). The extent of the requested relief is outlined in Table 1, further in this report.

Supporting Documents

The following technical reports/plans/studies have been submitted in support of the development application, and include:

- [3D Massing](#), as prepared by RAW., September 9 2022;
- [Arborist Report](#), as prepared by MHBC., August 24, 2022;
- [Architectural Plans](#), as prepared by RAW, August 31, 2022;
- [Construction and Mobility Management Guidelines](#), as prepared by Lanhack Consultants Inc, September 7, 2022;
- [Fiscal Impact Analysis](#), as prepared by Altus Group Economic Consulting, November 8, 2022;
- [Functional Grading Plan](#), as prepared by Odan Detech Consulting Engineers, July 2022;
- [Functional Servicing and Stormwater Management Report](#), as prepared by Odan Detech Group Inc., August 25th, 2022;

- [Functional Servicing Plan](#), as prepared by Odan Detech Consulting Engineers, July 2022;
- [Geotechnical Report](#), as prepared by B.I.G Consulting Inc., July 13, 2022;
- [Height Survey](#), as prepared by RAW, September 12, 2022;
- [Housing Impact Statement](#), as prepared by MHBC, September 2022;
- [Hydrogeological Report](#), as prepared by B.I.G Consulting Inc., August 10, 2021;
- [Land Use Compatibility Updated Report](#), as prepared by RWDI, November 2, 2022;
- [Landscape Plan North](#), as prepared MHBC, September 6, 2022;
- [Level 2 Outdoor Amenity Plan](#) as prepared by MHBC., September 6, 2022;
- [Level 4 Outdoor Amenity Plan](#), as prepared by MHBC., September 6, 2022;
- [Level 6 Outdoor Amenity Plan](#), as prepared by MHBC., September 6, 2022;
- [Level 7 Outdoor Amenity Plan](#), as prepared by MHBC., September 6, 2022;
- [Noise and Vibration Impact Study Updated](#), as prepared by RWDI, November 4, 2022;
- [Phase One Environmental Site Assessment](#), as prepared by B.I.G Consulting, July 2021;
- [Phase Two Environmental Site Assessment](#), as prepared by B.I.G Consulting Inc. July 2021;
- [Planning Justification Report](#), as prepared by MHBC, September 2022;
- [Shadow Study](#), as prepared by RAW, August 2022;
- [Sustainability Checklist](#), September 2022;
- [Transportation Impact Study](#), as prepared by Crozier Consulting Engineers, September 2022;
- [Tree Inventory Plan TI-1](#), as prepared by MHBC, September 6, 2022;
- [Urban Design Brief](#), as prepared by MHBC, September 2022;
- [Waste Management Plan](#), as prepared by RAW;
- [Wind Study](#), as prepared by RWDI, August 18, 2022.

All of these supporting documents have been published on the City's Development Projects webpage related to this application at www.burlington.ca/1062cooke.

Strategy/process

This section provides information on staff's ongoing review of the subject applications, including the applicable policy framework, and the comments received to date from technical reviewers and members of the public.

Policy Framework

The Official Plan Amendment and Zoning By-law Amendment, as proposed by the applications, are subject to review for conformity and consistency with the applicable land use framework as set out by Provincial, Regional and City policy documents and standards/guidelines.

A preliminary review of the applications with respect to the Provincial Policy Statement (2020); A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020); Region of Halton Official Plan; City of Burlington Official Plan (1997), as amended; City of Burlington New Official Plan (OP 2020); and, City of Burlington Zoning By-law 2020 is included in report sections below.

A detailed policy analysis will be provided in a future recommendation report to Council to evaluate whether the proposal is in keeping with these policies.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides broad policy direction on land use planning and development matters of provincial interest. Section 3(5) of the *Planning Act* states that where a municipality is exercising its authority affecting a planning matter, such decisions "shall be consistent with" the policy statements issued under the *Act* and shall conform with the provincial plans that are in effect on that date, or shall not conflict with them.

Provincial policy promotes development and land use patterns, including the development of compact communities within settlement areas, with an emphasis on the efficient use of existing infrastructure and public service facilities, while maintaining appropriate levels of public health and safety, protection of the natural environment and significant built heritage resources.

Land use patterns in settlement areas are also to be based on densities and a mix of land uses which efficiently use land, resources, prepare for the impacts of a changing climate, and support active transportation and transit.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

All planning applications are required to conform with the Growth Plan.

