
SUBJECT: Statutory Public Meeting for Official Plan and Zoning By-law Amendments for 127 Plains Road West

TO: Special Meeting of Council

FROM: Development and Growth Management
Community Planning

Report Number: DGM-61-25

Wards Affected: 1

Date to Committee: N/A

Date to Council: August 13, 2025

Recommendation

Refuse the applications for Official Plan and Zoning By-law Amendments submitted by MHBC Planning on behalf of Losani Investment Corporation proposing a 25-storey mixed use building with 240 residential units and 475 square metres of non-residential use at-grade at 127 Plains Road West.

Executive Summary

Purpose of report:

- The purpose of this report is to provide Council with information on the Official Plan Amendment and Zoning By-law Amendment application that is necessary for proceeding with the Statutory Public Meeting and present a recommendation on the application.
- Planning Staff are recommending refusal of the Official Plan and Zoning By-law Amendment applications at 127 Plains Road West (the “subject lands”) for a 25-storey mixed use building with 240 residential units and 475 square metres of non-residential use at-grade.

Key findings:

- The applicants have applied for an Official Plan Amendment and Zoning By-law Amendment to facilitate the proposed development. The proposed amendments to the Official Plan designation include increased height to 25-storeys as well as increased Floor

Area Ratio (FAR) to 11.8:1. Additionally, amendments to the Zoning By-law 2020 are required for height, FAR, setbacks, landscape areas, and amenity areas.

- Staff are recommending refusal of the proposed Official Plan Amendment and Zoning By-law Amendment application based on the following:
 - The proposed amendments are not consistent with the Provincial Planning Statement (2024);
 - The proposed amendments do not conform with the Regional Official Plan (2009, as amended) and do not maintain the general intent of the Burlington Official Plan (1997) or Burlington Official Plan (2020);
 - The proposed development does not maintain the general intent of Zoning By-law 2020;
 - Staff is of the opinion that the proposed development does not represent good planning.

RECOMMENDATION:		Refusal	Ward:	1
Application Details	APPLICANT: OWNERS: FILE NUMBERS: TYPE OF APPLICATION: APPLICANT'S PROPOSAL:	MHBC Planning Losani Investments Corporations 505-04/25 and 520-05/25 Official Plan & Zoning By-law Amendment 25-storey mixed use building with 240 residential units and 475 square metres of non-residential use at-grade		
Property Details	PROPERTY LOCATION: MUNICIPAL ADDRESS: PROPERTY AREA: EXISTING USE:	Northeast corner of Plains Road West and Howard Road 127 Plains Road West 0.26 ha Mixed use commercial and residential building		
Documents	1997 OFFICIAL PLAN Existing: 1997 OFFICIAL PLAN Proposed: 2020 OFFICIAL PLAN Existing: ZONING Existing: ZONING Proposed:	'Mixed Use Corridor – General' 'Mixed Use Corridor – General' with site specific policies as amended 'Urban Corridor' 'Mixed Use Corridor – General' 'Mixed Use Corridor – General' with site specific exceptions		

Processing Details	APPLICATION SUBMITTED:	December 6, 2024
	APPLICATION DEEMED COMPLETE:	May 12, 2025
	STATUTORY DEADLINE:	August 30, 2025
	PRE-APPLICATION COMMUNITY MEETING:	May 1, 2024
	STATUTORY PUBLIC MEETING:	August 13, 2025
	PUBLIC COMMENTS:	At the time of writing this report, 28 written public comments were received out of 972 notices.

Recommendation Report

Background

On September 6, 2023, a pre-consultation meeting was held for the property at 127 Plains Road West for a 26-storey building with 240 residential units and 381 square metres of non-residential space. At the pre-consultation meeting staff provided comments identifying concerns with height, intensity, scale, shadowing, wind impacts, amenity area, mix of uses, housing options, land use compatibility, rental replacement, and landscaping. The comments provided also identified the list of studies and reports that would be required for a complete application to allow staff to complete a thorough review of the proposal. Following the pre-consultation meeting, the applicant met with staff to discuss the recommendation to engage in the Technical Pre-submission process where staff can work collaboratively and iteratively with the applicant to review all studies and reports, identify threshold issues and work to resolve the identified issues prior to formal submission and the start of the legislated 120-day timeline. The applicant did not engage in the Technical Pre-submission process and instead elected to submit a formal application.

