Committee of the Whole - Workshop Meeting

Agenda

Date: April 6, 2017
Time: 1:00 pm
Location: Council Chambers Level 2, City Hall

Pages

1. **Declarations of Interest:**

2. **Delegation(s):**

   In order to speak at Committee of the Whole - Workshop meeting, individuals must register no later than noon on the day before the meeting. To register, complete the online application at www.burlington.ca/delegation, email cityclerks@burlington.ca or phone 905-335-7600 ext. 7481.

3. **Consent Items:**

   Reports of a routine nature, which are not expected to require discussion and/or debate. Staff may not be in attendance to respond to queries on items contained in the Consent Agenda.

4. **Regular Items:**

   4.1 Release of draft new Official Plan for community consultation (PB-01-17) 1 - 696

   Note: Appendix A can be accessed at www.burlington.ca/calendar

5. **Confidential Items:**

   Confidential reports may require a closed meeting in accordance with the Municipal Act, 2001. Meeting attendees may be required to leave during the discussion.

6. **Procedural Motions:**

7. **Information Items:**

8. **Staff Remarks:**

9. **Committee Remarks:**

10. Adjournment:

SUBJECT: Release of draft new Official Plan for community consultation

TO: Committee of the Whole

FROM: Planning and Building Department

Report Number: PB-01-17

Wards Affected: All

File Numbers: 505-08, 830-03

Date to Committee: April 6, 2017

Date to Council: April 18, 2017

Recommendation:

Endorse the commercial policy directions as contained in Section 1.1 (Table 1: Neighbourhood Centre Policy Direction) and Appendix C - Commercial Lands Policy Directions of PB-01-17, and transit policy direction as contained in Section 1.2 of PB-01-17, related to the City's new Official Plan project; and

Endorse Table 2: Transportation Plan Policy Directions in Section 2.0 of PB-01-17, related to the City's Transportation Plan project; and

Receive the draft new Official Plan, dated March 2017 in Appendix A to planning and building department report PB-01-17; and

Direct the Director of Planning and Building to commence with community and agency consultation and engagement on the draft new Official Plan; and

Direct the Director of Transportation to commence with community and agency consultation and engagement on the Transportation policy directions of the Transportation Plan.

Purpose:

The primary purpose of this report is to release the draft new Official Plan (refer to *Appendix A – Draft New Official Plan, March 2017*), with all policies, schedules and tables for community consultation.

Also, this report facilitates the integration and alignment of the Official Plan land use, infrastructure and growth management policies, with strategic transportation directions and transit planning policies to support the City's growth objectives. It is for this reason the report also includes strategic directions related to the development of the City's Transportation Plan and Integrated Transit Mobility Plan.

In summary, this report:

1. Releases the draft new Official Plan for public, stakeholder and agency consultation, enabling the feedback to be considered in the preparation of the proposed new Official Plan for Council adoption in the Fall of 2017.
2. Seeks endorsement of transit and commercial policy directions related to the draft new Official Plan.
3. Seeks endorsement of transportation policy directions related to the Transportation Plan.
4. Responds to Council's request for additional consideration of sites subject to the employment land conversion process.
5. Responds to a staff direction pertaining to the Bridgeview area, which are lands located outside of the City's urban area within North Aldershot, located east of Highway 6, south of the Highway 6/Old York Road interchange, and north of Highway 403.
6. Provides an update on the timing and preparation of the North Aldershot policies.
7. Provides an update on the timing and preparation of the downtown policies. As further detailed in Section 3 of this report, downtown policies are being prepared. These new policies will be brought to the public and Council for feedback in the coming months, and then new policies will be incorporated into the proposed Official Plan for Council adoption in Q4 2017.
8. Presents additional information related to commercial policy directions related to staff report PB-09-15, and seeks endorsement of commercial lands policy directions.
9. Presents a summary for reference of all OP staff reports to date (inclusive of staff reports to Council as part of the Official Plan Review and new Official Plan projects).
10. Addresses other matters such as: project timing, financial implications, public engagement; and connections to other projects.

Background and Discussion:

Burlington's Draft New Official Plan

Background

The draft new Official Plan (OP) has been developed in recognition of the opportunities and challenges ahead as the City continues to evolve. As the City evolves, it has expressed its interest to, Grow Bold. This means that the City welcomes continued growth and will guide this growth to the right locations, integrating land use and infrastructure including transportation and transit service, and setting a culture of design excellence in city-building. The City will also continue its commitment to maintaining the urban boundary, protecting and strengthening the rural community, protecting and strengthening the farm economy, and maintaining and enhancing natural features and ecological functions.

Burlington is located within the Greater Golden Horseshoe, which as a region, is experiencing significant growth. Land use, infrastructure and growth management are matters of provincial interest. The City's new Official Plan is required to have regard for Provincial interests as set out in the *Planning Act,* to be consistent with the Provincial Policy Statement (PPS) and to conform with Provincial plans (e.g. *Places to Grow,* the *Greenbelt Plan,* the *Niagara Escarpment Plan* and the *Parkway Belt West Plan).* In addition, the City's new Official Plan is required to conform with Halton Region's Official Plan. *Appendix B: Planning Policy Context* of this report, provides a general overview of the policy context arising from these various plans, policies and regulations.

Halton Region's current Official Plan was updated in 2010. It has now been substantially approved by the Province and thus is deemed to meet the requirements for conformity and consistency with Provincial plans and policies. In developing its draft new Official Plan, the City has focused on achieving conformity with the Region's current Official Plan.

However, it is important to state that the draft new Official Plan fuses the local community interests with regional and provincial policy direction, in alignment with the City's Strategic Plan, articulating Burlington's vision to 2031 and beyond.

Subsequent to the updating of the Region's new Official Plan in 2010 a new Provincial Policy Statement was released by the Province in 2014. The Region, through the new review of its Official Plan that is now under way, will address achieving consistency with the 2014 PPS in a manner appropriate to the Halton context, as well as conformity with the proposed new Provincial plans expected to be released later this year. Once this

review has been completed, the City will amend the new OP to be in conformity with the Region's Plan and thus with Provincial plans and policies.

Burlington's draft new Official Plan communicates Council's vision and establishes strategic priorities for the City's growth management, land uses and infrastructure. The Official Plan also includes criteria for when and how changes to the Plan are to be considered. At times, refinements to policies of the Plan may be appropriate. The Plan will be used to guide the decision making and approval processes of the City, ensuring that all new development contributes to Burlington's long term vision.

How the Draft New Official Plan is Organized

The OP is organized into fourteen Chapters and Appendices as presented below:

Chapter 1. Introduction provides the vision and overall context within which the objectives and policies of the Official Plan have been prepared.

Chapter 2. Sustainable Growth outlines a land use vision for the Plan and presents the City System, which describes the physical make-up of the City over the long term and provides the comprehensive overall framework to guide growth and development over the horizon of the Plan and beyond.

Chapter 3. Complete Communities outlines components of the Plan which contribute to the development of complete communities, including housing, institutional uses, public service facilities, cultural resources and built heritage resources.

Chapter 4. Environment and Sustainability reflects the City's intention to continue to be a prosperous, liveable and healthy community through the process of Sustainable Development. This includes policies to protect and enhance the Natural Heritage System, urban forest, and watersheds, to achieve sustainable design and environmental compatibility and address climate change, contamination and other environmental matters.

Chapter 5. Economic Activity sets out policies for supporting a diverse economy including the protection and enhancement of the City's employment lands, which are critical to the long-term economic sustainability of the City.

Chapter 6. Transportation, Infrastructure and Utilities contains policies for the planning and delivery of municipal transportation, infrastructure and utilities, which are critical to the support of the Plan's land use vision and an essential part of a sustainable city.

Chapter 7. Design Excellence contains policies designed to achieve a high quality environment, encourage innovative design and recognize land use compatibility through design.

Chapter 8. Land Use Policies-Urban Area establishes objectives and policies for land use designations shown on the City System and the Urban Area- Land Use Plan. Objectives and policies are presented for Mixed Use Intensification Areas, Employment Lands, Residential Neighbourhood Areas, the Natural Heritage System. Specific Use Policies related to uses in the Urban Area are also included.

Chapter 9. Land Use Policies-Rural Area establishes objectives and policies for major land use designations shown on the City System and the Rural Area Land Use Plan. Objectives and policies are presented for the Rural Community, the Agricultural System, the Natural Heritage System, Mineral Resource Extraction Area and Rural Settlement Area designations.

Chapter 10. Land Use Policies – North Aldershot Area establishes objectives and policies for major land use designations shown on the City System and North Aldershot Area Land Use Plan. Objectives and policies are presented for Residential Area, Office Area, Environmental Protection Area, Commercial Area, Parkway Belt West Area, Mineral Resource Extraction Area, Recreation/Open Space, Special Study Area and Niagara Escarpment Plan designations.

Chapter 11. Public Participation and Engagement sets out commitments, policies and procedures for public participation and engagement in the planning process.

Chapter 12. Implementation and Interpretation establishes policies affecting the use and development of lands in the City under The Planning Act, and monitoring to achieve the stated vision for the City.

Chapter 13. Definitions contains a glossary of terms used throughout the Plan. These terms are indicated in *italic* type throughout the text of the Plan.

Chapter 14. Schedules and Tables

Discussion

1.0 Draft New Official Plan Policy Directions

This section contains policy directions that are related to commercial policies, and to transit.

1.1 Commercial Lands Policy Directions

Background

As part of the Official Plan project, a Commercial Strategy Study (CSS) was completed by urbanMetrics and the Planning Partnership. The Study proposed a new hierarchy of mixed use and commercial areas, and informed the development of the City's Urban Structure and Growth Framework in the draft new Official Plan.

Building on the findings and conclusions of the CSS, staff prepared a series of Official Plan policy directions related to commercial and mixed use areas which were transmitted to the Development and Infrastructure Committee on February 9, 2015 (refer to PB-09-15, *OPR: Proposed Commercial Lands Policy Directions* and report PB-10-15, Accessory Drive-Throughs. Staff also prepared an Uptown Policy Brief which constituted a review of the land use framework and land use policies.

On February 9, 2015, Committee endorsed report PB-09-15, however, Council referred the report back to staff on February 23, 2015 and a staff direction was issued to address one of the recommendations:

> *Direct the Director of Planning and Building to provide a more detailed review of the eight locations being proposed as Neighbourhood Centres in Policy Direction A of the proposed Official Plan Review: Commercial Lands Policy Directions contained in Planning and Building Department report PB-09-15 to include minimum and maximum criteria for each site and to report back to the Development and Infrastructure Committee in the fall with the accompanying policy report (SD-7-15).*

The intent of the staff direction was to require further examination of minimum and maximum criteria for building height in new Neighbourhood Centres (e.g. commercial plazas). Given Council's interest in redeveloping the City's aging commercial plazas as expressed in the City's Strategic Plan, there was discussion at Council whether the proposed building height framework was adequate to trigger redevelopment and to transform them into mixed-use neighbourhood hubs.