The Growth Plan provides a policy framework for implementing the provincial vision for 'complete communities' that feature a diverse range of land uses and densities; a range of housing options; provide for a more compact built form and vibrant public realm; and, encourage the use of transit and active transportation options, while mitigating and adapting to climate change.

The Growth Plan framework directs long-term growth and development to Settlement Areas, with a focus on strategic growth areas, including Urban Growth Centres to promote the sustainability of development within the region.

The City of Burlington has identified strategic growth areas as required by the Growth plan which include the Major Transit Station Areas. The site is located within a strategic growth area being the Aldershot Go MTSA area. The purpose of the area is to identify the appropriate type and scale of development that contribute to intensification targets while contributing to the achievement of complete communities.

The major transit station area will identify specific density targets of residential units and jobs per hectare as served by the appropriate station which are subway, bus rapid transit or in this particular scenario GO Transit rail network.

Region of Halton Official Plan ('ROP')

The subject lands are designated 'Urban Area' to Map No. 1 (Regional Structure) of the Region of Halton Official Plan (ROP) and are located within a Major Transit Station Area (MTSA) as identified by Regional Official Plan Amendment # 48. MTSA's are defined as Regional 'Intensification Areas'.

The range of permitted uses in the 'Urban Area' designation are in accordance with Local Official Plans (i.e. City of Burlington), and subject to the policies of the Regional Official Plan. A stated objective of the 'Urban Area' designation is "to support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy." The ROP further directs that the Aldershot MTSA is to achieve a minimum density target of 150 residents and jobs combined per hectare by 2051.

The policies of the ROP promote increased densities and intensification, where appropriate (i.e. identification of 'Intensification Areas' within the urban structure) and

new development on the basis of connecting to Region of Halton municipal and wastewater systems (unless otherwise exempt from the policies of the Plan).

All proposed development within Intensification Areas is subject to the policies of the Region of Halton Official Plan. Objectives of Intensification Areas include:

- to provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable;
- to provide opportunities for more cost-efficient and innovative urban design;
- to provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;
- to provide a diverse and compatible mix of land uses, including residential and employment uses to support neighbourhoods;
- to create a vibrant, diverse and pedestrian-oriented urban environment;
- to cumulatively attract a significant portion of population and employment growth;
- to provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;
- to support transit and active transportation for everyday activities;
- to generally achieve higher densities than the surrounding areas;
- to achieve an appropriate transition of built form to adjacent areas;
- For Major Transit Station Areas and Intensification Corridors:
 - To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.
 - To achieve a mix of residential, office, institutional, commercial development, where appropriate.
 - For Major Transit Station Areas, to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.
 - For Intensification Corridors, to accommodate local services, including recreational, cultural and entertainment uses.

The Region of Halton has been circulated the application and will review the proposed development in the context of applicable Regional policy.

The recent approval by the Province of Regional Official Plan Amendments (ROPA No. 48 and 49) resulted in the establishment of new policies as they pertain to strategic growth areas (i.e. Urban Growth Centres (UGC), Major Transit Station Areas (MTSA), Regional Nodes and Employment Areas) and related performance targets for the strategic growth of these areas in terms of employment and population over the planning horizon, as has been previously allocated to the Region of Halton in the Growth Plan. ROPA 48 defines specific elements of a Regional Urban Structure including Strategic Growth Areas, while ROPA 49 implements the results of the Region's Integrated Growth Management Strategy (IGMS), which considered how to accommodate growth in Halton to the year 2051. ROPA 49 has also updated policies and mapping related to the Regional Urban Structure and Strategic Growth Areas.

City of Burlington Official Plan (1997, as amended)

The City's Official Plan (1997, as amended) (the OP) outlines a long-term vision of the community and quality of life for Burlington residents and provides policy direction to the public and private sectors on land use, development and resource management matters to guide the future planning and development of the City towards the desired community vision.

The subject lands are designated 'Mixed Use Corridor – Employment' on Schedule 'B' (Comprehensive Land Use Plan – Urban Planning Area) of the City of Burlington Official Plan (1997), as amended.

Part III, Section 5.3.4(b) (Permitted Uses) of the City of Burlington Official Plan (1997), as amended, states that the following uses may be permitted within Mixed Use Corridor – Employment locations:

- industrial uses;
- a broad range of office uses;
- a limited range of retail, service commercial and personal service uses which serve the day to day needs of employees;
- financial institutions and services;
- entertainment, recreation and other community facilities, such as libraries and day care centres; and,
- motor vehicle dealerships.