On December 6, 2024 the applicant submitted an application to the City that was deemed incomplete on December 18, 2024 due to certain studies and reports not being submitted. A re-submission was provided to the City on February 28, 2025 and also deemed incomplete on March 28, 2025 as the submission still did not contain all of the required studies and reports.

Subsequently, on May 2, 2025, the City acknowledged that a complete application had been received for an Official Plan Amendment and Zoning By-law Amendment for 127 Plains Road West. The application requested to permit a 25-storey mixed use building with 240 residential units and 475 square metres of non-residential use at-grade. This was a reduction of 1-storey and maintained the 240 residential units from the proposal provided at pre-consultation. The non-residential space had been increased from Pre-consultation from 381 square metres to 475 square metres which is an increase of 94 square metres. A total of 160 vehicular parking spaces are proposed. Vehicular access is proposed from both Plains Road West and Howard Road. The submitted application did not provide the requested studies and reports identified under the Official Plan (2020, as amended) which included a 3D Model of the Proposed Buildings, Angular Plane Study, Wind Impact Study, and Tenant Relocation and Assistance Plan. Planning staff are unable to deem an application incomplete based on missing materials in Section 12.1.2(1.2) c) of the Official Plan (2020, as amended) as this section is currently subject to appeals and not in force and effect.

The applicant and Staff met July 4, 2025 to discuss concerns related to the application and indicated the challenges reviewing the proposal in terms of land use compatibility, height, setbacks, non-residential space, and rental replacement which were previously raised at the September 6, 2023 Pre-consultation meeting.

Site Description

The subject property is located at the northwest corner of the intersection of Plains Road West and Howard Road and is approximately 0.26 hectares in size. The property has approximately 60 metres of frontage on Plains Road West and 40 metres of frontage on Howard Road. The site is currently occupied by a 2-storey mixed-use building with at-grade retail and residential units above and surface parking.

Surrounding uses are as follows:

- North: Multiple industrial properties inclusive of warehousing, logistics, concrete batching and offices. Hidden Valley Park, CN shunting yard and Highway 403 beyond.
- East: Howard Road, retail / commercial and office uses, and a retirement home beyond.
- South: Plains Road West, mid-rise residential development, with a low-rise residential neighbourhood beyond.
- West: Commercial / retail development, office and professional service uses, with low and mid-rise residential development beyond.

The Aldershot GO Station is approximately 1.8 km away travelling along Plains Road West and Waterdown Road.

The closest bus route (1) is located along Plains Road West directly in front of the subject property and provides access to Burlington GO, Appleby GO, and Hamilton.

Analysis

MHBC Planning has made applications on behalf of Losani Investment Corporation for an Official Plan Amendment and Zoning By-law Amendment for a 25-storey mixed use building with 240 residential units and 475 square metres of non-residential space at-grade. The property currently contains a 2-storey mixed use building with commercial at-grade and 4 residential units on the 2nd storey.

Planning staff are recommending refusal of the applications based on the following rationale:

- Planning staff are of the opinion that the proposed intensity and scale of the 25-storey mixed use building proposal exceeds what is considered appropriate for this site in the context of its location at periphery of the Aldershot GO MTSA and along Plains Road West.
- Planning staff are of the opinion that the proposal does not meet the Tall Building Design Guidelines, Shadow Study Guidelines and Terms of Reference, or the Pedestrian Level Wind Study Guidelines and Terms of Reference.

- The proposal does not provide for minimal accesses onto the City's Road network and provides three accesses which is not supported by Transportation staff.
- Planning staff are of the opinion that the proposed 25-storey mixed use building provides an insufficient mix of uses (240 residential units and 475 square metres of non-residential space) which does not achieve the City's objective of requiring a mix of uses throughout the Aldershot GO MTSA along Plains Road West and Howard Road to provide for a complete community.
- Planning staff are of the opinion that the 25-storey mixed use building is not consistent with the Provincial Planning Statement or the City's Housing Strategy in providing a mix of housing options through 3 or more-bedroom units.
- Planning staff are of the opinion that the proposal does not conform to the Regional Official Plan for rental replacement of the existing 4 rental units.
- The proposal does not provide sufficient vegetation as per Section 2.7 of the Official Plan (1997, as amended) and Sections 2.7 and 4.3 of the Official Plan (2020) to mitigate potential impacts from urban heat islands.
- Planning Staff are of the opinion that the submitted Land Use Compatibility Study & Air Quality Study prepared by SONAIR Environmental Inc. dated May 2, 2025 and Noise & Vibration Impact Study prepared by dBA Acoustical Consultants dated January 2025 do not provide sufficient information to confirm that the proposed development is compatible within the existing surrounding environment.
- The proposal does not provide appropriate justification for the removal of two municipal trees.