Response to Staff Direction (SD-7-15)

Staff have conducted further review to address staff direction SD-7-15 and are recommending updates to heights in the proposed Neighbourhood Centres designation from what was proposed in February 2015. These changes would have the affect of further increasing permitted heights of properties currently designated Neighbourhood Commercial in the current Official Plan. As part of recommending these changes, staff considered the following:

i. That the task at hand is to develop the height/density approach of a new land use designation appropriate across several Neighbourhood Centres across the City, rather than determining specific heights applicable to specific properties;

ii. That increases to height and density at a site/area level must be considered in the context of the City-wide growth management strategy and the proposed Official Plan Growth Framework policies of the draft new Official Plan;

iii. That a maximum building height set too low would not incent redevelopment while a maximum height set too high could result in development that is incompatible with surrounding area, and/or undermine the growth management objectives of the City;

iv. The proposed Growth Framework introduced in the draft new Official Plan identifies Neighbourhood Centres as Secondary Growth Areas, and establishes that these areas shall be limited to a maximum of a mid-rise building form (e.g. 11-storeys), unless otherwise permitted by the existing underlying land use designation;

v. The proposed draft new Official Plan policies state that the Primary Growth Areas that are the most appropriate and predominant location for new tall buildings in the City. The draft policies also state that development in the Secondary Growth Areas, while also appropriate locations for accommodating growth through intensification, should not divert significant growth or compromise growth objectives of the Primary Growth Areas;

vi. An objective of intensification within Secondary Growth Areas is to diversity the housing mix in the surrounding neighbourhood, and to ensure that the development can be compatibility integrated into the surrounding neighbourhoods through the application of urban design principles;

vii. That the market information provided by Coriolis Consulting in report, "*Market and Financial Inputs to Neighbourhood Centres Policy" (refer to Appendix E*)

indicated that mid-rise is a viable building form and that higher density development is not viable in the short term (note: both scenarios required a parking reduction to improve development viability); and,

viii. That intensification of the Neighbourhood Centres would be supported by the Frequent Transit Network (refer to Section 1.2 below for definition and discussion of the Frequent Transit Network). The one exception to this is Lakeside Plaza, which is not identified on a Frequent Transit Network, however, it is the location that Council has expressed interest in intensification through staff direction SD-23-24 (July 14, 2014).

For each of the Neighbourhood Centres, below is Table 1 which compares:

- existing Official Plan height permissions (column 2);
- proposed heights as per staff report PB-09-15 (column 3); and,
- updated proposed heights and density as contained in the subject report, and draft new Official Plan, in response to the staff direction above (column 4).

Table 1: Neighbourhood Centre Policy Direction

Location of Neighbourhood Centre Node	Existing OP Policies	Proposed Policy Direction in PB-09-15 (Feb. 9, 2015)	Proposed OP Policy Direction in PB-01-17 (Neighbourhood Centre designation)
1. Intersection of Guelph Line and New St.	As of right: • 3 storey maximum (Neighbourhood Commercial designation)	As of right: • 2 storey minimum • 4 storey maximum Through rezoning application: • height up to a maximum of 6 storeys	As of right: • 2 storey minimum • 6 storey maximum • 2.5:1 FAR Through rezoning application: • Increased FAR, and height up to a maximum of 11 storeys (mid-rise building)
2. Intersection of Walkers Line and New St.			
3. Intersection of Hampton Heath Rd. and Lakeshore Rd.			
4. Intersection of Appleby Line and New St.	As of right: • 12 storey maximum (Community Commercial designation)	As of right: • 2 storey minimum • 12 storey maximum	As of right: • 12 storey maximum • 2.5:1 FAR Through rezoning application: • increase to FAR, but not height.
5. Intersection of Guelph Line and Upper Middle Rd.			
6. Intersection of Brant St. and Upper Middle Rd.	As of right: • 3 storey maximum (Neighbourhood Commercial designation)	As of right: • 2 storey minimum • 4 storey maximum Through rezoning application: • height up to a maximum of 6 storeys	As of right: • 2 storey minimum • 6 storey maximum • 2.5:1 FAR Through rezoning application: • Increase to FAR and height discouraged.
7. Intersection of Walkers Line and Upper Middle Rd.			
8. Intersection of Walkers Line and Dundas St.			

* **Floor Area Ratio** – **FAR** – The ratio of the total floor area of a building or buildings to the net area of the *lot* on which the building or buildings are located. For example, a floor area ratio (FAR) of 2.0 would indicate that the total floor area of a building could be up to 2 times the net area of the *lot* on which it is located.

Other Refinements to Commercial Lands Policy Directions

Since staff report PB-09-15 was considered, staff have made further refinements to the proposed directions based on further information, feedback and staff review. Policy directions that were refined and all other commercial policy directions that remain unchanged since the writing of staff report PB-09-15 are summarized in *Appendix C – Commercial Lands Policy Directions*.

1.2 Draft New Official Plan: Transit Policy Direction

"A City that Moves" is one of the directions from Council's Strategic Plan and the City's transit service is one of the key elements in achieving this direction. In order to achieve urban development goals that result in making the places we live more accessible, inclusive, healthy, efficient and competitive, effective public transit must be considered and identified in all future planning and development.

On November 14, 2016, a Council Workshop was held with consultants Jarrett Walker and Brent Toderian to discuss transit planning and city-building.

One of the concepts discussed at the workshop was the "Frequent Transit Network". A Frequent Transit Network consists of services that run every 15 minutes or better all day. Typically, this definition extends seven days per week and usually includes early evening, but can vary by local conditions. Burlington does not currently have any transit routes that meet the definition of a Frequent Transit Network. The proposed FTN identifies two layers of network status:

- The **Justified Frequent Transit Network** has existing and/or planned land uses, and street design conditions to enable a viable service.
- The **Candidate Frequent Transit Network** has some of the existing and/or planned land uses and street design conditions which may enable a viable service in the future.

Discussion at the Council Workshop raised the importance of identifying a FTN in an Official Plan, to align land use, transportation and transit planning considerations, and specifically, to support growth management strategies.

Other important objectives of transit service, as identified by Jarrett Walker's book *Human Transit*, include:

1. **Economic Growth and Efficiency**. Transit and land uses work together to ensure maximum returns on public and private investment. An effective transit service reduces many needs, such as new roads and additional parking, and can increase the value of the surrounding lands. This also allows for mixed-use and intensified development around frequent transit lines to continually build ridership, and encourage two way flows of passengers to maximize the available transit services to their full potential. Compact, transit-friendly communities compare well in international quality-of-life rankings, and are more attractive for new business and residents to invest.

2. **Social Equity and Inclusion**. Putting dense development near frequent transit service maximizes the number of people who can access convenient and

affordable public transportation. This particularly benefits younger and older persons as well as those with disabilities or lower incomes who rely on transit to participate fully in the community.

3. **Cultural Vibrancy**. Transit supportive developments allow a diverse population to share neighbourhoods, making them more vibrant. The creation of distinctive, delightful and accessible places encourages interaction and spontaneity that are necessary for creativity and innovation to grow.

4. **Environmental Health**. Frequent transit supports smart growth that consumes less land, reduces pollution, and accommodates more persons and traffic in a sustainable way. These outcomes, in turn, promote a healthier and more productive population.

Recommended Policy Direction

Based on the considerations outlined above, staff are recommending to:

i. Add the concept of a Frequent Transit Network to the draft new Official Plan, to support the growth management objectives of the City and to support the Strategic Plan direction of "A City that Moves".

Staff have added the concept of a Frequent Transit Network to Schedule B-2 of the draft new Official Plan with a proposed Frequent Transit Network concept. The proposed FTN identifies the necessary transit service areas in conjunction with land use and street design focusing on density and walkability. Schedule B-2 is not intended to illustrate all transit routes (e.g. all coverage routes), but rather is intended to graphically represent where frequent transit service should or could occur in order to support the Official Plan and the strategic goals and objectives of the City.

It is important to note that the Frequent Transit Network will be confirmed through the preparation of the City's Integrated Transit Mobility Plan in 2017. It is expected that the schedule and policies will be further detailed and refined prior to the proposed Official Plan coming forward for Council adoption.

2.0 Transportation Plan: Transportation Policy Directions [Prepared by Kaylan Edgcumbe, Transportation Services]

In addition to preparing a draft new Official Plan, the City is also preparing a Transportation Plan. The strategies brought forward through the forthcoming Transportation Plan are critical components required to support intensification and the urban structure proposed through the draft new Official Plan.

The Transportation Plan is being prepared in recognition of, and to support, Burlington's vision to grow in strategic parts of the city through intensification. The Transportation Plan is being developed concurrent to the new Official Plan and will set the framework for the development of the Integrated Transit Mobility Plan and subsequent studies, plans and guidelines pertaining to mobility (e.g. Transportation Demand Management Guidelines, Cycling Master Plan, etc). The Transportation Plan represents sustainable integration of land use, transit and transportation.

To-date, the key policy directions of the Transportation Plan have been developed and presented to Council on September 20, 2016 (refer to staff report TS-14-16). The report sets the framework for the Transportation Plan, which represents a fundamental change in the way the City will approach mobility in the years to come. Council provided feedback and commentary on the draft Transportation Plan policy directions. This feedback has been reflected in the refinements to the policy directions, as contained in Table 2 of this report. These draft Transportation Plan policy directions will be brought forward to the community as part of the engagement strategy for 2017.

The draft Transportation policy directions support the key strategic objectives of "A City that Moves" stated in the City's Strategic Plan, and have been developed in a manner that closely links the draft new Official Plan to the forthcoming Transportation Plan in order to strengthen the alignment between land use and transportation.

The draft Transportation policy directions have been developed to represent the fundamental changes in both mindset and policy required to shift from suburban planning to urban city building. The draft Transportation Plan policy directions establish the framework for the Transportation Plan and will be further refined to develop specific transportation policy and supporting actions required to implement the key objectives of the Strategic Plan.

Recommended Policy Directions

A series of powerful new directions have established the general framework for mobility which informed the transportation policies proposed in the draft new Official Plan. The following directions have been refined in order to incorporate Council commentary received in response to staff report TS-14-16:

Table 2: Transportation Plan Policy Directions

Direction		Description
1	**Align Land Use & Transportation**	Land-use decisions including density, mix of uses and quality of urban design contribute significantly to a fabric that supports walking, biking and public transit. Fully integrate land-use and transportation decision-making at every level, from policy-making to budgeting, to ensure a transportation network and growth framework that support each other.
2	**Rethink Streets**	Embrace a new way of perceiving and treating urban streets, recognizing that they do much more than just move automobiles. Streets are "people-places" for much more than just movement, and have the potential to be key assets in the public/civic life of our city. Differentiate (in language, purpose and design) between urban or suburban streets and suburban or rural roads. Streets have very different designs, and many more functions, than roads. In rural settings, envisage the potential for rural roads to serve as more than just conduits for access, but as key infrastructure to improve community interconnectivity and social interaction.
3	**Reprioritize Mobility Choices**	Reprioritize decision-making relating to mobility, emphasizing walking, biking and public transit. This will support successful intensification and allow active and sustainable mobility choices to "catch-up" to the automobile in suburban settings, and reach an ambitious level of walking, biking and public transit in urbanizing settings, reflecting a true "multi-modal" city.

4	**No New Car Capacity**	Land use intensification with further car-oriented design will only result in continued auto-dependency, expensive infrastructure and an overall traffic failure. Expanded mobility will be facilitated not through increased auto capacity, but by re-allocating existing space and budgets for expanded active and sustainable infrastructure for walking, biking and public transit.
5	**Make Walking Enjoyable**	Change the culture, decision-making, policy, infrastructure and budget to make the city rapidly more walkable, especially in urbanizing areas – achieve the strategic goal of becoming a leader in walkability.
6	**Make Biking Enjoyable**	Move in a timely way to create a minimum network of safe, convenient and connected bike infrastructure, with continued strategic network expansion. Emphasize initiatives to build an urban biking culture and achieve the “Gold Standard” for cycling. Encourage the development of rural active transportation opportunities over time, with the provision of walking & cycling infrastructure within the rural lands where strategically appropriate.
7	**Make Transit Enjoyable**	Implement significant and strategic improvement of transit service and experience in order improve ridership while supporting the enhanced branding/perception of public transit as an enjoyable mobility option. Develop policy to support levels of, and approaches to, density that will translate to significantly increased ridership.
8	**“Walk the Talk”**	Dedicate significant and creative energy and attention to ensuring that the plan is consistently implemented. Strategically position the city for successful implementation of the Plan and align all corporate decisions including budget allocations to the new mobility hierarchy.

Strategy/process

3.0 Project Management Matters:

3.1 New Official Plan project scope and alignment with Downtown Mobility Hub planning process

The draft new Official Plan is being released as a city-wide comprehensive set of policies, schedules and tables, with the exception of the Downtown policies. The draft Official Plan does not contain policies for lands that are identified in the current Official Plan as: Downtown Core; Wellington; Old Lakeshore Road; Residential Medium and High Density, and some related policies.

