
SUBJECT: Statutory Public Meeting and Recommendation Report for Official Plan and Zoning By-law Amendment for 100 Plains Road East

TO: Committee of the Whole

FROM: Development and Growth Management
Community Planning

Report Number: DGM-64-25

Wards Affected: 1

Date to Committee: September 9, 2025

Date to Council: September 16, 2025

Recommendation

Approve the applications for Official Plan and Zoning By-law Amendments, as modified by staff, submitted by Miura Development Group, on behalf of the property owner for 12-storey mixed use building; and

Approve Official Plan Amendment No. 164 to the City of Burlington Official Plan 1997, as outlined in Appendix D of development and growth management report DGM-64-25, to amend the designation of the lands located at 100 Plains Road East to “Mixed Use Corridor – General” with site-specific policies; and

Deem that Official Plan Amendment No. 164 is consistent with The Planning Act; and

Instruct the City Clerk to prepare the necessary by-law adopting Official Plan Amendment No. 164 as outlined in Appendix D to development and growth management report DGM-64-25 to be presented for approval at the same time as the associated by-law to amend Zoning By-law 2020, as amended, for the development proposal; and

Approve Zoning By-law 2020.511, attached as Appendix E to development and growth management report DGM-64-25, to rezone the lands at 100 Plains Road East from the existing “MXG-498” and “RM1-346” zones to a revised site-specific “MXG-498” zone; and

Deem that Zoning By-law 2020.511 will conform to the Halton Region Official Plan, the 1997 Official Plan of the City of Burlington and the 2020 Official Plan once Official Plan Amendment No. 164 is adopted; and

State that the amending zoning by-law will not come into effect until Official Plan Amendment No. 164 is adopted.

Executive Summary

Purpose of report:

- The purpose of this report is to provide Council with information concerning the applications for an Official Plan Amendment and a Zoning By-law Amendment at 100 Plains Road East, proposing a 12-storey mixed use building, and recommend approval, as modified by staff, of the Official Plan and Zoning By-law Amendment applications.

Key findings:

- The applicants have applied for an Official Plan Amendment and Zoning By-law Amendment to facilitate the proposed 12-storey mixed use building. The proposed amendments to the Official Plan designation would permit increased height from existing permissions from 2- to 7-storeys range to 12 storeys (inclusive of the mechanical penthouse) as well as increased Floor Area Ratio (FAR) from the existing maximum 1.5:1 to 4.91:1. Additionally, an amendment to the Zoning By-law 2020 is required for increased non-residential ground Floor Area, building height, number of units, Floor Area Ratio (FAR) as well as reduced setbacks, amenity area, visibility triangle, landscape buffer, landscape area and permissions for an Accessory Structure among other regulations.
- Staff are recommending modified approval of the proposed Official Plan Amendment and Zoning By-law Amendment based on the following:
- The proposed amendments are consistent with the Provincial Planning Statement (2024);
- The proposed amendments conform with the Regional Official Plan (2009, as amended) and maintain the general intent of the Burlington Official Plan (1997) and Burlington Official Plan (2020);
- The proposed development maintains the general intent of Zoning By-law 2020;
- Staff are not supportive of the requested reduction to size, width and walkway for accessible parking spaces in the proposed development and are as such are modifying the application to the required standards for accessible parking spaces
- Staff is of the opinion that the proposed development, as modified, represents good planning.

RECOMMENDATION:		Approval	Ward:	1
Application Details	APPLICANT:	Miura Development Group		
	OWNERS:	Jeffrey DiBenedetto		
Property Details	FILE NUMBERS:	505-07/25 and 520-09/25		
	TYPE OF APPLICATION:	Official Plan & Zoning By-law Amendment		
	APPLICANT'S PROPOSAL:	12-storey mixed use building (inclusive of a 12 th storey mechanical penthouse) with ground floor retail and service commercial uses as well as 253 residential units		
	PROPERTY LOCATION:	South side of Plains Road East between Glenwood Avenue and Birchwood Avenue.		
Documents	MUNICIPAL ADDRESS:	100 Plains Road East		
	PROPERTY AREA:	0.47 ha		
	EXISTING USE:	Three single detached dwellings		
	1997 OFFICIAL PLAN Existing:	'Residential – Medium Density' and 'Mixed Use Corridor – General' with site specific policies		
Processing Details	1997 OFFICIAL PLAN Proposed:	'Mixed Use Corridor - General' with site specific policies as amended		
	2020 OFFICIAL PLAN Existing:	'Urban Corridor'		
	2020 OFFICIAL PLAN Proposed:	'Urban Corridor'		
	ZONING Existing:	'Mixed Use Corridor General' with site specific exceptions (MXG-498) and 'Residential – Medium Density' with site exceptions (RM1-346)		
	ZONING Proposed:	'Mixed Use Corridor General' (MXG-498) with site specific exceptions as amended		
Processing Details	APPLICATION SUBMITTED:	June 11, 2025		
	APPLICATION DEEMED COMPLETE:	June 11, 2025		
	STATUTORY DEADLINE:	October 9, 2025		
	PRE-APPLICATION COMMUNITY MEETING:	October 30, 2024		
	STATUTORY PUBLIC MEETING:	September 9, 2025		

	<i>PUBLIC COMMENTS:</i>	At the time of writing this report, 10 written public letters were received out of 162 notices.
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Recommendation Report

Background

On June 11, 2025, the City acknowledged that complete applications had been received for an Official Plan Amendment and Zoning By-law Amendment for 100 Plains Road East. The purpose of these applications is to re-designate the portions of the subject lands currently designated as 'Residential – Medium Density' to 'Mixed Use Corridor General' under the in-effect Official Plan (1997, as amended) as well as to rezone the portions of the subject lands currently zoned as 'Residential – Medium Density' to 'Mixed Use Corridor General'. The proposed development also includes site specific amendments to the 'Mixed Use Corridor General' designation and zone under the in effect Official Plan and Zoning By-law to facilitate:

- Increased Height - increase from the existing permissions of 2- to 7-storeys range to 12-storeys (inclusive of a 12th storey mechanical penthouse);
- Residential units - increase from the existing 49 units maximum permissions to 253 residential units;
- Retail/Service Commercial space – increase the non-residential ground floor area from 183m² to 1,045m²;
- Floor Area Ratio – increased Floor Area Ratio (FAR) from the existing maximum 1.5:1 to 4.91:1.
- Amenity Area – reduction from the existing 15m² to 35m² range to 15.3m² per unit.