Due to the number of concerns related to the proposal, Planning Staff are recommending refusal of the application as it not consistent with the Provincial Planning Statement (2024); does not conform with the Regional Official Plan (2009, as amended) and do not maintain the general intent of the Burlington Official Plan (1997) or Burlington Official Plan (2020); and, does not maintain the general intent of Zoning By-law 2020. Staff is of the opinion that the proposed development does not represent good planning.

Intensity and Scale of Proposal

Planning Staff is of the opinion that the proposed intensity and scale of the proposal is not appropriate for this site given the City's vision and adopted policies for the Aldershot Major Transit Station Area (MTSA) and Plains Road West in particular, as set out by Official Plan Amendment No.2 (OPA 2).

In June 2024, City Council adopted OPA 2 which established new policies and land use schedules for the Aldershot GO MTSA, as well as the City's other MTSA's. The policies of OPA 2 support growth and intensification with the MTSA's; however, they also establish unique precincts which establish appropriate land uses and built form within the MTSA's. The subject

lands have been identified as being within the 'Aldershot Main Street' precinct which is 'characterized' as a mid-rise precinct that advances the historic, neighbourhood driven – Plains Road Village Vision and establishes a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience'. In this context, a mid-rise building is considered to be between 5-11 storeys in height. Staff is of the opinion that the proposed 25 storey height is a significant departure from the planned vision for this site along Plains Road and is not appropriate in this location.

The applicant's Urban Design Brief contains a figure showing the heights of the proposed development and existing buildings in this area. The buildings located along Plains Road are indicated as ranging between 6-12 storeys in height, whereas buildings 29-33 storeys in height are located north of Plains Road along Cooke Boulevard and closer to the Aldershot GO station. This reflects the height distribution in the Aldershot GO MTSA, as set out by OPA 2, as taller buildings are directed to be located closer to the Aldershot GO station and the height decreases towards the periphery of the MTSA where this property is located. It should be noted that 141-153 Plains Road West (immediately west of the subject property) was approved at the December 10, 2024 Council meeting for 12-storeys in height. This is consistent with the mid-rise built form that is planned along this stretch of Plains Road.

Further, the proposal does not meet the Tall Building Design Guidelines, Shadow Study Guidelines and Terms of Reference, and Pedestrian Level Wind Study Guidelines and Terms of Reference as detailed in Appendix D. Overall, Planning Staff are of the opinion that the intensity and scale of the proposed built form is not appropriate for this site and location.

Ingress / Egress

The subject property currently has two existing access points with one on Plains Road West and one on Howard Road to access the 2-storey mixed use building, which the applicants are proposing to modify by adding a third access point along Howard Road for the proposed underground parking structure. The existing access from Plains Road West proposed to be maintained through the development application will provide access to surface parking on the property. One of the accesses on Howard Road will serve as an exit for waste/service vehicles and vehicles using the drop-off area heading towards Howard Road with one-way operation. As previously mentioned, the second proposed access onto Howard Road will provide access to the underground parking structure. Transportation staff have reviewed the proposal and are not supportive of maintaining the existing two accesses as well as the additional third access. Transportation staff are only supportive of one access into the property from Howard Road for the new building. Transportation staff would recommend that the singular access be provided from Howard Road for the at-grade parking, underground parking structure, and waste/service vehicles. The reduction of accesses into the site to one singular access from Howard Road will mitigate any safety concerns created by additional accesses. The development is located within an enhanced pedestrian realm, and a cycle track and future Burlington Rapid Transit Corridor is located along Plains Road West. Reducing accesses along Plains Road is intended to improve

safety of vulnerable road users. Staff are currently not supportive of the currently proposed ingress / egress.