Now that the Mobility Hub Area Specific Planning process has commenced, there is an opportunity to align the two projects to prepare new downtown policies and incorporate them into the new Official Plan. With increasing development pressures in the downtown, review of the existing downtown policies is required.

Focused technical planning review of the downtown policies is currently underway. The review will confirm or change the policies as currently contained in the existing Official Plan. The public engagement program will commence in the Spring and extend into the Fall of 2017. Draft new downtown Official Plan policies will be brought to the public and Council for consultation, prior to incorporating them into the proposed new Official Plan. This will allow City Council to consider the downtown policies comprehensively with the other components of the proposed Official Plan.

3.2 Official Plan and North Aldershot Planning Area

The project scope for the new OP included bringing the City's policies and mapping into conformity with the Region's Natural Heritage System. Through this conformity work, staff concluded that this, as well as other policy matters in North Aldershot, would be most appropriately considered through the North Aldershot Policy Review related to the Region's Official Plan Review. The Region is supportive of this approach.

The North Aldershot Policy Review is to be a collaborative effort involving the City of Burlington, the Conservation Authority, the Province, the landowners and other stakeholders and interest groups. City staff recognize the importance of working collaboratively with the Region and other stakeholders on this initiative, and in preparing of an amendment to the City's new OP concurrently with the Region's OP amendments related to North Aldershot.

3.3 New Official Plan and Relationship to Other Projects/Reviews:

- **Integrated Transit Mobility Plan:**

  The purpose of this plan is to provide a long term plan for transit service in Burlington and is scheduled for commencement in 2017. One of the components of this Plan is to confirm the corridors that warrant a Frequent Transit Network (FTN), as included in the draft new Official Plan.

- **Transportation Plan:**

  The Transportation Plan is the long-term strategic vision for the City that will help guide transportation and land use decisions and public investment for the years ahead. The plan will set out long-term targets and include high-level policies and specific action items to achieve the overall vision. The plan is expected to be complete in 2017.

- **Zoning By-Law Review:**

  The Zoning By-law is required to implement the policies of the new Official Plan through regulations. Subject to Council adoption of the new Official Plan, the Zoning By-law review will commence. It is expected that the Review will be significant, given that the City will be operating with a new Official Plan. A business case will be required for funds to support the comprehensive review of the Zoning By-law.

- **Parking Study:**

  The purpose of the Parking Study is to review parking standards in the City. IBI Group is currently finalizing their final report on the City Wide Parking Assessment. The report will be brought to Committee and Council in Q2 2017. Over the spring and summer, the public will be consulted about the proposed parking rates and a City-initiated zoning by-law amendment will be brought to Council later this year or in early 2018.

- **Parks Master Plan:**

  The parkland dedication policies of the Official Plan have not been updated. Due to recent changes to the *Planning Act*, the City must complete an updated Parks Master Plan that examines the need for parkland in the City prior to amending Official Plan policies related to parkland dedication rates. Parks and Open Space staff will report back to Council in Q3/Q4 of 2017 with a scope of work to update the Parks Master Plan.

- **Region of Halton Official Plan Review:**

  The Region is currently conducting its Official Plan Review. It is anticipated that Burlington's new Official Plan will receive Regional approval prior to the Region completing its Review. This will place Burlington in the position of outlining the City's interest in accommodating future growth to the 2031 (b) and 2041 growth projections.

- **Provincial Plan Review:**

  The province is currently updating the provinces four major land use plans. These plans, when complete and approved, will require significant policy conformity work. It is expected that the majority of the conformity work will first be conducted as part of the Region's Official Plan Review, followed by the City. The City will bring forward future amendments to the new Official Plan on a variety of policy matters, including new population and job growth numbers.

3.4 Project Process and Timing

In October 2016, Council directed staff to close the City's Official Plan Review process and to open the process to prepare the City's New Official Plan. As part of changing the projects, all policy research, analysis, studies, staff reports and community feedback undertaken as part of the Official Plan Review was referred to be considered as part of the new Official Plan process.

To date, thirty-one staff reports collectively related to the Official Plan Review or the new Official Plan projects, have been brought forward for Committee/Council consideration. This has ensured a transparent process of staff recommendations, key decision points, and community feedback. A summary of all Official Plan related reports can be found in *Appendix D (Summary of Official Plan Staff Reports*). The new draft Official Plan reflects all policy directions presented to Council. It also incorporates some refinements to those policy directions and endorsed draft policies.

With the release of the new draft Official Plan, community, agency and stakeholder consultation on the draft policies, schedules, and tables will commence. Staff will consider this feedback and make changes as warranted to the draft Official Plan prior to bringing the proposed Official Plan forwarded for Council adoption in Q4 2017.

The community consultation and preparation of new downtown policies will be done concurrently to the consultation of the other components of the new Official

Plan, with the downtown policies merging into the new Official Plan for Council adoption in Q4 of 2017.

Subject to Council's adoption of the new OP, the document will be transmitted to the Region for review and approval. Following Regional approval, the new OP is subject to potential Ontario Municipal Board appeals.

4.0 Outstanding Staff Directions

To advance the progression of the new Official Plan project, it is important to address staff directions on two matters:

1) Council's request for additional consideration of sites subject to the employment conversion process; and
2) Outline of requirements to permit development on lands referred to as Bridgeview.

4.1 Employment Conversions Update

At Committee of the Whole (COW) on October 6, 2016 Council considered staff report PB-30-16 titled, "*Employment Land Conversion Preliminary Recommendations and Policy Directions"*. The report discussed which sites staff would, or would not, be recommending for an employment conversion in a future staff report which would bring forward the proposed new OP. At the COW meeting, Council directed staff to further consider the following sites:

1. 901 Guelph Line
2. 960 Cumberland Avenue
3. 5164, 5366, 5470 and 5900 Upper Middle Road, and 5201 Mainway
4. 3309 Harrison Crescent
5. 1309 Appleby Line

A number of submissions were provided and attached to PB-30-16 including submissions from all of the above noted properties. In addition, several further submissions were received after the Committee of the Whole meeting, including comments from the Sustainable Development Committee, as well as several further submissions related to 901 Guelph Line. These are attached as Appendices F through I.

In addressing the staff direction above, staff have reviewed: the analysis, findings and recommendations of Dillion's report prepared on behalf of the City; the COW

meeting delegations and submissions; and other supporting material. Staff have also met with each of the property owners and/or agents to further consider potential employment conversions. In some instances additional information was provided and this information was thoroughly reviewed. The additional information does not alter the recommendations that conversion is not warranted; staff remain of the opinion as presented in staff report PB-30-16.

It is important to note the employment conversion assessment recommendations were used to develop the draft new Official Plan. Council will still have the opportunity to approve, or modify any of the policies, including the conversions recommended by staff, at the time that the proposed new Official Plan is brought forward to Council for adoption later this year.

4.2 Bridgeview Development Interest

The City has received expressions of interest in developing lands commonly referred to as Bridgeview. These lands are located outside of the urban area, within the North Aldershot Planning Area. Accommodating significant development on these lands requires amended land use policies, and triggers a number of significant policy considerations as it would constitute an urban boundary expansion.

Below are three Council resolutions pertaining to Bridgeview:

> *Staff Direction No. 1*
>
> *Direct the Director of Planning and Building to review the Official Plan policies and zoning of … the "CNA" lands on the east side of Highway 6 as a component of the 2012 Official Plan Review in light of traffic and land use impacts created by the …reconstruction of Plains Road West at Highway 6." (CD-14-2011)*
>
> *Staff Direction No. 2*
>
> *Direct the Director of Planning and Building to review the Official Plan policies and zoning of lands in the Bridgeview area and report back by the1st quarter of 2013." (PB-53-12-1)*

In response to these staff directions, staff prepared report PB-42-14, titled "*Official Plan Review: Bridgeview Area Policy and Servicing Review*", and Council endorsed the recommendation that considering redevelopment of Bridgeview as part of the OP Review was premature.

However, in December, 2016, Council passed an additional Staff Direction:

Staff Direction No. 3

Direct the Director of Planning and Building to complete an outline of the requirements of an analysis of both the north and south sections of Bridgeview Community with regards to new development, potential application of servicing and input into the Regional Official Plan. (SD-17-16)

To address the staff direction noted above, staff reviewed applicable policy to guide the consideration of development on these lands. City staff, in discussion with Regional staff, reviewed Section 77(7) of the Region of Halton Official Plan, and submit that these policies constitute the relevant requirements to consider development within Bridgeview and serve to address staff direction SD-17-16.

Below are paraphrased highlights of Section 77(7) of the Region's OP (refer to Region of Halton Official Plan for the comprehensive set of applicable policies):

- Urban boundary expansions shall only occur through amendment to Regional Official Plan as part of municipal comprehensive review, provided that:
  - there are no other areas within the Region that could accommodate growth;
  - a new designated greenfield area would not compromise the goals of achieving intensification in the urban area;
  - the new development would make efficient use of existing and planned infrastructure and human services; and
  - financial sustainability goals of the Region are satisfied.

In addition to the staff directions and decisions noted above, it is important to highlight that on October 31, 2016, Council confirmed that the City's Municipal Comprehensive Review currently underway is not to consider urban boundary and/or rural settlement area expansions (refer to staff report PB-84-16).

The appropriate time to consider Bridgeview is through the North Aldershot Comprehensive Policy Review related to the Region's current Official Plan Review and municipal comprehensive review processes.

Financial Matters:

Official Plan

There is currently $202,000 remaining which is sufficient in staff's assessment to fund delivery of the new Official Plan. Any remaining funds will be used to supplement funding the Zoning By-law Review and Grow Bold community engagement program.

Grow Bold Engagement

Official Plan project funds have funded the Grow Bold communication program supporting the new Official Plan, Transportation Plan, Integrated Transit Mobility Plan, and Mobility Hubs Area Specific Planning projects. Expenditure to date on the Grow Bold communication program is $27,000. Expected future costs to support engagement activities planned for Q1 and Q2 of 2017 for these projects is $25,000.

Public Engagement Matters:

Grow Bold

On April 11, 2016, Burlington City Council unanimously approved Burlington's Strategic Plan 2015-2040. To implement this vision, the City of Burlington must develop plans to guide what growth in Burlington will look like over the next 25 years. The City's Official Plan, Transportation Plan, Integrated Transit Mobility Plan and Mobility Hub Area Specific plans each play a critical role in establishing the future direction of growth in Burlington. They will help the city plan for the type of growth it wants in the locations it wants to ensure Burlington continues to be a thriving city in the 21st century. Together these initiatives make up Grow Bold.

The engagement and communications plan for the draft new Official Plan has been prepared as part of a coordinated Grow Bold engagement program. Directors representing each of these areas make up a Grow Bold Steering Committee to guide and coordinate direction on these initiatives.

Engagement to date

Significant engagement has been completed with the community and stakeholders to inform the draft new Official Plan, in conjunction with the Strategic Plan and other city initiatives. Staff report PB-29-16 presented a summary of all Official Plan Engagement and Communications undertaken until July 2016. This summary can be found in Appendix F of PB-29-16, and a summary of other corporate engagement and

communication activities related to intensification and growth can be found in Appendix G of PB-29-16.

Since July of 2016, additional engagement and communication has occurred on the following items:

- Character Area studies;
- Tall Building Guidelines, meetings and walking tour;
- Grow Bold engagement at public events (Canada Day, Love my Hood) ;
- Creation of Grow Bold video to provide information on the Official Plan and growth in the city;
- Healthy Communities student outreach program in partnership with the Region of Halton;
- Continued consultation with the Sustainable Development Committee on OP Policy Directions Reports; and
- Inspire Series – New Directions in Transportation

Engagement on the Draft New Official Plan

Public Engagement

The engagement and communications objectives for the draft new Official Plan include:

1. Inform and engage residents about the city's future growth strategy and why it is important;
2. Inform and engage residents about how the Official Plan will establish where and how the city will grow to 2031;
3. Reach residents in the community that may be under-represented, e.g. youth, newcomers, persons with disabilities;
4. Use plain language in all communications materials and messaging;
5. Obtain feedback from the community on the draft OP, in conjunction with the Transportation Plan and Integrated Transit Mobility Plan.