Additionally, amendments to the Zoning By-law 2020 are required for reduced setbacks, visibility triangle, landscape buffer, landscape area and permissions for an Accessory Structure among other regulations.

In May of 2016, Official Plan Amendment and Zoning By-law Amendment applications (File Nos.: 505-02/16 and 520-03/16) were submitted to the City of Burlington for the property municipally known as 92 Plains Road East. The proposed amendments to the Official Plan and Zoning By-law at that time were to permit the development of a 6-storey mixed-use building (including a 7th storey rooftop terrace and mechanical penthouse) with approximately 183m² of ground floor office uses and 49 residential units above. These applications were approved by the Local Planning Appeal Tribunal (now known as the Ontario Land Tribunal) on December 31, 2019. A Site Plan application for this same development concept was later submitted on October 24, 2019 (File No.: 535-011/19) and received Draft Site Plan approval on April 1, 2022; however, the approved development proposal was not constructed.

Description of Subject Property and Surrounding Land Uses

The subject lands are located on the south side of Plains Road East between Glenwood Avenue and Birchwood Avenue. The subject lands have a total area of 0.48 hectares and

consist of three separate parcels (84, 92 and 104 Plains Road E), with 84 and 104 Plains Road E each containing a single-detached dwelling ranging between 1- and 2-storeys in height. 92 Plains Road East is currently vacant. Surrounding uses are as follows:

- North: to the north is Plains Road East and across are low-rise commercial and mixed-use buildings as well as vacant lots zoned as 'Mixed Use Corridor General' (MXG). Oriented along the north side of Plains Road East to the west of Clearview Avenue is a vacant lot, which in assembly with the properties at 53-71 Plains Road East and 1025 Cooke Boulevard were subject to OLT-approved Official Plan Amendment and Zoning By-law Amendment applications to facilitate the development of 9- and 18-storey mixed-use buildings.
- East: to the east is Glenwood Avenue and across are low-rise detached dwellings of approximately 1- to 2-storeys in height, including the properties 116 Plains Road East and 991 Glenwood Avenue. Located further east, on the south side of Plains Road East, is St. Matthew's Anglican Church, a place of worship with associated cemetery, as well as the rear school yard of Glenview Public School.
- South: to the south are low-rise detached dwellings oriented along both sides of Glenwood Avenue and Birchwood Avenue including the properties 982 Glenwood Avenue and 981 Birchwood Avenue.
- West: to the west is Birchwood Avenue and across are low-rise detached dwellings of approximately 2-storeys in height. Located further west, oriented along the south side of Plains Road East, are low-rise detached dwellings.

The subject lands are located approximately 40 metres from the two nearest Burlington Transit bus stops located along Plains Road which are part of Route 1 (Plains – Fairview East). This route runs along Plains Road East, loops at the City of Hamilton and runs into the Burlington GO and Appleby GO Train Stations. The proposed development is also located approximately 500m south from the Aldershot GO station and higher-order transit.

Description of Applications

Miura Development Group has made an application on behalf of a private land owner to amend the Official Plan and Zoning By-law for the properties located at 100 Plains Road East. These applications propose amendments to the Official Plan 1997, as amended, and Zoning By-law 2020 to facilitate the development of a 12-storey mixed use building (inclusive of a 12th storey mechanical penthouse). The proposed development contains a total floor area ratio ("FAR") of 4.91:1 and a total gross floor area ("GFA") of approximately 18,568 m², consisting of approximately 1,045m² of retail and service commercial uses at grade and approximately 17,522m² of residential uses. The residential component includes a total of 253 dwelling units, comprising of 3 (1%) studio, 160 (63%) one-bedroom, 48 (19%) two-bedroom, and 42 (17%)

three-bedroom unit sizes. The proposed development also includes approximately 3,870m² of amenity space (15.3m² per unit), consisting of 691m² of indoor amenity space, 817m² of outdoor amenity space, and 2,312m² of private balcony and terrace amenity space. In total, 249 vehicle parking spaces and 146 bicycle parking spaces are proposed.

Analysis

Discussion: Policy Analysis

The proposed Official Plan Amendment and Zoning By-law Amendment are subject to the following policy framework: Planning Act; Provincial Planning Statement (2024); Halton Region Official Plan (2006, as amended); City of Burlington Official Plan (1997, as amended); and City of Burlington New Official Plan (2020). Staff are of the opinion that the proposed applications are consistent with and conform to the applicable policy framework and represent good planning, as discussed below and under Appendix F – Detailed Planning Analysis.

1.0 Aldershot GO Major Transit Station Area

The Provincial Planning Statement (the “PPS”) directs that growth and development be focused in ‘Settlement Areas’. Settlement Areas include built-up urban areas where development is concentrated, and which have a mix of land uses and lands which have been designated in an Official Plan for development over the long term. Settlement Areas also include Strategic Growth Areas such as Major Transit Station Areas (MTSA), where growth should be mainly focused.

In accordance with Section 2.4.2. of the PPS, in order support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development Strategic Growth Areas should be planned to:

- a. to accommodate significant population and employment growth;
- b. as focal areas for education, commercial, recreational, and cultural uses;
- c. to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d. to support affordable, accessible, and equitable housing.

In accordance with Section 2.4.2 2. of the PPS, within MTSA on higher order transit corridors, planning authorities shall plan for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit. The City’s Integrated Mobility Plan (IMP) envisions the Plains Road as a future Bus Rapid Transit Corridor with dedicated lanes.