The maximum permitted building height contemplated on lands designated 'Mixed Use Corridor – Employment' is six storeys (except for industrial uses, where the

maximum building height shall be two storeys) with a maximum permitted floor area ratio (FAR) of 1.0:1 (except industrial uses, where the maximum FAR shall be 0.5:1).

The residential density contemplated by the proposed building is 1,145 units per hectare with a maximum FAR of 9.51:1 within a shared podium, two tower (30 and 32 storey), 809 residential unit, mixed-use building.

The proposed amendments to the Official Plan include a site-specific 'Mixed Use Corridor – General' designation that would permit residential land uses and include Special Policies related to increase in the maximum permitted building height, residential density and floor area ratio.

City of Burlington New Official Plan (OP 2020)

On November 30, 2020, the Region of Halton issued a Notice of Decision approving OP 2020. The new Official Plan has been developed to reflect the opportunities and challenges facing the City as it continues to evolve. The new OP is subject to appeals. Appeals are currently before the Ontario Land Tribunal (OLT).

Section 17(27) of the Planning Act (R.S.O. 1990, as amended) sets out that all parts of an approved official plan that are not the subject of an appeal will come into effect on the day after the last date for filing a notice of appeal - that date being December 22, 2020 for the new Burlington Official Plan. At this time, no determination has been made as to the appeal status of the relevant sections of OP 2020.

The subject lands are designated 'Urban Corridor - Employment' to Schedule 'C' (Land Use – Urban Area) of OP 2020 and are located within a 'Primary Growth Area' (Schedule 'B-1' – Growth Framework). The subject lands are located within the Aldershot GO Major Transit Station Area (MTSA) and Special Planning Area (Schedule 'G' – Aldershot GO MTSA Special Planning Area).

The primary growth areas in the City shall accommodate the majority of the City's forecasted growth over the planning horizon of the new OP and beyond and consequently will experience the greatest degree of change. These areas shall be regarded as the most appropriate and predominant location for new tall buildings in accordance with underlying land use designations or the land use policies of an area-specific plan. These areas shall also support the frequent transit corridors and accommodate development that is compact, mixed-use and pedestrian-oriented in nature.

Major Transit Station Areas (MTSAs) are an important component of the City's urban planning area, and are intended to serve as city-wide destinations and focal points for

the provision of transit. MTSA's are to exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. MTSA's are focal points for higher intensity and mixed-use, transit-supportive development that will accommodate a significant share of the City's future population and employment growth. The Aldershot MTSA is identified as an area that will be subject to further detailed area-specific planning, which is currently underway.

Uses permitted within the 'Urban Corridor – Employment' designation may include:

- industrial uses;
- office uses;
- accessory retail and service commercial uses which serve the day to day needs of employees;
- home improvement and home décor sales;
- automotive commercial uses, including large-scale motor vehicle dealerships existing on the date the Plan comes into effect;
- entertainment uses; and,
- recreation uses.

Section 8.1.3(8.2)(f) (Policies) of OP 2020 states that a maximum floor area ratio of 2.0:1 is an appropriate built form in Urban Corridor-Employment lands. An increase to this floor area ratio may occur through a site-specific zoning by-law amendment or minor variance application, without the need for an amendment to the Plan, provided that the objectives of the Urban Corridor-Employment designation are maintained.

Section 8.1.3(8.2)(g) (Policies) of OP 2020 states that the minimum building height shall be two (2) storeys, except for industrial uses where no minimum height is required; and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street.

The underlying land use designation in the new OP (i.e. Urban Corridor – Employment) does not necessarily permit the proposed uses, heights or densities; however, the underlying land use designations in the MTSA are essentially placeholder designations that will eventually be replaced by the designations and/or precincts that result from the on-going area-specific planning that is underway for the Aldershot MTSA.

City of Burlington Zoning By-law 2020

The subject lands are zoned Mixed Use Corridor Employment Oriented ('MXE') Zone to Map No. 3 of the City of Burlington Zoning By-law 2020.

A comparison between the current and proposed zoning performance standards (and the applicable site-specific regulations) is illustrated on Table 1 (Zone Comparison), below.