There are number of engagement opportunities that will be used in order to reach as many people as possible, including a combination of high tech and in person tactics. There is an emphasis in the engagement plan of going to where people already are, such as:

- community events,

- schools,
- community centres,
- faith based organizations such as churches and mosques, and
- malls

Staff will also engage with residents through:

- walking tours,
- focus groups,
- public meetings,
- social media,
- online surveys, and
- the use of “Kitchen Table Talks” which is a conversation guide that groups as small as one to as large as 100 people.

A Grow Bold staff team has been formed that includes City staff from across the organization. These staff will assist with facilitating the public consultation work plan.

As many City staff also live in Burlington, we will also offer opportunities for staff to provide feedback through surveys and workshops.

Internal Consultation

There has been extensive collaboration with City staff throughout the organization as part of the new Official Plan project. The draft new Official Plan was circulated to the Interdepartmental Working Group, a large staff team with membership across many City departments. Feedback from staff was used to refine the draft new Official Plan. Planning staff will continue to consult with all City departments on the draft new Official Plan.

Agency and Stakeholder Consultation

In addition to the broader public engagement, Planning & Building staff will undertake targeted consultation with the Region of Halton, Conservation Halton and the Niagara Escarpment Commission and other agencies and community stakeholder groups.

Conclusion:

The draft new Official Plan is a key tool to implement the vision outlined in Council’s 2015-2040 Strategic Plan. The draft new Official Plan reflects the background studies, policy directions, research and analysis, and feedback received from Council and the community to-date. Further engagement will inform revisions to the draft new Official Plan, to be finalized by Q4 of 2017.

Respectfully submitted,

Andrea Smith, MCIP, RPP
Manager of Policy and Research
905-335-7600 x7385

Appendices:

A. Draft New Official Plan, March 2017
B. Planning Policy Context
C. Commercial Policy Directions
D. Summary of Official Plan Project Staff Reports
E. Market and Financial Inputs to Neighbourhood Centres Policy, 2017
F. Sustainable Development Committee Comments
G. 901 Guelph Line, MHBC Submission
H. 901 Guelph Line, MHBC Examples
I. 901 Guelph Line, EMSHIH Submission

Notifications:

Ron Glenn, Region of Halton
Curt Benson, Region of Halton
Dan Tovey, Region of Halton
Niagara Escarpment Commission
Conservation Halton
OP Mailing List

Report Approval:

All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.

Burlington Official Plan

Draft – April 2017

GROW BOLD

CITY OF Burlington

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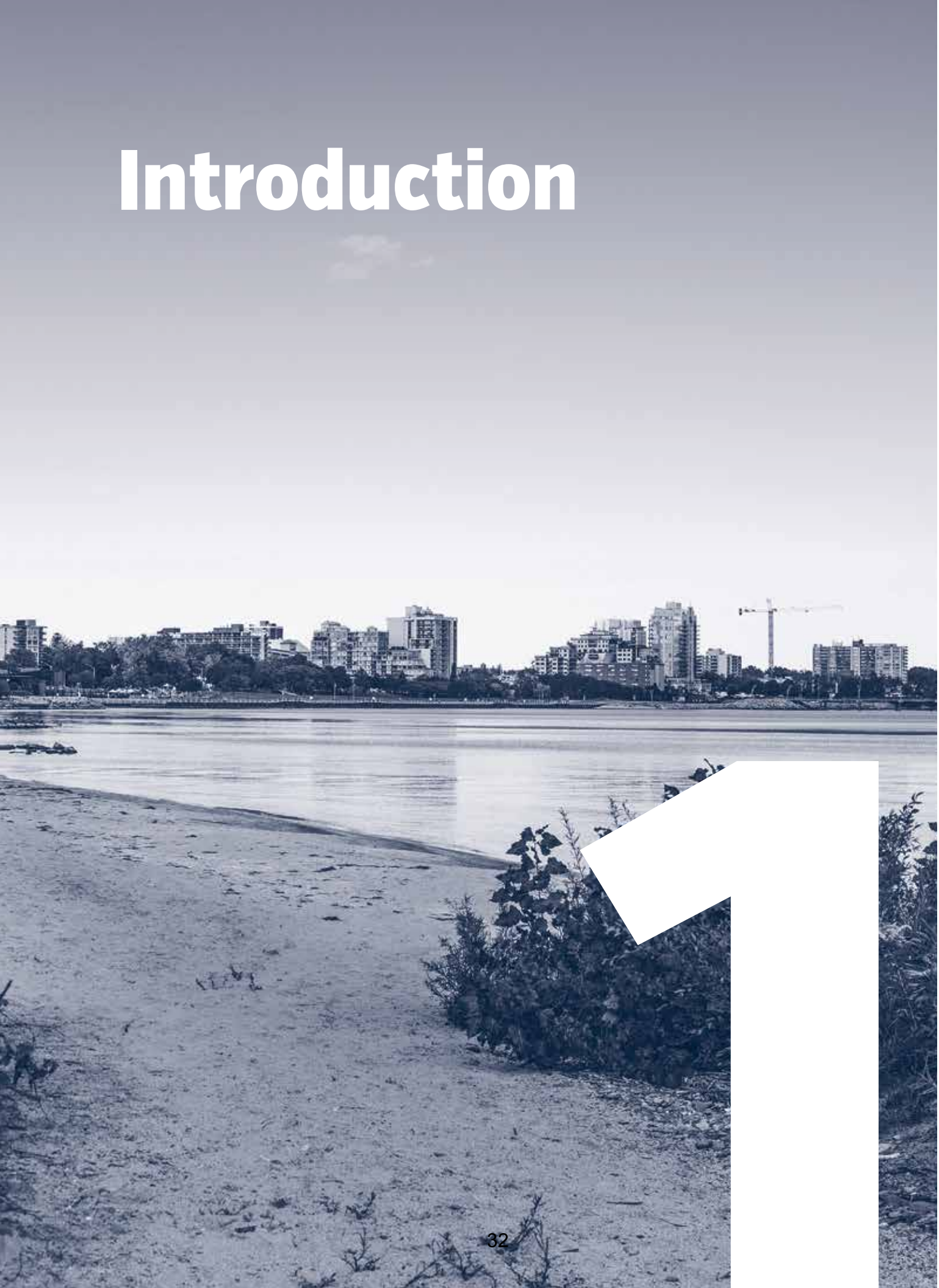
Introduction



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INTRODUCTION

The City of Burlington is at a turning point in its evolution and is transitioning from a suburban to an urban community. The City's growth is shifting from building new greenfield communities to accommodating more residents and jobs within existing areas through *re-development*. This *intensification* is being directed to targeted areas in the City. This is to ensure that denser land uses are carefully co-ordinated with *infrastructure,* either by *encouraging development* in areas that make efficient use of existing or planned *infrastructure*, or to effectively co-ordinate any *infrastructure* enhancements to accommodate future growth. Also, this targeted approach ensures that existing residential neighbourhoods of the City are protected from major change.

The focus on accommodating growth through *intensification* within the existing Urban Area aligns with the City's interest in protecting and strengthening the rural community and in retaining the special character of North Aldershot as a distinct, identifiable area. It supports the protection of agricultural lands and agricultural operations and the protection of natural heritage and water resources in line with the City's Strategic Plan and Provincial plans and Policies.

Provincial plans and policies have directed that Burlington must grow and must grow within the existing Urban Area. The City has developed a new Official Plan in recognition of the challenges and opportunities ahead as it continues to evolve into a complete city. A *complete community* provides for all of the daily needs of its residents, providing convenient access to an appropriate mix of jobs, shopping and personal services, housing, recreation and open space.

The Official Plan is a policy document that sets out the City's directions for growth and *development*, and continues the commitment to building a complete City. It was developed through planning analysis and research but also through significant collaboration and dialogue with the community as well as internal and external stakeholders. The Official Plan fuses the local community interests with Regional and Provincial policy direction and articulates the City of Burlington vision to 2031 and beyond. It includes policy to manage physical change in relation to land use and *development*, transportation, *infrastructure*, the natural environment, heritage, parks, and social, economic and environmental *sustainability*.

The Official Plan sets out a clear vision and establishes strategic priorities for *sustainable* growth, *complete communities*, environment and *sustainability,* economic activity, *infrastructure*, design excellence, land uses and public participation. This Plan sets out *development*-ready provisions and guides *development* within certain parameters allowing for private sector flexibility while ensuring the public interest is maintained. The Official Plan also includes criteria

for when and how changes to the Plan are to be considered. At times, refinements to policies of the Plan may be appropriate. The Plan will be used to guide the decision making and approval processes of the City, ensuring that all new *development* contributes to Burlington's long-term vision.

1.1 PURPOSE OF THE PLAN

This document constitutes the Official Plan (the "Plan") for the City of Burlington. The Plan has been prepared and enacted to comply with The Planning Act of Ontario.

The Planning Act defines an Official Plan as a document containing goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic, built and natural environment of the City. An Official Plan includes a description of the measures and procedures for informing and obtaining the views of the public along with other matters prescribed by The Planning Act.

The purpose of the Plan is to outline a long-term vision of the community and quality of life for Burlington residents through statements of objectives and policies. The Plan provides policy direction to both the public and private sectors on land use, *development* and resource management matters to guide the future planning and development of the City of Burlington towards the desired community vision.

1.2 CONTEXT

Burlington is situated on the western shore of Lake Ontario, adjacent to Hamilton and approximately 70 km west of Toronto, in the urbanized area of Southern Ontario, known as the "Greater Golden Horseshoe (GGH)". The GGH is a dynamic and diverse area; one of the fastest growing regions in North America, and the largest urban region in Canada.

The City is one of four Area Municipalities within the Region of Halton. The Regional Municipality of Halton and the Regional Municipalities of Peel, York, and Durham and the cities of Hamilton and Toronto form the Greater Toronto and Hamilton Area (GTHA), established by the Provincial government for planning purposes.

The 185 sq km of land within Burlington's municipal boundary are characterized by the Niagara Escarpment, the Burlington Bay and Lake Ontario shorelines, and a Natural Heritage System comprising numerous creeks and *woodlands.* Around this natural framework, a number of human-made features have come to further

define the landscape, such as settlement areas, *agricultural* areas, and *infrastructure* including highways, railways, and hydro corridors.

The Official Plan divides the City into three planning areas which each possess a unique combination of these features: the Urban Area, the Rural Area, and North Aldershot, and these constitute 8,747 ha, 8,593 ha and 1,365 ha, respectively. These planning areas are further described in Chapter 2, Sustainable Growth, of this Plan.

Aboriginal peoples inhabited the land that now makes up the City of Burlington long before the arrival of the first European and American Loyalist settlers; Aboriginal peoples have continued to play a role in shaping the City since this time, notably including Joseph Brant's sale of parcels of land to settlers in what is now the Downtown area.

The municipality of Burlington was born of the union of numerous smaller communities. The Town of Burlington, created in 1873 from the villages of Wellington Square and Port Nelson, developed primarily as a residential area through the early 1900s. In 1958, Burlington, Aldershot and Nelson Township were amalgamated and in 1973 the present municipal boundary was established through The Regional Municipality of Halton Act.

In the second half of the 20th century, Burlington experienced tremendous growth and expansion of its urban area, with infill and greenfield development spreading east to Burloak Drive and north of the QEW Highway to Dundas Street.