The Halton Region Official Plan (ROP) considers the subject lands to be within as a Strategic Growth Area as they are found within a Protected Major Transit Station Area (PMTSA) and are

located along Plains Road East which is designated as a Regional Intensification Corridor also known as the 'Plains-Fairview Corridor'. Section 81 and 82.3, describes that some the objectives of the Major Transit Station Areas (MTSAs) and the Regional Intensification Corridors are to provide a range and mix of transit-supportive uses, such as higher-density mixed uses such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.

The subject lands contain two separate designations under Official Plan (1997, as amended) (OP 1997). The properties municipally known as "84 and 104 Plains Road East and 990 Glenwood Avenue" are designated as 'Residential – Medium Density' while the property 92 Plains Road East is designated as 'Mixed Use Corridor – General'. The purpose of the development proposal is to re-designate the properties to a 'Mixed Use Corridor General' designation and zone with site specific amendments. In accordance with Part III, Section 5.3.2 a) iii), development of lands designated 'Mixed Use Corridor – General' and within a MTSA, such as a GO transit commuter rail station, shall achieve a higher intensity of re-development and consist of transit supportive uses. Similarly, the subject lands are designated as 'Urban Corridor' and are within the 'Aldershot Major Transit Station Area (MTSA) Special Planning Area' under Official Plan (2020). In accordance with Section 2.3.1 h) of the OP 2020, MTSAs are intended to serve as city-wide destinations and focal points for the provision of higher intensity and mixed-use land uses, transit supportive development that will accommodate majority of the growth of the City's future population and employment.

At the June 18, 2024 Council meeting, Council adopted OPA 2 and approved in principle the Community Planning Permit System By-law for the City's MTSAs. The Major Transit Station Area (MTSA) Community Planning Permit System (CPPS) is identified in the City's Action Plan for the Housing Accelerator Fund to create more housing supply at an accelerated pace and to enhance certainty in the approvals process. OPA 2 proposes to replace policies and schedules from the Burlington Official Plan, 2020 to implement the findings of the MTSA Area Specific Planning Project for the Downtown Burlington UGC/Burlington GO MTSA, Aldershot GO MTSA, and the Appleby GO MTSA and establish these areas as Protected Major Transit Stations in accordance with the Planning Act. Although OPA 2 still needs to be approved by the Province of Ontario, the boundaries of the MTSAs, as delineated and approved through the Region's work on ROPA 48, are in effect. The subject lands are found within the 'Aldershot Main Street' Precinct in accordance with the Council adopted amendment which envisions a mid-rise built form, up to 6-stories in height.

The proposed development includes residential intensification from the existing single detached dwellings to a 12-storey mixed use building (inclusive of a 12th storey mechanical penthouse) with ground floor retail and service commercial uses as well as 253 residential units that would serve as additional housing options in the city and which will be municipally serviced by existing infrastructure including nearby existing public transit routes. The subject

lands are located approximately 40 metres from the two nearest Burlington Transit bus stops located along Plains Road which are part of Route 1 (Plains – Fairview East). This route runs along Plains Road East, loops at the City of Hamilton and runs into the Burlington GO and Appleby GO Train Stations. The proposed development is also located approximately 500m south from the Aldershot GO station and higher-order transit. As a result, staff is of the opinion that the proposed development is an efficient use of the land, resources, infrastructure and public service facilities which are planned and available. The proposed development is intended to provide mixed-use intensification that supports a pedestrian-oriented urban environment and existing as well as planned transit while ensuring the neighbourhood character is preserved. The proposed development has been reviewed along with the applicable in effect Official Plan policies including the development intensification criteria and associated design guidelines as later discussed under Appendix F – Detailed Planning Analysis.

2.0 Development Built Form and Intensification Criteria

In accordance with Section 2.4.1 3. of the PPS, planning authorities should identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas as well as permit development and intensification within these to support the achievement of complete communities and a compact built form. Similarly, Section 81 of the ROP describes that some the objectives of the MTSAs, are to provide a range and mix of transit-supportive uses, to support the area in a pedestrian-oriented urban environment while considering contextually appropriate intensification opportunities to ensure the protection of neighbourhood character.

In accordance with Part III, Section 2.5.2 a) (v) and (ix) of the OP 1997, compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided. Capability exists to provide adequate buffering and other measures to minimize any identified impacts. Section 12.1.2 (2.2) c) (ii) (iv) and (viii) of the OP 2020 further describes that, the development shall achieve built form compatibility, achieve high quality urban design as outlined under the design policies of OP 2020 and provide buffering, setbacks and amenity area so that an appropriate transition between existing and proposed buildings are provided.

The applications intend to amend the existing site-specific policy 116 to permit an increased maximum building height of 12-storeys (inclusive of a mechanical penthouse) and an increased maximum floor area ratio of 4.91:1. Additionally, it proposes to amend the current MXG-498 zone with site-specific amendments as later discussed in the Zoning By-law 2020 section of this analysis and under Appendix F – Detailed Planning Analysis. Staff is of the opinion that the proposed building maintains compatibility with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage as outlined under the

analysis of the Zoning By-law and applicable Urban Design Guidelines including the Mid-Rise Building Guidelines, Pedestrian Level Wind Study Guidelines and Shadow Study Guidelines.

3.0 Housing

In accordance with Section 2.2, 1. of the Provincial Planning Statement (PPS, 2024), planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, for instance, permitting and facilitating all types of residential intensification, including the development and redevelopment of underutilized lands for residential use, development and introduction of new housing options within previously developed areas, and redevelopment as well as prioritizing intensification, in proximity to transit, including corridors and stations.

Section 75 of the ROP projects that for the City of Burlington, a population target of 240,050 people as well as a density target of 20,500 Housing Units by 2041 and a minimum density target of 150 residents and jobs combined per hectare of which 80% would constitute residents and 20% would constitute jobs. Furthermore, in accordance with Section 86, (6) of the ROP, the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings is to be at least 65 per cent to 2031 and at least 75 per cent each year thereafter.

In accordance with Section 84, the goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs and some of the objectives include: to make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.