Table 1: Zone Comparison (Current & Site-Specific Zone Proposed)

As of the time of writing this report, Zoning staff have not yet completed a detailed

Zone Regulation	Zone Requirement		
	‘MXE’ Zone (Section 4.0) (Existing)	‘MXG’ Zone	‘MXG-XX’ Zone (Proposed)
Building Height	Industrial/Automotive Uses: 2 storey maximum Other Uses: 6 storey maximum	Automotive Uses: 2 storey maximum Other Uses: 2 storey minimum; 6 storey maximum In MXG, MXC and MXT zones, the floor area of the second, third and fourth storeys of a building containing more than one storey must be at least 50% of the floor area of the first storey	32 storey
Maximum Floor Area Ratio	Entertainment or Recreation Buildings: 0.5:1 Industrial Buildings: 0.5:1 Other Buildings: 1.0:1	Entertainment or Recreation Buildings: 0.5:1 Industrial Buildings: N/A Other Buildings: 1.5:1	9.51:1
Zone Regulation	‘MXE’ Zone (Section 4.0) (Existing)	‘MXG’ Zone	‘MXG-XX’ Zone (Proposed)

review of the subject applications. Through their ongoing review of the applications, Zoning staff will confirm the extent of zoning conformity issues and the detailed

Yard Abutting Other Street	3.0 metres minimum; 4.5 metres maximum	3.0 metres minimum; 4.5 metres maximum	3.0 metres abutting Cooke Boulevard 2.0 metres abutting Masonry Court 6.0 metres abutting south property line
Rear Yard	3.0 metres (minimum)	3.0 metres (minimum)	1.0 metres (minimum)
Landscape Area and Buffer	Abutting a Street: 3.0 metres (minimum)	Abutting a Street: 3.0 metres (minimum)	Abutting a Street: 2.0 metres (minimum)
Amenity Area	15 m ² per efficiency dwelling unit 20 m ² per one bedroom unit 35 m ² per two or more bedroom dwelling unit Back to Back Townhouse: 25 m ² per dwelling unit	15 m ² per efficiency dwelling unit 20 m ² per one bedroom unit 35 m ² per two or more bedroom dwelling unit Back to Back Townhouse: 25 m ² per dwelling unit	17.2 m ² of combined indoor and outdoor amenity area per dwelling unit
Parking	N/A	1.25 spaces per unit inclusive of visitor parking for an apartment building	Apartment Dwelling Unit 0.65 space per unit Visitor Parking: 0.14 spaces per Apartment Dwelling Unit
General Parking Provisions (Parking Space Size & Accessibility)	Each parking space shall have a minimum width of 2.75 metres and a minimum area of 16.5 m ²		Parking Space Minimum: 2.6 metres and a minimum area of 14.5 square metres

amendments to the Zoning By-law that would be required to facilitate the proposed development. A future recommendation report will describe all zoning conformity matters and the required Zoning By-law amendments.

City-Wide Parking Standards

The subject application will be reviewed pursuant to the updated parking standards, as approved by OLT, through Case No. PL190525 on May 21, 2021, which requires a

minimum of 1.25 parking spaces per unit (inclusive of visitor parking) for an 'apartment building' within a Primary Growth Area (Schedule 'B-1') of OP 2020.

The application includes a request to reduce minimum required parking from 1.25 parking spaces per unit (inclusive of visitor parking) to 0.65 parking space per apartment unit and 0.14 parking spaces per apartment unit (visitor parking). There are no parking spaces proposed for retail/commercial uses.

Technical Comments

The circulation of the application for technical comment to Internal Departments and External Agencies occurred on December 21, 2022.

At the time of writing this report, comments the following comments have been received:

Accessibility –Any reduction in barrier-free parking is not supported.

There is the inclusion of a Dog Run Area on the outdoor amenity space on Level 2. Further clarification is need in terms of use of this location as a leash free park or a dog relief area.

Aldershot BIA – According to the current proposal, retail/commercial space is only allocated in one of the two towers. The ABIA requests additional retail space be allocated within both towers to ensure existing square footage is maintained.

The ABIA encourages and supports commercial parking close to retail/commercial space to allow adequate access to the local business.

Any future changes to the development proposal should consider improved enhanced streetscapes to encourage walkability and to add to the complete streets.

Halton District School Board - no objection to the proposed application, as submitted.

Halton Catholic District School Board - In terms of school accommodation, if the development were to proceed today, elementary students generated from this proposal would be accommodated at Holy Rosary (B) CES located at 261 Plains Road East. Secondary school students would be directed to Assumption CSS located at 3230 Woodward Avenue. Should you proceed with the approval of the Official Plan and Zoning By-law amendments, require conditions that are to be placed in any subsequent agreements have been provided.