The development of the Orchard and Alton communities in the early 21st century extended the developed area of the city to its urban boundary. Now with little land left available for greenfield development, the City is transitioning to accommodate future growth predominately through targeted *intensification* of its existing urban area. This new approach to growth will enable the City to protect the character of its Rural and North Aldershot areas while also achieving more sustainable development patterns in its Urban area.

1.3 JURISDICTION

This Official Plan replaces the 1994 Official Plan, as amended, and was prepared to conform to Provincial land use plans and regulations and to the Region of Halton Official Plan and to be consistent with Provincial Policy Statements and Guidelines. Burlington's Official Plan policies reflect the City's individual community interests within the Provincial and Regional planning frameworks. In this manner the Plan may be more restrictive than the policies contained in Provincial and Regional Government planning documents but is not permitted to conflict with these documents.

External policies and plans that will be referred to in conjunction with any interpretation or amendment of the City of Burlington Official Plan are:

a) any Provincial Policy Statement issued by the Province of Ontario, as amended from time to time, subject to requirements under The Planning Act;

b) Provincial Land Use and Transportation Plans, including specifically The Niagara Escarpment Plan, the Provincial Greenbelt Plan (2005), the "Places to Grow" Growth Plan for the Greater Golden Horseshoe (2006), the Parkway Belt West Plan, the Regional Transportation Plan (The Big Move) and any applicable amendments;

c) the Region of Halton Official Plan, and any applicable amendments; and

d) other government agencies' policies and plans, where applicable.

1.4 STRATEGIC DIRECTIONS

The Official Plan has also been prepared in alignment with the vision expressed in the 2016 Council Strategic Plan. In 2016, Burlington approved a 2015 - 2040 Strategic Plan that included four key strategic directions. This Official Plan builds upon the following four strategic directions in the context of a statutory land use plan with a planning horizon of 2031:

A CITY THAT GROWS: The City of Burlington attracts talent, good jobs and economic opportunity while having achieved intensification and balanced, targeted population growth for youth, families, newcomers and seniors.

A CITY THAT MOVES: People and goods move throughout the city more efficiently and safely. A variety of convenient, affordable and green forms of transportation that align with regional patterns are the norm. Walkability within new/transitioning neighbourhoods and the downtown are a reality.

A HEALTHY AND GREENER CITY: The City of Burlington is a leader in the stewardship of the environment while encouraging healthy lifestyles.

AN ENGAGING CITY: Community members are engaged, empowered, welcomed and well-served by their City. Culture and community activities thrive, creating a positive sense of place, inclusivity and community.

1.5 PRINCIPLES

The following principles will guide all land use decision making to achieve *sustainable development* a *complete community* in accordance with the City's four key strategic directions.

1.5.1 A CITY THAT GROWS

a) Co-ordinates land use and *infrastructure* strategies to achieve *complete* and *sustainable communities* that are attractive and livable;

b) Maintains the urban boundary and recognizes the distinct role and function of the Urban Area, Rural Area and North Aldershot;

c) Accommodates population and *employment* growth through *development* and *intensification* within targeted locations of the City's Urban Area;

d) Provides for the long-term protection of the City's established neighbourhoods, and natural and *cultural heritage resources;*

e) Promotes design excellence at every scale to create safe, accessible, attractive and vibrant places that foster social interaction and a sense of place;

f) Grows and invests in a manner that supports the long-term financial *sustainability* and prosperity of a built out city in the context of a two-tier municipality;

g) Provides for the efficient and financially responsible provision, use and maintenance of *infrastructure* and *public service facilities* to support planned growth;

h) Ensures *employment* lands are protected over the long term to provide certainty to economic enterprises and promote economic activity and job growth; and

i) Promotes economic development and competitiveness in all areas of the City by providing for a diverse and appropriate mix and range of *employment* and *institutional uses* to meet long-term needs.

1.5.2 A CITY THAT MOVES

a) Integrates and prioritizes land use planning and transportation decision making to provide a range of active and *sustainable* transportation choices connecting people, goods and places; and

b) Supports land use patterns, densities and quality urban design that encourages travel by walking, cycling and transit.

1.5.3 A HEALTHY AND GREENER CITY

a) Supports and protects important and unique geographic features of the City including the Lake Ontario waterfront and the Niagara Escarpment;

b) Protects and strengthens the character of the rural community, protects *Prime Agricultural Areas* and supports and enhances the long term viability of the *Agriculture System*;

c) Maintains and enhances a healthy *natural environment* including a Natural Heritage System;

d) Promotes conservation and the responsible and *sustainable* use of natural resources;

e) Promotes *development* patterns that mitigate and adapt to climate change impacts and achieve *sustainable* community and building design; and

f) Promotes health, safety and social well-being in the community through access to a wide range of choices in housing, jobs, transportation, health care facilities, parks, green spaces and other public spaces and facilities and amenities for all ages and abilities.

1.5.4 AN ENGAGING CITY

a) Involves citizens to enhance land use decision making and maintain active and engaged neighbourhoods;

b) Recognizes the important role that culture, arts and design excellence play in creating a liveable community, as shaped through engagement with citizens; and

c) Fosters the evolving urban nature and community identity of key areas of the City including the Downtown and Uptown Urban Centres, *Mobility Hubs* and identified *Intensification Areas.*

1.6 PLANNING HORIZON

The Plan will manage and direct the *development* and planning of land uses for a period extending to the year 2031. It is the intent of the Plan to accommodate and to plan for the growth associated with the underlying housing, population and *employment* projections. The planning horizon serves as an appropriate measure of the duration of the Plan and should not be regarded as a specific completion date for its implementation. There are durable elements of the urban system that extend beyond the horizon of the plan. This Plan establishes a long term vision for the urban area of a built out municipality that will grow primarily through *intensification*. Furthermore, the Plan should not be regarded as a static or inflexible document that is resistant to the pressures of economic, social or environmental change during the planning period. The validity and relevance of the Plan will be maintained through a process of monitoring, review and modification, as required.

No by-law may be passed, and no public work undertaken by the City, which does not conform with this Plan. The capital works program and the capital budget are intended to provide the *infrastructure* required to implement the land use vision, objectives and policies of this Plan.

1.7 ORGANIZATION OF THE OFFICIAL PLAN

The Official Plan consists of fourteen Chapters and Appendices.

Chapter 1. Introduction provides the vision and overall context within which the objectives and policies of the Official Plan have been prepared.

Chapter 2. Sustainable Growth outlines a land use vision for the Plan and presents the City System, which describes the physical make-up of the City over the long term and provides the comprehensive overall framework to guide growth and *development* over the horizon of the Plan and beyond.

Chapter 3. Complete Communities outlines components of the Plan which contribute to the development of complete communities, including housing, *institutional uses, public service facilities, cultural resources* and *cultural heritage resources.*

Chapter 4. Environment and Sustainability reflects the City's intention to continue to be a prosperous, liveable and healthy community through the process of Sustainable Development. This includes policies to protect and enhance the Natural Heritage System, *urban forest*, and *watersheds*, to achieve *sustainable*

design and environmental *compatibility* and address climate change, contamination and other environmental matters.

Chapter 5. Economic Activity sets out policies for supporting a diverse economy including the protection and enhancement of the City's *employment* lands, which are critical to the long-term economic *sustainability* of the City.

Chapter 6. Infrastructure, Transportation and Utilities contains policies for the planning and delivery of municipal transportation, *infrastructure* and *utilities,* which are critical to the support of the Plan's land use vision and an essential part of a *sustainable* city.

Chapter 7. Design Excellence contains policies designed to achieve a high quality environment, *encourage* innovative design and recognize land use *compatibility* through design.

Chapter 8. Land Use Policies-Urban Area establishes objectives and policies for land use designations shown on the City System and the Urban Area-Land Use Plan. Objectives and policies are presented for Mixed Use Intensification Areas, Employment Lands, Residential Neighbourhood Areas and the Natural Heritage System. Specific Use Policies related to uses in the Urban Area are also included.

Chapter 9. Land Use Policies-Rural Area establishes objectives and policies for major land use designations shown on the City System and the Rural Area Land Use Plan. Objectives and policies are presented for the Rural Community, the Agricultural System, the Natural Heritage System, Mineral Resource Extraction Area and Rural Settlement Area designations.

Chapter 10. Land Use Policies – North Aldershot establishes objectives and policies for major land use designations shown on the City System and North Aldershot Area Land Use Plan. Objectives and policies are presented for Residential Area, Office Area, Environmental Protection Area, Commercial Area, Parkway Belt West Area, Mineral Resource Extraction Area, Recreation/Open Space, Special Study Area and Niagara Escarpment Plan designations.

Chapter 11. Public Participation and Engagement sets out commitments, policies and procedures for public participation and engagement in the planning process.

Chapter 12. Implementation and Interpretation establishes policies affecting the use and *development* of lands in the City under The Planning Act*,* and monitoring to achieve the stated vision for the City.

Chapter 13. Definitions contains a glossary of terms used throughout the Plan. These terms are indicated in *italic* type throughout the text of the Plan.

Chapter 14. Schedules and Tables to the Plan includes City System, Urban Structure and Growth Framework Schedules showing major land use activity areas such as Urban, Rural, North Aldershot, Urban Growth Centre and Rural Settlement Areas. These schedules show, in broad terms, the spatial orientation and relationship of various major land use activity areas. Land Use Plans are presented in more detail for the Urban, Rural, and North Aldershot Areas. These schedules show how lands within the major land use activity areas will be developed or maintained. Land use schedules that show the results of *Area-Specific* planning studies are included for Rural Settlement Areas within the Rural Area and for Urban Centres and *Mobility Hubs* within the Urban Area. The City's roadway classification is shown on separate schedules.

Transportation Tables to the Plan also includes tables outlining the function and classification of transportation facilities and road allowance widths.

The Appendices contain additional information, and while they do not constitute the operative part of the Official Plan, they *shall* be applicable in implementing the Plan policies, such as approved Design Guidelines, Secondary and *Area-Specific Plans*, Watershed, Sub-watershed and Water Resource Studies, City policies and guidelines, principles and objectives of Sustainable Development, Conservation Halton Regulation Limit Mapping, former Waste Disposal sites, pipelines and *cultural heritage landscape* study areas.

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Sustainable Growth

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SUSTAINABLE GROWTH

2.1 LAND USE VISION

The *City's* land use vision is based on *City* Council's key strategic directions and the guiding principles contained in Chapter 1 of this Plan.

Growth will be focused in the Urban Area to protect Burlington's natural heritage and Rural Area; to build compact, vibrant and *complete communities*; to optimize use of existing and future *infrastructure* and services; and to support a strong and competitive economy.

The direction of growth in Burlington's Urban Area requires the careful placement of new residents and jobs; growth is encouraged in some areas, while limited in others. In some places, such as the Natural Heritage System*, development may* be prohibited. Those areas that will see significant change over the next 20 years are called *intensification areas* and represent a small fraction of Burlington's total land area.

The building of *intensification areas* around the City's GO Stations and the Downtown, called *mobility hubs,* will help ensure Burlington continues to be a thriving, vibrant 21st century city that easily connects people to the places they live, work and play. *Development* in these areas will promote walkable, transit-oriented communities that offer convenient access to *employment* opportunities, a full range of housing, *public service facilities* including schools and parks, and convenient access to various daily needs like shopping, services, and supports for residents throughout their entire lives.

The Rural Area faces significant pressures and challenges as a community, but also significant opportunities. The *City* is committed to the protection and strengthening of the rural community. This means conserving the area's rural character and protecting and enhancing its *natural environment* while enabling the rural economy, particularly agriculture, to evolve and change. Connections between the Urban and Rural Areas will protect and strengthen the social, economic, and environmental well-being of both the Urban Area and the Rural Area, including *agriculture.*

A new sense of shared purpose is required to help achieve this vision, one that supports the City's current and future residents.

The landscape of Burlington has changed remarkably over the last 50 years, and the evolution will continue. The challenges and opportunities of growth through *intensification* and development and *re-development* will be guided by residents,

politicians, business owners, others and the Official Plan. The Plan's long-term vision for the community will help ensure land use decisions made today contribute to the *City's* goal of being a vibrant 21st century community.