The proposed development consists of housing intensification within underutilized parcels as it proposes a conversion from the 3-single detached dwellings into a 12-storey mix-use building (inclusive of a 12th storey mechanical penthouse) with 253 new residential units and 1,045m² of retail and service commercial uses at grade to serve the site and surrounding community. As previously mentioned the subject lands are within the City's Aldershot Major Transit Station Area (MTSA), therefore the proposed development contributes to the overall envisioned intensification of the MTSA in accordance with provincial and regional policy direction.

Section 3.1.1(2)(g) of the City of Burlington Official Plan (2020) and the City's Strategic Plan, directed the City to develop a city-wide 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, examine opportunities for partnerships to increase the supply of affordable housing, to develop minimum targets in support of achieving the region of Halton's housing mix. 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 at all stages of life and at all income levels. 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 objectives (Theme 2) of the Housing Strategy is to Support a Broad Variety of Housing Types and Forms to increase housing options that meet the needs of all current and future residents at all stages of life. This theme describes there is an important need to diversify the existing housing stock to include additional semi-detached, townhouse, mid-rise, high rise, and alternative housing forms as the City's current housing stock is primarily composed of single-detached dwellings. Furthermore, Action 4 of the Housing Strategy established minimum targets around housing that builds upon the policies of the City of Burlington Official Plan (2020) and uses the findings of the Housing Strategy Project. These targets are appended to the Housing Strategy and establish that out of all new dwellings in the City, 1- and two-bedroom dwellings should make up 55 per cent out of the 80 per cent of new Apartment Dwellings. The proposed development includes a breakdown of 1 per cent of studio units, 63 per cent of one-bedroom units, 19 per cent of two-bedroom and 17 per cent of three-bedroom units. Staff is therefore of the opinion that the proposed development provides for an appropriate mix of number of bedrooms.

4.0 Housing Tenure

In accordance with Section 86(19) of the ROP, local municipalities are required to 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. In accordance with local policy, Part III, Section 2.3.2 f) of the in-effect OP 1997, the demolition or conversion to freehold or condominium ownership of residential rental properties containing six or more units should not be permitted unless the following conditions are satisfied:

- i. the rental vacancy rate by dwelling/structure type for the City of Burlington as defined and reported yearly through the C.M.H.C. Rental Market Survey has been at or above 3 per cent for the preceding two-year reporting period;
- ii. the building for which conversion is proposed meets the requirements of the property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements;
- iii. where demolition occurs, replacement rental housing units are provided for those units that are demolished;
- iv. that negative economic and other impacts upon tenants are minimized; and
- v. the requirements of any applicable Provincial legislation or regulation, as amended, are met.

Similarly, Section 3.1.2 (2) a) of the OP 2020 describes that, the demolition of residential rental properties or the conversion to freehold or condominium ownership of a residential rental property containing six (6) or more units, in part, or in whole, shall not be permitted unless the following conditions are satisfied:

- i. the rental vacancy rate by structure type for the City of Burlington as defined and reported yearly through the C.M.H.C. Rental Market Report has been at or above three (3) percent for the preceding two-year reporting period;
- ii. the building for which conversion is proposed meets the requirements of the property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements;
- iii. that negative economic and other impacts upon tenants are minimized to an acceptable level; and
- iv. the requirements of any applicable Provincial legislation or regulation, as amended, are met.

Furthermore, in accordance with section 3.2.1 (2) b) and c), notwithstanding 3.1.2 (2) a) (i), the demolition of residential rental units may be permitted in conjunction with a development application which at a minimum shall provide the same number of rental units with the same number of bedrooms per unit, at a similar rental rate at the time of development application submission, as those units that are demolished. A development application related to the demolition of residential rental properties or the conversion to condominium tenure or owner occupancy shall include, to the satisfaction of the City, proof of tenant notification of the demolition or conversion proposal and proof of notification of the rights of tenants under Provincial residential tenancy legislation, including a minimum of 1 (one) tenants' only meeting as a part of the development application process. The preparation of a tenant relocation and assistance plan, including right to return and alternative accommodations to lessen hardship, may also be required. The city will encourage the construction of rental housing with a full mix and range of unit types and sizes.

The subject lands currently have 6 rental units, including 3 rental units within a detached dwelling at 84 Plains Road East, 2 rental units within a detached dwelling at 104 Plains Road East and one rental unit within a detached dwelling at 990 Glenwood Avenue. In accordance with the submitted Planning Justification Report, planning staff is of the understanding that the existing dwelling units on the subject lands are under private ownership and are being utilized as interim rental accommodations since the year 2023 as a transitional use that is intended to support and continue while the redevelopment process is undertaken. Planning staff is of the opinion that the existing rental units reflect a temporary form of occupancy that was not established as part of a purpose-built rental housing operation and rather as a temporary use.

Additionally, as part of the submitted materials, the applicant provided a Tenant Relocation and Assistance Plan which ensures that negative economic and other impacts upon tenants are minimized to an acceptable level. The information provided outlines that upon acquisition of the various properties in 2023, the landlord informed all the tenants that the property is under development and committed to keeping the tenants informed at each major milestone, as the development progresses throughout the City of Burlington planning process. As part of the eviction process, all procedures will be in accordance with Provincial requirements (Residential Tenancies Act, 2006) and will include the following:

- (vi) Notice to vacate (N13 Form) the rental unit will give a minimum 4-month notice period. Tenants may leave the unit as early as 10 days after receiving the eviction notice or stay in the unit until the end of the notice period.
- (vii) Tenants will be entitled to receive 1-month of their current rent, as compensation at the moment of delivery of the eviction notice.
- (viii) The tenant's financial compensation will be given at the moment the tenant has moved out of their unit, this includes moving allowances to help mitigate hardship associated with having to move of \$1,500.

Planning staff is therefore of the opinion that the general intent of the housing policies at a local, regional and provincial level have been met.