Halton Region – has requested that a Holding be in place should the application move forward to ensure a Record of Site Condition (RSC) is received for the site. At this time, the Region's internal analysis is underway to indicate whether the Region's existing systems can support the proposed development. It is recommended that the development applications should not proceed until the Region's modeling and capacity analysis have been completed, and any external works required for construction of the

development have been confirmed as identified. Regional Staff will require the resubmission of a detailed Waste Management Plan to be updated to address the Region's guidelines and the comment.

Financial Matters:

In accordance with the City of Burlington Development Application Fee Schedule (2021), all fees determined have been received.

Climate Implications

In February 2020, City Council approved the City of Burlington Climate Action Plan to support the City's path towards a low-carbon future, focusing on mitigating greenhouse gases and reducing energy consumption. The Plan identifies seven implementation programs, including, programs to enhance energy performance for new and existing buildings; increase transit and active transportation mode shares; electrify City, personal and commercial vehicles and other currently gas-powered equipment; and, support waste reduction and diversion.

A discussion of the climate implications of the proposed development will be provided in greater detail as part of a future recommendation report to Council.

Engagement Matters:

Public Circulation/Notification

A Notice of Complete Application was circulated on December 21, 2022 and Notice of Public Meeting on February 6, 2023 to all property owners/occupants within 120 metres of the subject property, to those who expressed an interest to receive further notification, and, to all boards and agencies requiring circulation pursuant to the *Planning Act*. The Notice of Public Meeting was also posted on the City's Development Projects Webpage at www.burlington.ca/1062cooke.

A Current Development Projects webpage (burlington.ca/1062cooke) has been created to update the public on the proposal and the subject application, including date(s) of public meetings, links to submitted technical reports, studies and plans, and recent staff reports and correspondence. Contact information for the applicant's representative and Community Planning Department staff are also available.

Burlington Urban Design Advisory Panel (BUD) Meeting

A Burlington Urban Design (BUD) Advisory Panel Meeting was held on September 16, 2021 to review the design aspects of the proposed development, with particular focus on the responsiveness to context (existing and planned) (i.e. compatibility and building transitions/interface, scale, massing and design); architectural design features (i.e. building articulation, building placement and orientation, rooftop treatment and materiality); and, site design/sustainable design (i.e. design treatment of private vs. public realms, pedestrian and transit connectivity, sustainable design strategies).

Pre-Application Consultation Meeting

The applicant hosted a Virtual Pre-Application Community Meeting on October 21, 2021. A Notice of the Pre-Application Community Meeting was circulated to approximately 260 residents and landowners in accordance with City Guidelines and posted on the City's website. A total of 15 citizens signed into the meeting and 25 comment sheets were submitted.

The purpose of the meeting was to provide the proponent an opportunity to present details about the proposed redevelopment and to gather feedback from the community at an early stage in the process. Community Planning Department staff prepared a presentation outlining the development planning review process and next steps upon receipt of development application(s).

A section of the applicant's Planning & Urban Design Rationale Report has been dedicated to summarizing the comments received at the Virtual Pre-Application Community Meeting in October 2021.

Public Comments

A total of five (5) public comments have been received in response to the circulation of the application. Approximately 260 area residents/property owners were circulated for input.

A summary of the general theme areas of comments is provided below; copies of which are included as Appendix 'B'.

- Compatibility of proposed building heights with other existing development in the immediate area and impacts of the heights of new development within Aldershot;
- Proposed level of residential intensification and its conformity with existing City policy documents and lack of public benefit/amenity included with proposal; and,

- Impacts of potential increase in traffic generation and ability for existing street network to accommodate additional capacity and anticipated parking needs

Conclusion:

This report provides an overview of the applications, as well as previous and recent public consultation and engagement that has occurred in advance of and throughout the circulation of this development planning applications.

Community Planning Department staff recommends that the processing of the application continues and that comments received through the ongoing technical review, including, comments/concerns raised at the Statutory Public Meeting, be evaluated as part of a detailed planning analysis, and be incorporated into a future recommendation report for consideration by Council.

Respectfully submitted,

Alicia West
Planner II
Community Planning Department

Appendices:

Appendix 'A' – Report Attachments & Schedules

Attachment No. 1 – Location Plan
Attachment No. 2 – Existing Zoning
Attachment No. 3 – Concept Plan & Site Plan
Attachment No. 4 – 3d Concept

Appendix 'B' – Public Comments

Notifications:

Kyle Camarro
Camarro Group.
25 Main Street West, Unit 1702

Hamilton, ON L8P 1H1

kyle@camarrogroup.com

Report Approval:

All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Counsel.