Mix of Uses

The proposed development consists of residential intensification on lands that currently contain a mixed use building with commercial at-grade and residential on the 2nd storey. There is approximately 1,000 square metres of at-grade retail/commercial space (measured by staff using aerial imagery) and 4 residential units in the 2nd storey. The proposed building would consist of 240 dwelling units (1- and 2-bedroom units) and 475 square metres of non-residential use at-grade. This would be a reduction of approximately 525 square metres in commercial space and an increase of 236 residential units. Planning Staff have considered the significant reduction in commercial space and that the proposed 475 square metres is split between 2 units (277.36 square metres and 197.84 square metres). Planning staff are of the opinion that the commercial floor area proposed is insufficient. Planning Staff received comments from the Aldershot BIA that stated that the development could be supported if the existing commercial units at-grade maintains or increases the amount of commercial square footage. Further, public comments received acknowledge the need for large scale commercial use such as a grocery store and the importance of the existing restaurant (Squires Pub).

Further, the Regional Official Plan outlines that Regional Intensification Corridors are to recognize Strategic Growth Areas in the Region and accommodate higher-density mixed use development and/or a mix of employment uses appropriate to the existing local context as well as to achieve increased residential and employment densities in order to ensure the viability of existing and planned transit. The proposed 475 square metres of commercial space will not appropriately contribute to the number of jobs and non-residential needs of the Aldershot GO MTSA. It is the opinion of planning staff that the proposal does not provide for an appropriate range and mix of land uses.

Housing Options

Subsection 3.1.1(2)(g) of Burlington's Official Plan (2020), in alignment with the City's Strategic Plan, directed the City to develop a comprehensive housing strategy to among other things, support the Region of Halton's Housing Strategy, describe the current range and mix of housing in the city, establish city-wide housing objectives and examine opportunities for partnerships to increase the supply of affordable housing. The objective is to establish minimum targets in support of achieving the region of Halton's housing mix and affordable unit goals along with specific targets for two and three-bedroom units.

The Burlington Housing Strategy and the Annual Housing Targets (Appendix B to the Housing Strategy) were approved by City Council on June 21, 2022. The City's Housing Strategy provides a roadmap for addressing local housing needs and increasing housing options that meet the needs of current and future residents. The Housing Strategy identifies 12 Actions to move toward

the vision for housing in Burlington. It provides a set of action-oriented housing objectives (Themes) and an associated implementation plan.

One of the Housing Strategy's stated objectives (Theme 2) of the Housing Strategy is to support a broad variety of housing types and forms to increase housing options to meet the needs of all current and future residents at all stages of life. Action 4 of the Housing Strategy established minimum targets around housing that build upon the policies of the Official Plan (2020) and use the findings of the Housing Strategy Project. These targets, appended to the Housing Strategy set targets for rental units, affordable units and 3-bedroom units.

The residential units being provided are only 1- and 2-bedroom units which does not provide for an adequate range of housing options as no 3- or more bedroom units are proposed. Planning staff are not supportive of the lack of 3- or more bedroom units.

Rental Replacement

The existing site includes 4 purpose built rental units on the 2nd storey of the building. In accordance with Section 86(19) of the Halton Region Official Plan (ROP), Local Municipalities must use a rental housing vacancy rate of 3 per cent as the minimum threshold to permit the conversion of existing rental housing to ownership tenure or other uses or the demolition of such housing. The City of Burlington does not meet the minimum rental housing vacancy rate threshold to permit the conversion of existing rental housing. Planning Staff requested a Tenant Relocation and Assistance Plan to appropriately address the replacement of the existing rental units. The applicant did not submit a Tenant Relocation and Assistance Plan and has not addressed the replacement of the rental units which does not meet this policy of the ROP.

Land Use Compatibility

In accordance with Section 3.5 Land Use Compatibility of the Provincial Planning Statement (PPS), major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures. The applicant submitted a Land Use Compatibility Study & Air Quality Study prepared by SONAIR Environmental Inc. dated May 2, 2025 and a Noise & Vibration Impact Study prepared by dBA Acoustical Consultants dated January 2025. These submitted studies have been peer reviewed for the City by R.J. Burnside & Associates Limited who disagree with three of the facilities classifications:

- St. Marys CBM was identified as a Class II facility by the applicant's consultants; however, based on the nature and size of the facility, the City's peer review consultant is of the opinion that it should be classified as a Class III facility.