5.0 Urban Forestry

In accordance with Section 142. (7) of the ROP one of the objectives of the Region is to promote tree planting in urban areas for the purposes of improving air quality, sequestering carbon dioxide and reducing energy use through shading and sheltering. Section 147. (5) of the ROP further describes that, it is policy of the region to recognize and protect trees as a renewable natural resource essential to the health and welfare of Halton residents, wildlife and rural environment, and to this end support municipalities in requiring that all development proposals, to the maximum degree possible, preserve existing trees and plant additional trees in accordance with good forestry management practice as well as require as part of all development proposals to submit, an inventory of trees on site and a tree saving and planting plan. Similarly, OP 2020 describes that proponents of a development application may be required to submit and implement an arborist's report, and/or a tree inventory and preservation plan. As part of the development application, the applicant provided an Arborist Report, a Conceptual Landscape Plan as well as Tree Inventory and Preservation Plan which depicts the proposed tree removals, preserved trees and newly proposed trees.

Section 147. (6) of the ROP describes that it is policy of the Region to promote the planting of new trees, and retain treescapes along major transportation corridors, replace trees cut down for public works and, wherever possible, develop new treescapes consistent with safe and aesthetically pleasing road or corridor design. Similarly, in accordance with the Sustainable

design and compatibility policies under Part II, Section 2.7.3 of OP 1997, at the site planning stage, site plans will be reviewed for Sustainable Development considerations such as, but not limited to, the preservation of existing trees and other vegetation. In accordance with Section 4.3.2 d) of the OP 2020, in order of priority, all development proposals and infrastructure projects, including City projects, should:

- (i) preserve existing healthy trees. The location of existing healthy trees shall be considered when establishing the location and building envelope of a proposed development;
- (ii) relocate healthy trees where feasible;
- (iii) plant replacement trees where trees are removed. Replacement planting requirements shall be established using an aggregate-caliper formula, to the satisfaction of the City. If replacement trees cannot be accommodated on-site, off-site compensation may be considered to maintain and enhance the neighbourhood canopy; and
- (iv) incorporate the planting of additional trees where appropriate.

A total of 97 trees were inventoried and assessed within the received Arborist Report. Considering the condition of the trees, proposed excavation limits for the underground parking, new proposed public sidewalks within the adjacent road allowances, and related anticipated proposed servicing and grading / grade changes, a total of 91 trees will conflict with the proposed construction and will require removals to facilitate the proposed development. The proposed development is contingent upon the removal of two municipal trees to facilitate the proposed development. These trees are located on the City's right-of-way along Birchwood Avenue and Plains Road East. Urban Forestry staff have indicated that the evaluation presented in the submitted documentation reveals a conflicting assessment in comparison to a recent assessment performed by city staff through external consultation, which confirmed that one of the trees is a healthy significant tree. Per the City's Tree Protection and Canopy Enhancement Policy, and the council approved Urban Forest Master Plan, significant trees require special considerations to be retained. Therefore, Urban Forestry staff have indicated concerns with the removal of the trees and recommend that the applicants revise the proposed design accordingly.

The applicant has identified that preservation of one of the trees along Birchwood Avenue would require the reduction of the length and size of the building and increasing the setback from Birchwood Avenue further west, which would result in the elimination of approximately 20 dwelling units, that being two units per storey along the first ten storeys of the proposed building, as well as ground floor retail and service commercial space due to the reduction of the ground floor plate. This also does not account for future growth of the tree canopy, which may require the removal of additional building space.

Planning staff has reviewed the proposed tree removal in light of the City's tree canopy objectives as well as its housing supply objectives and is of the opinion that replacement and compensation for the removal of existing trees is appropriate in the context of the site's location within a Major Transit Station Area. The preservation of the existing trees would negatively impact the supply of new housing units within the City of Burlington and the Aldershot Major Transit Station Area as envisioned under provincial, regional and local policy. Planning staff is therefore recommending modified approval of the proposed development inclusive of the removal of the municipal trees. Furthermore, planning staff is also of the opinion that the requested consent letter to injure or remove neighbouring trees can be appropriately addressed as part of the subsequent Site Plan application process.

Zoning By-law

The subject lands are currently zoned 'MXG-498' (Mixed Use General with site exception 498) and are also zoned as 'RM1-346' (Residential – Medium Density with site exception 346) under Zoning By-law 2020 as amended (as shown on Appendix A – Existing Zoning). The MXG zone permits for a range of retail and service commercial uses as well as office, community, automotive, entertainment and recreation uses while the RM1 zone permits detached, semi-detached, duplex and triplex buildings. Site exception 498 further permits a 6-storey mixed-use building (including a 7th storey rooftop terrace and mechanical penthouse) with approximately 183m² of ground floor office uses and 49 residential units above for the lands municipally known as 92 Plains Road East. Site exception 346 further permits townhouses and other site-specific provisions for the lands municipally known as 104 and 84 Plains Road East as well as 990 Glenwood Ave.

The application requests a Zoning By-law Amendment to rezone the subject lands from 'MXG-498' and 'RM1-346' to 'MXG-498' ('Mixed Use General' with site-specific regulations) with new regulations to facilitate the development of a 12-storey mixed use building (inclusive of a 12th storey mechanical penthouse) with ground retail and service commercial uses as well as 253 residential units.

As per the analysis provided of the Zoning By-law 2020 under Appendix F – Detailed Planning Analysis, staff is of the opinion that the proposed amendments, are consistent with Provincial directions, conform to the Regional Plan and maintain the general intent of the Local Official Plans and are appropriate for the subject lands.

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 – Staff requests 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 – Staff have no objection to the Official Plan and Zoning By-law Amendment applications. Additionally, a list of items and materials to be submitted at the Site Plan application stage have been provided to the applicant.

City of Burlington – Urban Forestry and Landscaping – Forestry staff have commented with concerns that the proposed development is contingent upon the removal of municipal trees. Forestry Staff have confirmed one of these trees to be a healthy significant tree and as such have concerns with its removal. Further, there is a lack of clarity in material submitted with the applications regarding adjoining and/or adjacent owner(s) and potential impacts to their trees and/or boundary trees. Forestry staff have requested the applicant submit a document in writing from adjoining and/or adjacent owner(s) that there are no concerns with the proposal for those trees.