City building is a continuous process of targeting growth to the right areas of the City to make good use of existing *infrastructure.* Community engagement, coordination and strategic thinking will be required to shape the future of Burlington. The building of the City will never have a date of completion, but re-defining the City will be the work of its residents, businesses and leaders for the days, months and years ahead.

The combination of an economically strategic location, diversified economy and environmental and aesthetic factors, an extraordinary waterfront, its world-renowned Niagara Escarpment and other natural wonders has contributed to Burlington being a place where people and business thrive.

2.2 THE CITY SYSTEM

The land use vision is described by the City System. The City System is made up of the Urban Area, the Rural Area, and North Aldershot. The City System describes the physical make-up of the City over the long term and provides a comprehensive framework to guide growth and *development* over the horizon of this Plan and beyond. This framework tells us where we must protect and where we expect to grow.

The City System also includes the Green System and Infrastructure and Transportation System that cross and connect the entire City. The City System recognizes that various areas of the City perform different functions. These distinct, and inter-connected areas, and the key boundaries that define them, establish the strategic framework within which more detailed policies are established.

Burlington's City System is shown on Schedule A, City System, of this Plan.

2.2.1 AREAS

Urban Area

a) The Urban Area represents the lands where forecasted population and *employment* growth will be accommodated.

b) Within the Urban Area municipal water and/or waste water will be provided to accommodate concentrations of existing and future *development,* in accordance with the policies of this Plan and the Regional Official Plan.

Rural Area

c) The Rural Area comprises the rural lands, consisting of an *agricultural* system, a natural heritage system*,* rural settlement areas, and mineral resource extraction areas*.* The identification of these lands provides for the protection and strengthening of the rural community through the maintenance and enhancement of the Natural Heritage System, the protection of *prime agricultural areas,* support for the economic viability of *agriculture*, conservation of *cultural heritage resources* and management of *mineral aggregate resources* and *operations.*

d) Non-farm *development* in the Rural Area will remain restricted to existing Rural Settlement Areas. Rural Settlement Areas represent compact rural communities designated to accommodate limited residential growth in the Rural Area and small scale *industrial,* commercial and *institutional uses* serving the *farming* and rural communities. Limited growth will be directed to Rural Settlement Areas.

North Aldershot

e) North Aldershot represents a distinctive area separate from both the Urban and Rural Areas that contains environmental protection areas of environmental significance that co-exists with human settlement areas. The Plan recognizes the distinct character of the area and that any *development* must be *compatible* with its special characteristics.

2.2.2 CITY-WIDE SYSTEMS

Infrastructure and Transportation Systems

a) *Infrastructure* systems cross the Urban Area, Rural Area and North Aldershot, and are critical to the delivery of services and *utilities,* as well as the movement of people and goods in the City today and in the future.

b) *Infrastructure* is provided by many different partners. *Infrastructure* systems play a critical role in supporting growth and *development* in the City. The City's *multi-modal* transportation system is an essential part of a *sustainable* City which influences both land use and quality of life.

c) Major *infrastructure* and transportation facilities are shown on Schedule A, City System, of this Plan.

The Green System

d) The Green System depicts the network of green spaces that runs through the City's Urban Area, Rural Area and North Aldershot. The Green System is a critical component of a healthy and environmentally *sustainable* City. It includes natural areas and *buffers*; natural corridors, *linkages* and

enhancement areas; parklands, including Regional Waterfront Parks; and public and private open spaces. In the Rural Area, *agriculture* is considered to be a *compatible* and complementary use in much of the Green System.

2.2.3 PROVINCIAL PLAN BOUNDARIES AND CONCEPTS

The *City* is guided by Provincial plans and policies, including a suite of three plans that work together to direct growth and to protect the natural environment, *agriculture* and rural areas.

Niagara Escarpment Plan

a) The Niagara Escarpment Plan provides for the maintenance of the Niagara Escarpment and lands in its vicinity substantially as a continuous *natural environment*, and ensures only such *development* occurs as is *compatible* with that *natural environment*.

b) The Niagara Escarpment Plan has associated land use designations and policies that guide *development* in these areas. These designations are illustrated on Schedule A-1, Provincial Land Use Plans and Designations, of this Plan. Parts of the Rural Area and North Aldershot are within the Niagara Escarpment Plan.

Greenbelt Plan

c) The Provincial Greenbelt Plan identifies a Protected Countryside Area and a Greenbelt Natural Heritage System. The Greenbelt Plan identifies that urbanization *should* not occur in these areas, in order to provide permanent protection to the *agricultural* land base and the Natural Heritage System occurring on this landscape. The designations are illustrated on Schedule A-1, Provincial Land Use Plans and Designations, of this Plan. Parts of the Rural Area, North Aldershot and the Urban Area are within the Greenbelt Plan.

Growth Plan for the Greater Golden Horseshoe

d) The Growth Plan (2006) as amended, was prepared to provide a framework for building stronger, prosperous communities, by better managing growth first to 2031, and subsequently through revised growth forecasts to 2041. The Plan guides decisions on a wide range of issues – transportation, *infrastructure* planning, land-use planning, urban form, housing, natural heritage and resource protection in the interest of promoting economic prosperity.

Urban Boundary

(i) The Urban Boundary represents the fixed boundary that identifies the Urban Area. Changes to the Urban Boundary are not intended or permitted within the planning horizon of this Plan.

Built Boundary

(ii) The *Built Boundary* represents the fixed boundary that identifies the *built-up area,* which constitutes the developed Urban Area of the municipality, as defined by the Province of Ontario in consultation with the *City* in 2006, and subsequently finalized in April, 2008. A significant portion of new residential and *employment* growth within the City will be accommodated within the built-up area through *intensification* and *re-development*. The Province of Ontario is responsible for reviewing and updating *Built Boundaries* within the Greater Golden Horseshoe. The Regional Official Plan states that a minimum of 8,300 new housing units must be added within the *built-up area* between 2015 and 2031.

Urban Growth Centre

(iii) The boundary of the Downtown Urban Growth Centre, referred to in the "Places to Grow", Growth Plan for the Greater Golden Horseshoe, 2006, identifies the area that will be planned to achieve, by 2031 or earlier, a minimum gross density target of 200 residents and jobs combined per hectare.

Designated Greenfield Area

(iv) The *Designated Greenfield Area* is located between the Urban Area Planning Boundary and the Built Boundary and represents the lands within the Urban Boundary which are not built up. The City of Burlington is expected to achieve a minimum overall *development* density of 45 residents and jobs per gross hectare in the *designated greenfield area* within the City. *Development* in the *designated greenfield area* will occur in a manner which contributes to the *City*'s overall vision for building a *complete community*.

Parkway Belt West Plan

e) The Provincial Parkway Belt West Plan is intended to provide for a multi-purpose *utility* corridor and linked open space system, which extends from the City of Hamilton through the Regions of Halton, Peel and York.

2.2.4 POPULATION AND EMPLOYMENT DISTRIBUTION

The Regional Official Plan established a growth strategy for the Region of Halton based on the distribution of population and *employment* to 2031. This distribution of population and *employment shall* be accommodated based on the policies of the Regional Plan, including the Regional Phasing table.

Population*		Employment	
2006	**2031**	**2006**	**2031**
171,000	193,000	88,000	106,000

*Population numbers are "total population" numbers including approximately 4% undercoverage from the official "Census Population" numbers reported by Statistics Canada.

2.3 THE URBAN STRUCTURE

The City's Urban Structure elaborates on the Urban Area, as identified in Schedule A, City System, of this Plan. The elements of the Urban Structure perform different functions, and provide direction as to where lands within the Urban Area fall along the spectrum, from ensuring protection to supporting growth, intensification and appropriate transition. The Urban Structure establishes the land use vision for the Urban Area which is further refined in Chapter 8, Land Use Policies – Urban Area, of this Plan.

The Urban structure is composed of six major components: 1. Mixed Use Intensification Areas; 2. Areas of Employment; 3. Residential Neighbourhood Areas; 4. Natural Heritage System and Major Parks and Open Space; 5. Natural Resource Extraction Area; and 6. Infrastructure and Transportation Systems, as shown on Schedule B, Urban Structure, of this Plan. Each area is identified in Schedule B, Urban Structure.

Additional information in support of other policies of this Plan, as well as other contextual information is also presented in Schedule B-1, Growth Framework, of this Plan.

2.3.1 MIXED USE INTENSIFICATION AREAS

a) Lands identified as Mixed Use Intensification Areas provide locations where a range and *intensity* of *employment*, shopping, *public service facilities*, residential uses and complementary uses such as open space, *institutional,* and *cultural uses* will be developed with transit supportive densities in *compact urban form*. Mixed Use *Intensification Areas* will offer substantial *development* opportunities and represent a key element in this Plan's strategy to accommodate and direct growth in the City over the planning horizon and beyond.

b) Mixed Use *Intensification Areas* will occur in either linear or nodal forms at different levels of *intensity* and accommodating a wide, or in some cases, a limited range of uses in accordance with the underlying land use designations.

c) Mixed Use Intensification Areas are organized in a hierarchy which includes the City's urban centres, *mobility hubs* and mixed use nodes and *intensification corridors*. This hierarchy reinforces that while all areas are considered part of the *intensification areas* each has an important and distinct role.

Urban Centres

d) The City has two Urban Centres: the Downtown Urban Centre and the Uptown Urban Centre.

e) Lands identified as Urban Centres provide for a broad range and mix of uses in areas of higher density than surrounding neighbourhoods, in accordance with the underlying land use designations. They bring a variety of *public service facilities* and a mix of other uses such as retail uses to support residents and employees in both the north and the south of the City, respectively.

f) Urban Centres will exhibit a wide variety of land uses and densities designed in a *compact form*, oriented to support transit and facilitate *active transportation*.

Mobility Hubs

g) *Mobility hub*s consist of areas located within walking distance to *major transit station areas,* including the Downtown Bus Terminal or GO Rail Stations, which are either currently or planned to be serviced by the local *frequent transit network* and GO Transit. The high level of existing or planned transit service within these areas provides an environment within which significant residential and *employment* growth can be supported. To further support the transit oriented nature of these areas, growth *shall* occur in the form of compact, mixed-use and pedestrian-friendly areas with residential and *employment* densities greater than which exist in the surrounding areas.

h) Provincially, *mobility hubs* are identified through Metrolinx's The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA) which designates a system of *mobility hubs* including *anchor hubs* and *gateway hubs*. The *mobility hub* system is intended to reinforce land use and transportation objectives in the Province's Growth Plan for the Greater

Golden Horseshoe (2006); in particular, the goal of focusing *development* growth around *major transit station* areas.

i) In Burlington there are four identified *mobility hubs.* Two of these hubs, Downtown Burlington and the area around Burlington GO, have been identified by Metrolinx, included in the Halton Region Official Plan, and classified as an *Anchor Hub* and *Gateway Hub*, respectively. An additional two *mobility hubs* have been identified by the *City* in the areas around Aldershot GO and Appleby GO. All four areas are considered *Major Transit Station Areas.* In this Plan, these four hubs are identified collectively as areas that will be subject to further detailed *area-specific planning*.

j) The Provincial government has proposed a new GO Station in the vicinity of Walker's Line and Cumberland Ave. The *City shall* designate any new GO Station as *a mobility hub* and the area will be subject to further detailed *area-specific planning*.