- Agro Wholesale Produce Ltd. was identified as Class I facility by the applicant's consultants; however, based on the scale and potential off-property noise at the facility, the City's peer review consultant is of the opinion that it should be classified as a Class II facility.
- Mission Produce Inc. was identified as a Class I facility by the applicant's consultants; however, based on scale and potential off-property noise, the City's peer review consultant is of the opinion that it should be classified as a Class II facility.

Further, the development site is within 1,000 metres of the Aldershot Yard which is typically considered as a Class III facility and should be assessed. Mission Produce Inc. and King Paving (which was appropriately classified as a Class III facility) were not included in the noise study and justification should be provided as to why these facilities were not included in the assessment.

For a Class 1 use to residential uses the area of influence is 70 metres and the minimum separation distance is 20 metres. For a Class 2 use to residential uses the area of influence is 300 metres and the minimum separation distance is 70 metres. For a Class 3 use to residential uses the area of influence is 1,000 metres and the minimum separation distance is 300 metres.

Overall, based upon the submitted materials and the City's peer review, planning staff are of the opinion that land use compatibility between the proposed residential use and the existing industrial uses has not been appropriately assessed or demonstrated. As such, planning staff is of the opinion that the proposed development is not consistent with the Provincial policy framework relating to land use compatibility.

Vegetation

The proposal includes a reduction in landscape area and the removal of two municipal trees. The applicant is proposing a 0 metre landscape area along Plains Road West and Howard Road. The submitted Landscape Plan prepared by MHBC Planning dated November 2024 also shows a lot of hardscaping at-grade. Planning staff would recommend that the applicant consider incorporating additional space for landscaping into the plan. This would be achieved through matching the existing streetwall created by the adjacent property at 141-153 Plains Road West. The adjacent property has a setback of 2.9 metres from Plains Road West and includes landscape planters and public street trees to be added along Plains Road West. Planning staff would recommend that the building be setback 2.9 metres from Plains Road West which could be achieved through reducing the accesses from Howard Road proposed from two to one.

Option 1 – Refusal (recommended by staff)

Planning staff have identified an extensive list of items requiring further revisions or justification. Due to the extensive list of items, planning staff are of the opinion that a refusal is most appropriate as the submitted application does not represent good planning.

A refusal decision would be subject to appeal to the Ontario Land Tribunal by the applicants.

Option 2 – Deferral (not recommended by staff)

Planning staff have identified an extensive list of items that require further revision or justification. Planning staff would be looking for a revised development concept inclusive of revised supporting materials and studies. Revisions to the development concept and supporting materials would be subject to subsequent review by staff.

A deferral would extend the processing of the application beyond the 120 day timeline to make a decision (August 30, 2025). The applicant could appeal the non-decision of the application to the Ontario Land Tribunal, without the benefit of a position on the applications from City Council.

Option 3 – Approval (not recommended by staff)

Council could approve the application as is or with modifications. Planning staff do not support the current proposal for the reasons outlined in this report and do not have sufficient studies or reports to recommend a modified proposal.

Technical Review

The applications were circulated to internal staff and external agencies on March 10, 2025, for review. The following are summaries of the comments received:

City of Burlington – Finance – Finance Staff requests as a condition of development that, “taxes must be paid on parcels associated with this file. This includes all outstanding balances plus current year taxes that have been billed but not yet due.”

City of Burlington – Development Engineering – Development Engineering Staff have no objections to the proposed Official Plan and Zoning By-law Amendments provided the applicant agrees to a holding provision to provide an updated Functional Servicing and Stormwater Management Report to address Erosion Control criteria.

City of Burlington – Urban Forestry and Landscaping – Urban Forestry and Landscaping Staff have identified concerns with the Official Plan Amendment and Zoning By-law Amendment. Alternative designs to the streetscape along Plains Road West are requested to preserve tree 549 and tree 553 which are City of Burlington trees. Further, the submitted Arborist Report outlines that the date of the tree inventory data is March 1, 2024 which exceeds the 365-day limit of tree inventory data. An update to the tree inventory on site is required.

City of Burlington – Parks and Open Space – Parks Staff wishes to collect cash in lieu of parkland (CILP), with CILP charged at the rate in effect at the time of building permit issuance.