Planning Staff Comment: The above comments have been taken into consideration however planning staff are recommending modified approval of the Official Plan and Zoning Bylaw amendment applications, acknowledging that there is an opportunity for some of the comments to be addressed through future site plan process.

City of Burlington – Parks and Open Space – No comments.

City of Burlington – Transportation Planning – Staff support the applications with the proposed land use and density. The transportation network can accommodate the increased without significant negative impact. However, staff also identified revisions to the Transportation Impact Study (TIS) were necessary. These included revisions to:

- (ix) Calculate the expected site generated trips utilizing the proposed mode share targets outlined in the City of Burlington Integrated Mobility Plan (IMP) or those discussed during the Terms of Reference process.
- (x) Update the future total operational analysis with the newly calculated site generated trips. Update recommendations as required.

Future Site Plan review considerations were also provided to the applicant.

City of Burlington – Engineering Services – Accessibility – Staff have outlined that the AODA Design of Public Spaces Standard does allow for a minimum of 1.5m as the width of an access aisle for accessible parking spaces. The word “minimum” indicates that the access aisle can be wider than the minimum regulatory requirement. Our zoning by-law requires the access aisle to be 2m. Staff are not supportive of any reduction in the number of accessible parking spaces provided, the reduction in the width of the accessible parking spaces or the

access aisle as per our zoning bylaw. Where conflicts exist between scoping and/or dimensional requirements the most accommodating requirement shall always apply.

Planning Staff Comment: Based on the above comments Planning staff have not included the requested amendments to the reduction in size or width of the accessible parking spaces nor the access aisle under the amending by-law as outlined under Appendix E – Zoning By-law Amendment. This is the only modification to the applications under review.

City of Burlington – Fire – No comments.

City of Burlington – Heritage Planning – No comments.

City of Burlington – Zoning – Amendments required to the Zoning By-law have been identified and included as part of the amending by-law under Appendix E – Zoning By-law Amendment to reflect the proposed development.

Halton Region – Staff have outlined that updates to the Functional Servicing Report (FSR) and Waste Management Plan are required to address outstanding servicing and waste matters. However, given these matters are minor nature, the required revisions can be addressed at the Site Plan stage. Regional staff have no objections to the proposed applications.

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 approvals.

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 – No concerns. Advisory comments have been provided for the subsequent Site Plan applications.

Aldershot Business Improvement Area (ABIA) – No comments.

Canada Post – No comments.

Enbridge Gas – No comments.

Imperial Infrastructure – No comments. There is no Imperial infrastructure in the vicinity of the subject lands.

Rogers Communications – No comments.

Trans-Northern Pipeline – No comments. Trans-Northern Pipelines Inc. has no infrastructure in this area.

Sun-Canadian Pipeline – No comments. Sun-Canadian Pipe Line does not operate any facilities in the described Plan area.

Ministry of Transportation (MTO) – No comments. The subject lands are not located within the MTO Permit Control Area.

Metrolinx – No comments. The subject lands fall outside of the designated Metrolinx review zones.

Recommendation Details

- The proposed amendments are consistent with the Provincial Planning Statement (2024);
 - The proposed amendments conform with the Regional Official Plan (2009, as amended);
 - The proposed amendments maintain the general intent of the Burlington Official Plan (1997) and have appropriate regard for Burlington Official Plan (2020);
 - The proposed development maintains the general intent of Zoning By-law 2020
 - Staff are not supportive of the requested reduction to size, width and walkway for accessible parking spaces in the proposed development and are as such are modifying the application to the required standards for accessible parking spaces
-

Key Dates & Milestones

- Pre-application Community Meeting: October 30, 2024
 - Application submitted: June 11, 2025
 - Application deemed complete: June 11, 2025
 - Statutory public meeting: September 9, 2025
 - Statutory deadline: October 9, 2025
-

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 F – Detailed Planning Analysis. Staff is of the opinion the proposed development proposal complies with the required Sustainable Building and Development Guidelines and therefore the development considers the City of Burlington Climate Action Plan to support the City’s climate considerations.

Engagement Matters

Notice signs were posted on the subject lands on June 26, 2025. A public notice of the Zoning By-law Amendment application was mailed to 157 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/100plainsroad. 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, 10 written public letters 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 regarding the following themes:

Concerns of residential intensification exceeding the density requirements under provincial policy such as the Provincial Policy Statement (PPS) for Major Transit Station Areas (MTSAs) as well as lack of infrastructure and services to accommodate the proposed intensification (i.e. grocery store, not enough schools, healthcare, etc)

Staff comment:

The proposed development consists of a 12-storey mixed use building with 253 residential units with 1,045m² of retail and service commercial uses at grade intended for retail and/or service commercial uses. In accordance with Section 2.4.2 2. of the Provincial Policy Statement (PPS), within MTSAs on higher order transit corridors, planning authorities shall plan for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit. Similarly, Section 2.4.3, describes that planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate. The City’s Integrated Mobility Plan (IMP) envisions the Plains Road East a future Bus Rapid Transit Corridor with dedicated lanes and as a ‘MTSA Primary Connector’ and ‘Frequent Transit Corridor’ under Schedule B-2 – Growth Framework and Long-Term Frequent Transit Corridors of the Official Plan 2020.

Planning staff is of the opinion that the proposed redevelopment will provide compact

intensification that contributes to the provincially mandated minimum density targets. Additionally, the proposed development promotes a multi-modal transportation split by providing for bicycle parking spaces, connecting internal proposed sidewalks to public sidewalks, bicycle paths and local transit. The proposed development contemplates 1,045m² of retail and service commercial uses at grade intended for retail and/or service commercial uses which would serve residents of the proposed development as well as the broader community and, as previously mentioned in this report, the subject lands are in close proximity to nearby transit. As previously mentioned in this report, the Halton District School Board (HDSB) and the Halton District Catholic School Board (HDCSB) have been circulated on the development application and have indicated no objections with the proposed development and nearby school capacity.