Mixed Use Nodes and Intensification Corridors

k) Lands identified as Mixed Use Nodes represent areas with a concentration of residential and *employment* uses with *development* densities generally greater than surrounding areas. Nodes are generally located at points where two or more transit routes intersect.

l) Lands identified as *Intensification Corridors* consist of areas of street-oriented uses which incorporate a mix of retail, *employment a*nd residential uses, developed at overall greater densities, serving as important transportation routes along *higher order transit* corridors and selected arterial streets.

m) Mixed Use Nodes and *Intensification Corridors* will be the focus of re-urbanization. These areas vary widely and will be guided by the underlying land use designations of this Plan. Some areas will be planned to evolve with higher residential densities and a full mix of uses, while others may permit a more limited employment-oriented range of permitted uses, both designed to achieve their planned function. These areas will support the *frequent transit network* and provide focal points of activity and a vibrant pedestrian environment and facilitate *active transportation* through careful attention to urban design enhancing the opportunities for the location of *public service facilities* and *institutional uses.*

2.3.2 AREAS OF EMPLOYMENT OVERLAY

a) Lands identified within the Area of Employment overlay provide for the location of significant diverse areas of current and future *employment* activities that are required for the City's long term economic development

and competitiveness, as these lands represent the principal *employment* generator in the City and will be guided by the underlying land use designations.

b) The *Area of Employment* overlay includes lands identified on Schedule B, Urban Structure and is composed of:

(i) a significant portion of the traditional, designated *employment* lands, designated General Employment or Business Corridor shown on Schedule C, Land Use Plan-Urban Area; and,

(ii) a significant portion of the mixed use employment-oriented designations including Urban Corridor-Employment shown on Schedule C, Land Use Plan-Urban Area; and Uptown Business Corridor and Uptown Business shown on Schedule E, Land Use Plan-Uptown Urban Centre.

c) All lands identified within the *Area of Employment* overlay on Schedule B are protected from conversion to a non-*employment* use outside of a *municipal comprehensive review.*

2.3.3 RESIDENTIAL NEIGHBOURHOOD AREAS

a) Lands identified as Residential Neighbourhood Areas make up a significant proportion of the Urban Area. These areas are intended to accommodate a wide range of residential uses and forms, together with supporting parkland, and other land uses such as small scale commercial uses or home occupations that are part of the residential environment.

b) Residential Neighbourhood Areas are established residential areas, and are not intended to capture a significant portion of the City's growth. Rather, only limited *intensification* such as infill development and accessory dwelling units. Any *development* occurring in these areas *shall* consider the physical qualities and characteristics which are prevalent in the area.

c) Residential Neighbourhood Areas also include a number of *Neighbourhood Character Areas*, which were identified through planning studies. These areas are guided by additional area-specific policies and Zoning By-law regulations to ensure that *development* is *compatible* with the existing *neighbourhood character.*

2.3.4 NATURAL HERITAGE SYSTEM AND MAJOR PARKS AND OPEN SPACE

a) Lands identified as "Natural Heritage System and Major Parks and Open Space" include the City's Natural Heritage System and lands designated for

Major Parks and Open Space. Together they are essential components of a healthy and sustainable urban area.

b) The Natural Heritage System is made up of natural features and areas, such as *woodlands* and *wetlands*, and the linkages and interrelationships among them, and with the surrounding landscape. Major Parks and Open Space includes Community Parks, City Parks and other public and private open space lands.

2.3.5 MINERAL RESOURCE EXTRACTION AREA

a) Lands identified as Mineral Resource Extraction Area are guided by the policies in Section 8.5 of this Plan.

2.3.6 INFRASTRUCTURE AND TRANSPORTATION CORRIDORS

a) Lands identified as Infrastructure and Transportation Corridors are guided by the policies in Chapter 6, Infrastructure, Transportation and Utilities, of this Plan.

2.4 GROWTH FRAMEWORK

The Growth Framework is comprised of a collection of policies and a map, to be used in conjunction with the Urban Structure and land use policies of this Plan, and which together are intended to communicate the relative priority, degree, type and location of growth amongst the four Growth Framework areas. The Growth Framework is comprised of four areas: Primary Growth Areas; Secondary Growth Areas; Established Neighbourhood Areas and Employment Growth Areas, as shown on Schedule B-1, Growth Framework, of this Plan.

2.4.1 OBJECTIVES

a) To identify the locations where the *City* is directing its growth and *intensification*, transforming Burlington from a primarily suburban to a more urban community.

b) To communicate the *City's* built form strategy for new *development* with respect to *mid-rise* and *tall building* form.

c) To identify locations in the City as the priority for public expenditure in recognition of the importance of the financial *sustainability* of the municipality as it grows predominantly through *intensification* in key areas.

d) To advance a number of strategic City building objectives, including supporting targeted *intensification* in the right locations, providing more

mobility choices, and supporting more diverse demographic growth through supporting the provision of a wide range of housing options.

e) To limit the introduction of unplanned *intensification* in established neighbourhood areas.

2.4.2 GROWTH FRAMEWORK GENERAL POLICIES

a) The policies of this section *shall* be read in conjunction with the Urban Structure and the underlying land use designations.

b) The Growth Framework *shall* not apply to undeveloped areas outside of the Built Boundary or to the lands designated Natural Heritage System and Major Parks and Open Space. In addition, the Growth Framework *shall* not apply to features that meet the criteria for identification as *Key Natural Features* or as *sensitive surface water* or *groundwater features* in accordance with Subsection 4.2.2 of this Plan.

c) The boundaries of the Primary Growth Area, Secondary Growth Area, Established Neighbourhood Area or Employment Growth Area, as identified on Schedule B-1, Growth Framework, of this Plan, *shall* only be modified through a *City*-initiated Official Plan Amendment.

d) Through monitoring and review the *City shall* consider long term opportunities for the direction of *intensification* growth to the Secondary Growth Framework areas including, but not limited to, the development of future *area specific plans* and the expansion of the justified *frequent transit network*.

2.4.2.1 PRIMARY GROWTH AREAS

a) Primary Growth Areas:

(i) are areas generally identified in the Urban Structure as Urban Centres and *Mobility Hubs*, the two elements established in the hierarchy of the Mixed Use Intensification Areas, and are identified in Schedule B-1, Growth Framework, of this Plan;

(ii) *shall* accommodate the majority of the City's forecasted growth over the planning horizon of this Plan and beyond, and consequently will experience the greatest degree of change;

(iii) *shall* be regarded as the most appropriate and predominant location for new *tall buildings;*

(iv) *shall* be identified as priority locations for *City*-initiated *Area-Specific* planning and capital investments for *infrastructure* and *public service facilities* to support population and *employment* growth; and

(v) *shall* support the justified *frequent transit network* and accommodate *development* that is compact, mixed use, and pedestrian oriented in nature.

b) Primary Growth Areas *shall* be a priority for Provincial, Regional and *City* investment in new or upgraded *infrastructure* and/or *public service facilities* which *may* be required to facilitate *intensification* including, but not limited to, the following:

(i) water/wastewater capacity;

(ii) investments in the justified *frequent transit network* and the investigation of the development of a higher order transit line such as dedicated lane rapid transit options, if warranted;

(iii) public service facilities;

(iv) other *infrastructure*, including but not limited to, hydro *infrastructure;* and

(v) *public realm* improvements or other capital priorities.

c) Primary Growth Areas *shall* have existing or planned *infrastructure* and *public service facilities* capacity to accommodate *intensification* over the planning horizon of this Plan. In cases where such capacity is deficient, an area *may* also be identified as a Strategic Investment Area. A Strategic Investment Area *shall* be identified, by resolution of *City* Council, as the focus for the use of innovative financial, economic development or planning tools available to the *City* in order to assist with overcoming identified barriers/constraints to *intensification,* and facilitate population and *employment* growth in accordance with the *City's* strategic priorities.

d) Any Official Plan Amendments for increased height and or density/*intensity* in the Primary Growth Area *shall* be subject to the policies of Subsection 2.5, Development Criteria, of this Plan.

e) An Official Plan Amendment proposing an increase in height and density/*intensity* in the Primary Growth Area *may* be determined to be premature where an *Area-Specific Plan* has been initiated, unless the proponent can demonstrate to the satisfaction of the *City* that:

(i) the proposed density/*intensity* and height achieves the objectives of Section 2.3, Urban Structure, Subsection 8.1.2, Mobility Hubs, and Chapter 7, Design Excellence, of this Plan; and

(ii) the proposed density/*intensity* and height will not compromise the ultimate community design to be determined through the *Area-Specific Plan.*

f) Where an A*rea-Specific Plan* has been approved, the more specific land use policies *shall* apply and the policies of the *Area-Specific Plan may* provide more detailed direction on how the *City shall* consider any further increase to heights and densities/*intensities* through applications for Official Plan Amendments.

2.4.2.2 SECONDARY GROWTH AREAS

a) Secondary Growth Areas:

(i) are areas identified in the Urban Structure within the Mixed Use Intensification Areas and consist of the lands located with Mixed Use Nodes and *Intensification Corridors*, with some exceptions, as well as select vacant residential sites located immediately adjacent to an Arterial or Multi-Purpose Arterial Street as identified on Schedule B-1, Growth Framework, of this Plan;

(ii) *shall* accommodate growth within the existing capacity of the current land use designations of this Plan,

(iii) are areas expected to transition over the planning horizon and beyond and will not result in a significant relocation of planned growth outside of the Primary Growth Areas;

(iv) *shall* be limited to a maximum of *mid-rise building* form, unless otherwise permitted by the existing underlying land use designation;

(v) where applicable, *shall* support the justified *frequent transit network* and accommodate *development* that is compact, mixed use and pedestrian oriented in nature.

b) Within the Secondary Growth Area, any Official Plan Amendments for increased height and or density/*intensity* beyond that which is currently permitted in the underlying land use designation *shall* be discouraged. Where such an amendment is submitted it *shall* be subject to the policies of Subsection 2.5, Development Criteria, of this Plan in addition to the fulfillment of the following criteria:

(i) the increased height, and or density/*intensity* will not significantly increase the density beyond the existing permissions.

(ii) using the best information available, the increased density can be accommodated without requiring upgrades to capacity of existing *infrastructure* or *public service facilities,* and will not redirect investment required to support the Primary Growth Area; and

(iii) in the case of a property designated Residential-Low Density the increased height, and or density/*intensity shall* in no case exceed the

provisions of the Residential-Medium Density designation; and

(iv) *shall* in no case exceed the *mid-rise* building form.

c) Notwithstanding Subsection 2.4.2.2 a) i) of this Plan, properties in the City that are currently designated Residential-Medium Density and located within the Established Neighbourhood Area, and that are currently comprised of 100 percent rental units, *may* be considered a Secondary Growth Area subject to the proposed *development* meeting the following criteria:

(i) the majority of the units in the proposed *development* constitute *affordable* rental units;

(ii) a significant portion of the units in the proposed *development* have three or more bedrooms;

(iii) the proposed *development shall* be *compatible* with the surrounding *development* and does not exceed the underlying land use designation in terms of height and or density/*intensity*.

2.4.2.3 ESTABLISHED NEIGHBOURHOOD AREAS

a) Established Neighbourhood Areas:

(i) are identified in the Urban Structure within both the Residential Neighbourhood Area and the Mixed Use Intensification Area where otherwise not included in the Primary or Secondary Growth Areas and are identified in Schedule B-1, Growth Framework, of this Plan;

(ii) *shall* not be regarded as essential to achieve the population growth distributions, as stated by the Region of Halton;

(iii) *shall* be identified as areas with limited opportunities for *intensification*, and shall accommodate growth opportunities restricted to the permissions and densities established in the underlying land use designation.

b) Within Established Neighbourhood Areas, the following forms of *intensification may* be permitted:

(i) *re-development* or infill in accordance with the maximum density permitted under the applicable land use designation contained in Chapter 8, Land Use Designations – Urban Area, of this Plan;

(ii) consents, subject to policies in Chapter 12, Implementation and Interpretation, of this Plan;

(iii) plans of subdivision, subject to the policies in Chapter 12, Implementation and Interpretation, of this Plan;

(iv) *accessory dwelling units,* subject to Subsection 8.3.6 of this Plan; and/or

(v) *garden suites*, subject to Subsection 8.3.7 of this Plan.

c) In the Established Neighbourhood Area Official Plan Amendments for increased height and or density/*intensity* beyond that which is currently permitted in the underlying land use designation *shall* not be supported. Where such an amendment is submitted it *shall* be subject to the policies of Subsection 2.5, Development Criteria, of this Plan.

d) Where an existing *public service facility* or *institutional use* is proposed to close within the Established Neighbourhood Area, the *City may* initiate an Official Plan Amendment in accordance with Subsection 3.2.2 l) of this Plan.