City of Burlington – Transportation Planning – Transportation Staff generally support the Official Plan Amendment and Zoning By-law Amendment as the transportation network can accommodate the increased traffic without significant negative impact. However, Transportation Staff are requiring a redesign of the access to the site as three accesses are proposed whereas only one access from Howard Road would be supported by Transportation Staff. There are currently two accesses into the site with one from Plains Road West and the other from Howard Road. Transportation staff are requiring that the Plains Road West entrance that exists be eliminated to improve safety for vulnerable users. The applicant is also required to provide visibility triangles for the one entrance Howard Road. Further detail is required through a Vehicle Turning Plan.

City of Burlington – Heritage Planning – No comments or concerns.

City of Burlington – Zoning – Amendments required to the Zoning By-law have been identified.

Halton Region – Halton Region Staff have requested a revised Functional Servicing Report as the analysis was based on the Ontario Building Code and not Region design standards for the water demand analysis. The revised Functional Servicing Report should also be updated to address the newest version of the Region’s Linear Design Manual. The submitted Functional Servicing Report also did not contain downstream sewer analysis for the downstream sewer system that this proposed development will flow to. This will need to be included in the revision. Halton Region Staff would accept a holding provision in relation to the revised Functional Servicing Report.

Halton Police – No concerns with the applications as it does not interfere with the line-of-sight radio system.

Halton Catholic District School Board – No objections to the application. In terms of school accommodation, if the residential development were to proceed today, elementary students generated from the development 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. Staff require conditions to be placed in subsequent agreements (e.g. Subdivision, Condominium, and Site Plan) and are to be fulfilled prior to final approval.

Halton District School Board – No objections to the application. Staff provided an overview of the potential impact of this development application on student accommodation needs as well as conditions to be placed in subsequent agreements (e.g. Subdivision, Condominium, and Site Plan) and are to be fulfilled prior to final approval.

Conservation Halton (CH) – No comments. Conservation Halton does not regulate the subject lands, and given the small size would defer stormwater management review to the City.

Burlington Hydro – Staff have indicated that the proposed development is located within the hydro distribution system that has very limited capacity to support this development and requested a detailed loading estimate for the development to determine capacity availability in

the area as well as transformer sizing. Additionally, there is an obstruction free zone of 3 metres surrounding the proposed transformer and overall equipment. Planting shrubs, trees or flowers, or buildings of fences or walls in the obstruction free zone around transformer or switchgears is not allowed; also, the obstruction free zone cannot be used for snow storage.

Aldershot Business Improvement Area (ABIA) – The Aldershot BIA encourages development that incorporates ground-level retail and commercial spaces and uses such as grocery stores, full-service restaurants (with appropriate vetting), daycare facilities, and other day-to-day services that are important to serve both existing businesses and the anticipated increase in residential population due to redevelopment. The current site functions as a retail plaza. The Aldershot BIA would support a proposal that maintains or increases the amount of commercial square footage. To attract and sustain successful commercial tenants, the Aldershot BIA recommends the inclusion of dedicated commercial-only parking spaces including accessible parking. The Aldershot BIA acknowledges the existing pub as well-used and appreciated by the local community and request that the proposed development include space for a full-service restaurant equipped with suitable HVAC infrastructure, a loading zone, and dedicated parking to support this type of use. The Aldershot BIA also strongly support the inclusion of dedicated green space in the site design.

Imperial Infrastructure – No comments.

Rogers Communications – No comments or concerns.

Sun-Canadian Pipeline – No comments.

Metrolinx – No comments or concerns.

Ministry of Transportation – The subject site does not appear to be located within the Ministry's Permit Control Area; therefore, an MTO Building & Land Use Permit will not be required from this office.

Recommendation Details

- The proposed amendments are not consistent with the Provincial Planning Statement (2024);
 - The proposed amendments do not conform with the Regional Official Plan (2009, as amended);
 - The proposed amendments do not maintain the general intent of the Burlington Official Plan (1997) and do not have appropriate regard for Burlington Official Plan (2020); and,
 - The proposed development does not maintain the general intent of Zoning By-law 2020.
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Key Dates & Milestones

- Pre-application Community Meeting: May 1, 2024
 - Burlington Urban Design Meeting: May 30, 2024
 - Application submitted: December 6, 2024
 - Application deemed complete: May 12, 2025
 - Statutory public meeting: July 8, 2025
 - Statutory deadline: August 30, 2025
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Implications

Financial

All application fees have been received in accordance with the Development Application Fee Schedule.