Concerns on increased building height and Floor Area Ratio (FAR) not in accordance with previous approvals and the envisioned local policies, as well as concerns on the proposed building not constituting a mid-rise built form.

Staff comment:

As previously mentioned in this report, although OPA 2 still needs to be approved by the Province of Ontario, the boundaries of the MTSAs, as delineated and approved through the Region's work on ROPA 48, are in effect. The subject lands are found within the 'Aldershot Main Street' Precinct in accordance with the Council adopted amendment which envisions a mid-rise built form, up to 6-storeys in height. Similarly, as outlined under the review of the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (2019) on Appendix F – Detailed Planning Analysis, for the purposes of the guidelines, mid-rise buildings include any buildings between 5- to 11-storeys. Given the proposed development is a 12th storey building inclusive of a 12th storey exclusively for mechanical uses, planning staff is of the opinion that the proposed building constitutes a built form of a mid-rise building with a Floor Area Ratio (FAR) that in accordance local policy.

Concerns on the proposed built form and its compatibility with adjacent and nearby uses, especially the surrounding low-rise residential uses and the associated impacts related to this (i.e. such as inappropriate shadows, setbacks, building lengths, 45-degree angular plane, screening and landscape buffering).

Staff comment:

As outlined under Appendix F – Detailed Planning Analysis, planning staff have reviewed the applicable design policies under the in-effect Official Plan, the Mixed-Use and Residential Mid-Rise Buildings (2019) as well as the Shadow Study Guidelines and Terms of Reference (2020). Staff is of the opinion that the proposed development does not pose a negative impact onto the nearby residential uses.

Concerns on increased traffic and limited parking on site resulting in overflow of on-street parking as well as pedestrian, vehicle and cyclist safety concerns. Concerns on

access points affecting traffic and lack of sidewalks along Birchwood Avenue and Glenwood Avenue, one access point on Plains Road East would be preferred.

Staff comment:

Transportation Planning staff indicated support of the application and the proposed land-use and density as the transportation network can accommodate the increase without significant negative impact. Transportation planning staff have also indicated that the proposed driveway accesses on Glenwood Avenue and Birchwood Avenue are sufficient to meet the needs of the proposed development. However, staff also identified revisions to the Transportation Impact Study (TIS) were necessary. These included revisions to:

- (i) Calculate the expected site generated trips utilizing the proposed mode share targets outlined in the City of Burlington Integrated Mobility Plan (IMP) or those discussed during the Terms of Reference process.
- (ii) Update the future total operational analysis with the newly calculated site generated trips. Update recommendations as required.

The applicant has now provided a revised TIS. Similarly, the proposed development contemplates a total of 249 vehicle parking spaces including 8 designated accessible spaces for the 253 residential units proposed as well as 36 vehicle parking spaces including 2 designated accessible spaces for the visitor and non-residential uses at grade. 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 such, Transportation Planning have reviewed the submitted application and related materials and have indicated no concerns with the proposed parking rates. As a result, planning staff are of the opinion that the proposed parking rates are appropriate for the proposed development.

Concerns on the proposed tree removals with minimal compensation and impact on stormwater in order to accommodate for sidewalks.

Staff comment:

The proposed development provides for majority of the landscaped areas along Plains Road East as well as the south property line in the form of a landscape buffer to screen the adjacent low-rise residential uses. As previously discussed, the proposed development is contingent upon the removal of municipal trees 305 and 317 which located on the City's right-of-way to facilitate the design including the proposed building and related sidewalks.

Planning staff has reviewed the proposed tree removal in light of the City's tree canopy objectives as well as its housing supply objectives and is of the opinion that replacement and compensation for the removal of existing trees is appropriate in the context of the site's location within a Major Transit Station Area. The preservation of the existing trees would negatively impact the supply of new housing units within the City of Burlington and the Aldershot Major Transit Station Area as envisioned under provincial, regional and local policy. Planning staff is therefore recommending modified approval of the proposed development

inclusive of the removal of the municipal trees. Furthermore, planning staff is also of the opinion that the requested consent letter to injure or remove neighbouring trees can be appropriately addressed as part of the subsequent Site Plan application process.

Additionally, the proposed tree removals would facilitate the development of the proposed sidewalks along the public realm. Transportation Planning support the proposed 2.0 metre sidewalk along Glenwood Avenue and Birchwood Avenue. The Plains Road renewal project, spanning from Shadeland Avenue to York Boulevard, is scheduled to commence in 2025 and will include sidewalk replacement with a 1.8-meter-wide sidewalk. Furthermore, development engineering staff have indicated no concerns with the proposed stormwater management on the subject lands.

Unit bedroom breakdowns concern as majority of the units are dedicated as one-bedrooms or less and its impact on affordability.

Staff comment:

As previously mentioned in this report, according to Action 4 of the Housing Strategy established minimum targets around housing that builds upon the policies of the City of Burlington Official Plan (2020) and uses the findings of the Housing Strategy Project. These targets are appended to the Housing Strategy and establish that out of all new dwellings in the City, one- and two-bedroom dwellings should make up 55 per cent out of the 80 per cent of new Apartment Dwellings. The proposed development includes a breakdown of 1 per cent of studio units, 63 per cent of one-bedroom units, 19 per cent of two-bedroom and 17 per cent of three-bedroom units. Planning staff is therefore of the opinion that the proposed development meets the general policies of the Housing Strategy policies.

Construction concerns on potential damage to nearby foundations and pools in the immediate area as well as future waste management and its potential impacts to nearby properties.

Staff comment:

As part of the subsequent Site Plan review process, a Construction and Mobility Management Plan (CMMP) is to be completed in accordance with the City's Construction and Mobility Management Policy, as amended, to ensure the development may be completed to the satisfaction of the Director of Engineering Services and the Director of Transportation Services. The CMMP is to include plans for each phase of construction, including but not limited to earthworks, foundation/servicing works, and above grade works, to better capture the complexities of the proposed development works. Additionally, a precondition survey of the surrounding City buildings and City infrastructure prior to any construction or earthworks may also be required to outline the construction requirements within a zone of influence, details of the impacts of construction and related vibration on neighbouring properties and vibration monitoring will be required for the duration of construction.

A Waste Management Report and Waste Management Plan was also submitted with the initial application intake. Regional staff have reviewed these materials and have indicated no objections or concerns. Regional staff have advised the applicant that the commercial portion of this development is eligible to receive cart collection by the Region and that the residential portion of this development may be eligible for regional waste collection (recycling, organics and garbage), provided the requirements as outlined in the Region's Development Design Guidelines for Source Separation of Solid Waste are met.

References

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

- [Complete Application Form](#) signed May 16, 2025.
- [Planning Justification Report](#) prepared by MHBC Planning Ltd. dated May 2025.
- [Housing Impact Statement](#) prepared by MHBC Planning Ltd. dated May 2025.
- [Site Survey](#) prepared by A.T. McLaren Ltd. dated January 18, 2024.
- [Land Use Compatibility Study](#) prepared by RWDI Air Inc. dated May 23, 2025.
- [Air Quality Assessment](#) prepared by RWDI Air Inc. dated November 22, 2024.
- [Conceptual Site Plan and Architectural Plans](#) prepared by Kozlowski Architect dated May 9, 2025.
- [Elevation Renderings](#) prepared by MHBC Planning Ltd. dated June 11, 2025.
- [Shadow Study](#) prepared by Kozlowski Architect dated November 18, 2024.
- [Pedestrian Level Wind Study](#) prepared by RWDI Air Inc. dated May 8, 2025.
- [Functional Servicing Report and Stormwater Management Report](#) prepared by Trafalgar Engineering Ltd. dated May 12, 2025.
- [Geotechnical Study and Hydrogeological Assessment](#) prepared by Soil-Mat Engineers & Consultants Ltd. dated June 6, 2025.
- [Grading Plan](#) prepared by Trafalgar Engineering Ltd. dated May 12, 2025.
- [Servicing Plan](#) prepared by Trafalgar Engineering Ltd. dated May 12, 2025.
- [Noise and Vibration Study](#) prepared by RWDI Air Inc. dated May 8, 2025.
- [Transportation Impact Study, Transportation Demand Management Plan and Parking Justification Report](#) prepared by Stantec Consulting Ltd. dated May 23, 2025.
- [Arborist Report](#) prepared by Cosburn Nauboris Ltd. dated May 9, 2025.
- [Conceptual Landscape Plan](#) prepared by Cosburn Nauboris Ltd. dated May 9, 2025.
- [Tree Inventory and Preservation Plan](#) prepared by Cosburn Nauboris Ltd. dated May 9, 2025.
- [Phase One Environmental Site Assessment](#) prepared by MTE Consultants Inc. dated November 20, 2024.
- [Phase Two Environmental Site Assessment](#) prepared by Soil-Mat Engineers & Consultants Ltd. dated June 13, 2024.

- [Phase One Environmental Site Assessment for property 92 Plains Road East](#) prepared by Soil-Mat Engineers & Consultants Ltd. dated April 30, 2025.
- [Phase Two Environmental Site Assessment for property 92 Plains Road East](#) prepared by Rubidium Environmental Inc. dated November 21, 2017.
- [Phase One Environmental Site Assessment Letter of Reliance](#) prepared by MTE Consultants Inc. dated May 9, 2025.
- [Environmental Site Screening Questionnaire](#) signed January 27, 2025.
- [Environmental Site Assessment Validity Letter](#) prepared by Rubidium Environmental Inc. dated August 8, 2019.
- [Record of Site Condition](#) prepared by Province of Ontario dated February 21, 2018.
- [Notification of Intent to Use Non-Potable Groundwater Site Condition Standards](#) prepared by Halton Region dated May 6, 2025.
- [Waste Management Plan](#) prepared by Kozlowski Architect dated May 21, 2025.
- [Waste Management Report](#) prepared by Kozlowski Architect dated January 27, 2025
- [Reliance Letter for Functional Servicing Report](#) prepared by Trafalgar Engineering Ltd. dated May 12, 2025.
- [Urban Design Brief](#) prepared by MHBC Planning Ltd. dated May 2025.
- [Electrical Plans](#) prepared by EJS Engineering dated May 6, 2025.
- [Revised Land Use Compatibility Study](#) prepared by RWDI Air Inc. dated July 31, 2025.
- [Tenant Relocation and Assistance Plan](#) prepared by Miura Development Group Inc. dated May 23, 2025.
- [Tree 305 Implications](#) prepared by Miura Development Group dated May 9, 2025.
- [Revised Conceptual Site Plan and Architectural Plans](#) prepared by Kozlowski Architect dated July 28, 2025.
- [Revised Angular Plane](#) prepared by Kozlowski Architect dated August 14, 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/100plainsroad

Conclusion

Staff have evaluated the applications for Official Plan and Zoning By-law Amendment for 100 Plains Road East in accordance with all applicable policies, regulations, and guidelines, and with consideration for comments received from technical reviewers and the public. Staff is of the opinion that the proposed development, as modified by staff, is consistent with the Provincial Planning Statement (2024); conforms with the Region of Halton Official Plan; and maintains the general intent of the policies of the City of Burlington Official Plan (1997, as amended) and City of Burlington Official Plan (2020). Staff are therefore recommending approval, with modification, of the subject applications.

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
-

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Appendices:

- A. Existing Zoning
- B. Concept Plan
- C. Public Comments
- D. Draft Official Plan Amendment
- E. Draft Zoning By-law Amendment
- F. Detailed Policy Analysis

Draft By-laws for Approval at Council:

- By-laws to Council on September 16, 2025 (subject to subsequent appeal period prior to coming into force and effect).

Notifications:

Jeffrey DiBenedetto

Miura Development Group (c/o David Vrhovnik)

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.