Climate

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; encourage the adoption of electric mobility and equipment through personal and commercial vehicles and other currently gas-powered equipment; and support waste reduction and diversion.

As part of the Official Plan and Zoning By-law Amendment application, the applicant was required to provide consideration to the Sustainable Building and Development Guidelines (2018) which provide an overview of the required and encouraged sustainable design measures for new development across the City. The applicant submitted a Sustainable Building and Development Guidelines Checklist which includes consideration to the guidelines. A detailed review of the Sustainable Building guidelines has been included under Appendix D – Detailed Policy Analysis. Staff is of the opinion the proposed development does not comply with the required Sustainable Building and Development Guidelines and therefore the development does not consider the City of Burlington Climate Action Plan to support the City's climate considerations. Staff have considered that the applicant has identified that the Sustainable Building and Development Guidelines will be addressed at Site Plan, however, the applicant has proposed a largely hardscaped site with few opportunities for vegetation and trees. This issue should be addressed at the Official Plan Amendment and Zoning By-law Amendment stage to ensure that space is available on-site for vegetation and that the site isn't being overdeveloped.

Engagement Matters

Notice signs were posted on the subject lands on June 3, 2025. A public notice of the Official Plan Amendment and Zoning By-law Amendment application was mailed to 972 addresses, which includes all property owners within 120 metres of the subject lands.

A webpage was created on the City of Burlington website, accessible at www.burlington.ca/127plainsroadwest. This webpage provides information about the subject application including dates of public meetings, links to supporting studies, and contact information for the applicant’s representative and Community Planning Department.

As of the writing of this report, 28 written public comments have been received by staff with respect to the subject application in objection to the proposal. The public comments received to date have been included under Appendix C – Public Comments. The letters received represent positions of opposition with regard to the following themes:

Public Comment Theme	Staff Response
Construction	Public comments were received with concerns about construction and the dust and traffic generated during the time of construction. As part of subsequent applications, the City would require a Construction and Mobility Mitigation Plan which would address concerns regarding construction.
Congestion/traffic concerns	Transportation staff have reviewed the proposal and have indicated no concerns with the proposed traffic flow generated by the proposed use. Further, Transportation staff are recommending a redesign of the entrances to one singular access from Howard Road. This would eliminate the existing access on Plains Road West to improve safety for vulnerable road users.
Pollution/Noise/Dust/Light	A Land Use Compatibility Study & Air Quality Study prepared by SONAIR Environmental Inc. dated May 2, 2025 and a Noise & Vibration Impact Study prepared by dBA Acoustical Consultants dated January 2025 were submitted with the application. Several items in the submitted studies are required to be addressed to confirm that the proposed development is compatible within the existing surrounding environment.
Parking	The applicant is proposing a parking rate of 0.67 parking spaces per unit. Transportation Planning staff have indicated that they can support the reduced number of parking space based on the City’s and Province’s initiatives to remove minimum parking requirements. Specifically, a new City-initiated amendment

	<p>to the Zoning By-law was introduced, which includes removal of the minimum vehicle parking requirements for residential uses in new developments on Plains Road. Further, the Ontario government's Bill 185 amended the Planning Act to restrict municipalities from mandating parking requirements in Provincial Major Transit Station Areas and around transit stations, except for bicycle parking. As a result, Planning Staff are of the opinion that the proposed parking rates are appropriate for the proposed development.</p>
<p>Height/Intensification</p>	<p>The applicants submitted an Urban Design Brief prepared by MHBC Planning dated November 2024. Figure 4.7 of the submitted Urban Design Brief shows the heights of the proposed development and existing buildings. The buildings located along Plains Road are indicated as ranging between 6-12 storeys in height. Whereas buildings 29-33 storeys in height are located north of Plains Road along Cooke Boulevard and closer to the Aldershot GO station. Planning Staff are of the opinion that the height is not appropriate for the area.</p>
<p>Safety</p>	<p>Public comments received noted a higher seniors population as well as student population through the Aldershot School being located in the area. Transportation staff have requested one access into the property from Howard Road which would limit the amount of pedestrian crossing through driveways into the property. This would eliminate the existing access on Plains Road West where cycle tracks and future Burlington Rapid Transit are proposed.</p>
<p>Need for more businesses large scale (ie. Grocery store) in Aldershot and loss of local pub/restaurant</p>	<p>Planning Staff received comments from the Aldershot BIA that stated that the development could be supported if the existing commercial floor area is maintained or enhanced. Further, it is acknowledged that there is a need for large scale commercial uses such as a grocery store and the importance of the existing restaurant (Squires Pub). It is the opinion of Planning Staff that the</p>

	proposal does not provide for an adequate amount of commercial floor area.
Stress on municipal services	The applicant submitted a Functional Servicing Report prepared by S. Llewellyn & Associates Limited dated January 2025 that was reviewed by the City's Development Engineering staff and Halton Region staff. Both the Development Engineering staff and Halton Region staff require revisions to the Functional Servicing Report. Burlington Hydro has also submitted comments directing the applicant to contact them as there is limited servicing in the area.
Birds	Planning staff would encourage the applicant to implement bird safety features into the design of the building.
Affordability	The proposed development has not indicated that it will be affordable housing.
Character	Staff are of the opinion that the proposed development does not maintain the physical character of the existing neighbourhood as sufficient justification has not been provided for the 25-storey height and the transition to the low- and medium-density buildings at the periphery of the Aldershot GO MTSA.

References

The applicant has submitted the following materials in support of the subject applications:

- Land Use Compatibility Study & Air Quality Study prepared by SONAIR dated May 2, 2025;
- Tree Inventory and Preservation Plan prepared by Kuntz Forestry Consulting Inc. dated October 23, 2024;
- Architectural Plans prepared by Chamberlain Architect Services Limited dated April 2024;
- Cover Letter prepared by MHBC dated December 6, 2024;
- Environmental Site-Screening Questionnaire dated October 31, 2024;
- Application Form prepared by MHBC dated May 2, 2025;
- Functional Servicing and Stormwater Management Report prepared by S. Llewellyn and Associates Limited dated January 2025;

- Geotechnical Investigation prepared by Soil-Mat Engineers & Consulting Ltd. dated June 4, 2025;
- Hydrogeological Assessment prepared by Terra-Dynamics Consulting Inc. dated November 20, 2024;
- Concept Landscape Plan prepared by MHBC dated November 2024;
- Noise & Vibration Impact Study & D-6 Land Use Compatibility Study prepared by dBA Acoustical Consultants Inc. dated January 2025;
- Phase One Environmental Site Assessment prepared by Soil-Mat dated May 2, 2024;
- Phase Two Environmental Site Assessment prepared by Soil-Mat dated May 2, 2024;
- Planning Justification Report prepared by MHBC dated December 2024;
- Grading and Drainage Plan prepared by S. Llewellyn and Associates Limited dated January 23, 2025;
- Rendering prepared by MHBC;
- Pre-Submission Consultation Comment Response Table prepared by MHBC dated December 2024;
- Community Comment Response Table prepared by MHBC dated December 2024;
- Response Table prepared by MHBC dated December 2024;
- Shadow Study prepared by Chamberlain Architect Services Limited dated April 2024;
- Heigh Survey prepared by Chamberlain Architect Services Limited dated April 2024;
- Site Plan prepared by Chamberlain Architect Services Limited dated April 2024;
- Sustainable Building & Development Guidelines Checklist prepared by MHBC dated December 6, 2024;
- Transportation Impact Study prepared by Stantec dated February 6, 2025;
- Survey prepared by A.T. McLaren Limited dated April 10, 2024;
- Urban Design Brief prepared by MHBC dated November 2024;
- Waste Management Design Report prepared by Pragma Tech Waste Solutions dated October 23, 2024;
- Parking Supply Justification prepared by Stantec dated February 6, 2025.

The supporting documents have been uploaded on the City's website for the subject application which can be found on the following link www.burlington.ca/127plainsroadwest.

Strategic Alignment

- Designing and delivering complete communities
 - Providing the best services and experiences
 - Protecting and improving the natural environment and taking action on climate change
 - Driving organizational performance
-

Author:

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Appendices:

- A. Existing Zoning
- B. Concept Plan
- C. Public Comments
- D. Detailed Policy Analysis

Draft By-laws for Approval at Council:

- By-law to Council on August 13, 2025 (subject to subsequent appeal period prior to coming into force and effect).

Notifications:

Stephanie Mirtitsch, MHBC Planning
Associate
519-576-3650
smirtitsch@mhbcplan.com

Report Approval:

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.