2.4.2.4 EMPLOYMENT GROWTH AREAS

a) Employment Growth Areas, as identified on Schedule B-1, Growth Framework, of this Plan, *shall* consist of *Areas of Employment* not captured within the Primary Growth Areas, and will be an area of focus for the *re-development* and *intensification* of *employment* lands.

b) Employment Growth Areas have the potential to accommodate a significant portion of the *employment* distributed by the Region of Halton.

c) Within Employment Growth Areas, all forms of *employment intensification may* be permitted.

d) Within Employment Growth Areas, the *City may* identify Strategic Investment Areas which *shall* be areas of focus for the use of innovative financial and/or planning tools available to the *City* in order to assist with overcoming identified barriers/constraints to *intensification* and facilitate *employment* growth in accordance with the *City*' s strategic priorities. Tools which *may* be implemented include, but *shall* not be limited to:

(i) differential development charges;

(ii) *Community Improvement Plans,* subject to Subsection 12.1.3.5 of this Plan;

(iii) *Community Benefits,* subject to Subsection 12.1.3.1.5 of this Plan;

(iv) public/private *infrastructure* agreements, including front-ending agreements;

(v) *Area-Specific Plans,* subject to Subsection 12.1.4 of this Plan;

(vi) *City*-initiated land acquisition/*development*;

(vii) *City*-initiated Official Plan and/or Zoning By-Law amendments;

(viii) *development* permit systems; and/or

(ix) economic development strategies.

2.5 DEVELOPMENT CRITERIA

For the most part, future *development* in the City will be built on *re-development* and infill sites. In considering all *development applications*, the *City* will ensure that *development*, *re-development* and infill respect and reflect the existing pattern and character of adjacent *development*, by satisfying the criteria outlined in this section of the Plan, in addition to the underlying land use designations.

2.5.1 OBJECTIVES

a) To ensure *development*, *re-development* and infill are *compatible* with the built form and land use of the surrounding area.

b) To ensure that *development, re-development* and infill achieve urban design excellence and contribute to the *development* of a high quality *public realm.*

c) To establish criteria for evaluating *development applications* including additional criteria to be applied to Zoning By-law amendments and Official Plan Amendments for increases to height and or density/*intensity*.

d) To ensure that appropriate technical analysis is undertaken.

2.5.2 POLICIES

a) The following criteria *shall* be satisfied when evaluating *development*, *re-development* or infill proposals:

(i) *compatibility* with existing surrounding buildings, as well as the surrounding land use designations, is achieved;

(ii) the *development* achieves high quality of urban design and is consistent with the policies contained in Chapter 7, Design Excellence, of this Plan;

(iii) *trees* are preserved and protected, consistent with the policies contained in Section 4.3, Urban Forestry, of this Plan;

(iv) capability exists to provide adequate buffering and other measures to minimize any identified impacts to an acceptable level;

(v) where *re-development* potential exists on one property, the *City shall*:

a. require that it be demonstrated that future *development* or *re-development* on the adjacent property(ies) will not be

compromised by the proposal; and

b. require that the proposal be designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist, as determined by the *City*;

(vi) the Natural Heritage System is protected;

(vii) for residential uses, *public service facilities* and other neighbourhood conveniences, such as community centres, *recreation,* neighbourhood shopping centres and healthcare are located within walking distance or accessible by transit;

(viii) consistency with the land use compatibility policies contained in Section 4.6, Land Use Compatibility, of this Plan;

(ix) potential unacceptable impacts on the municipal transportation system are mitigated wherever possible with regard to transportation flow and capacity;

(x) sufficient off-street parking and *transportation demand management* measures are provided;

(xi) *cultural heritage resources* are protected; and

(xii) the provision of stormwater management in accordance with the policies of Subsection 4.4.3 q) of this Plan.

b) The following additional criteria *shall* be satisfied when considering a Zoning By-law Amendment or an Official Plan Amendment related to height, and or density/*intensity*:

(i) the proposal maintains the land use vision of this plan and the intent of the Urban Structure element within which the proposed *development* is located;

(ii) adequate *infrastructure* and *public service facilities* are available to accommodate the increased demands, including, but not limited to such services as water, wastewater, stormwater, school accommodation and parklands;

(iii) the proposal is in close proximity to existing or planned transit facilities including the justified *frequent transit network, higher order transit*, bus routes and/or transit shelters;

(iv) the proposal complements and connects with the *public realm;*

c) proposals for residential *intensification* in the form of *non-ground oriented* buildings *shall* be permitted only at the periphery of existing neighbourhoods and only where:

   (i) the subject property is abutting, and has direct vehicular access to, a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue or Main Street as defined in Schedule P-1, Classification of Transportation Facilities – Urban Area, of this Plan;

d) Consent applications *shall be subject* to the policies of Subsection 12.1.3.2.2 of this Plan.

e) The *City may* require the development of an *Area-Specific Plan* in accordance with Subsection 12.1.4 of this Plan to ensure the orderly and efficient *development* of any property or group of properties.

Complete Communities

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COMPLETE COMMUNITIES

Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing and *public service facilities* including *affordable housing,* schools, *recreation* and open space for their residents. *Culture* and community activities thrive, creating a positive sense of place, inclusivity and community. Convenient access to public transportation and options for active transportation are also provided.

Broadly, the policies of this Plan aim to provide a wide range of opportunities to accommodate jobs and housing. A successful and *complete community* must also provide residents with access to a range of services and facilities that will satisfy health, education, social, religious and *recreation* needs.

3.1 HOUSING

The *City shall* strive to provide a broad, diverse range of housing types throughout the City, including housing which is *affordable* and accessible for all residents. In addition, the *City shall* strive to provide a sufficient supply of owner occupied and rental housing to meet existing and future needs.

3.1.1 HOUSING SUPPLY

3.1.1.1 OBJECTIVES

a) To ensure that a sufficient supply of suitably designated and serviced residential land is maintained to meet existing and future housing needs.

b) To *encourage* the retention of existing rental housing and the construction of new rental housing.

3.1.1.2 POLICIES

a) To the extent to which land is available in the Urban Area, the *City shall* maintain its share of land within the *regional market area* with *infrastructure* capacity sufficient to provide a three year supply of residential units, available through lands suitably zoned to facilitate residential *intensification* and *re-development*, as well as land in draft approved and registered plans, in order to meet anticipated short term housing needs.

b) To the extent to which land is available in the Urban Area, the *City shall* maintain the ability to accommodate its fair share of residential growth

within the *regional market area* for a minimum of 10 years through residential *intensification* and *re-development* and, if necessary, lands which are designated and available for residential *development*, in order to meet anticipated long term housing demands.

c) The use of surplus lands owned by the *City* and other *public authorities* for residential purposes, including *affordable* or *assisted housing, shall* be considered before using them for other land uses.

d) The *City shall* ensure an adequate level of local municipal *infrastructure* to meet the demands of residential *development*.

e) The *City shall* advise the Region of Halton and the Provincial Government of the need for *infrastructure* and servicing funding associated with the provision of additional housing in the City.

f) 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 three 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 unacceptable impacts upon tenants are minimized; and

   (v) the requirements of any applicable Provincial legislation or regulation, as amended, are met.

g) The *City shall* consider the provision of innovative forms of housing tenure, such as common element, co-operative housing, phased and vacant land condominiums, as a means of increasing housing diversity, choice and supply in the City.

h) The *City shall*, in co-operation with other orders of government, *encourage* the provision of rental housing, for individuals and families.

i) The *City shall encourage* a mix of housing forms. However, the City's existing stock of low density residential housing *shall* be considered sufficient to contribute towards that component of the mix.

3.1.2 HOUSING AFFORDABILITY

3.1.2.1 OBJECTIVES

a) To ensure that an appropriate range of housing and tenure types and densities are available to meet the needs of the existing and future population.

b) To *encourage* the development of *affordable housing* throughout the City.

3.1.2.2 POLICIES

a) New residential *development shall* be required to satisfy the requirements of the Provincial Policy Statement relating to the provision of *affordable housing.*

b) As part of the *development* approval process, the *City may* require the designation of lands for *affordable housing*. These lands *shall* either be retained and developed by a developer as *affordable housing* or made available to a cooperative or non-profit housing group.

c) Community benefits provisions *may* be implemented to *encourage* the creation of *affordable housing*. Such community benefits provisions *shall* be subject to Subsection 12.1.3.1.5 of this Plan and will include, but will not be limited to, an awareness of and regard for the *cumulative impact* of any increased height and/or density on the City's and Region's ability to provide *infrastructure* and a requirement that any increased height and/or density be *compatible* with the surrounding area.

d) The *City may* give processing priority to *development applications* which will provide the type, size and tenure of housing required to meet the social, health, and well being needs of the City's residents.

e) The *City shall*, in co-operation with the Region, update its Municipal Housing Statement to establish five-year housing targets by type to meet the housing needs identified in the joint Regional-Municipal Housing Statement.

f) The *City shall* establish *development* standards for residential *intensification*, *re-development* and new residential *development* which minimize the cost of housing and facilitate *compact urban form,* while maintaining appropriate levels of public health and safety.

3.1.3 ASSISTED AND SPECIAL NEEDS HOUSING

3.1.3.1 OBJECTIVE

a) To maintain a supply and to integrate *assisted* and *special needs housing* in all neighbourhoods.

3.1.3.2 POLICIES

a) The *City shall* support the Halton Community Housing Corporation and other providers of *assisted housing* in providing *assisted housing* in the City, and *shall* consider supporting their applications to the Province of Ontario and/or Government of Canada for funding under various non-profit housing programs.

b) As part of the *development* approval process, the *City may* require the designation of sites for *assisted* and *special needs housing*. These lands *shall* either be retained and developed by the developer or made available to providers of *special needs housing*.

c) The *City* will *encourage* providers of *special needs housing* in maintaining the supply of *special needs housing* in the City.

d) *Group homes* have land use features that will require special regulations and locational considerations to be part of the Zoning By-law. These different *group home* types *shall* be defined in the Zoning By-law.

e) The supply and integration of seniors' housing *shall* be *encouraged* throughout the City.

f) Notwithstanding the other provisions of this Plan, *assisted* and *special needs housing* containing *dwelling units* without full culinary and sanitary facilities *may* be excluded from the density provisions of this Plan.

g) The *City shall* give processing priority to *development applications* for *assisted* and *special needs housing.*

3.2 PUBLIC SERVICE FACILITIES AND INSTITUTIONAL USES

This section is intended to ensure that a broad range of *public service facilities*, such as police/fire services, libraries, schools, parks, community centres, hospitals, and *long-term care facilities*, are planned for at a neighbourhood and City-wide scale in order to serve the current and future needs of residents. These services are provided by many levels of government and *public authorities*. The *City* makes decisions for some of these facilities, such as libraries, parks and community centres.

An *institutional use* includes a broad category of uses that provide a service to the public but that service is provided by other partners in the community. An *institutional use* may be a day care facility, a trade school, a private school, a medical *office,* a place of worship and many other uses. These are important uses that are critical to a complete community.

3.2.1 OBJECTIVES

a) To ensure that *public service facilities* and *institutional uses* are recognized as having an important role both within neighbourhoods and the City as a whole.

b) To ensure that current and future neighbourhood and City-wide needs for *public service facilities* and *institutional uses* are considered and planned for as part of future growth and *re-development* planning.

c) To recognize the need to retain, where appropriate, the existing supply of *public service facilities* and *institutional* lands to serve neighbourhood and City-wide needs within a built-out context.

d) To support the development of a City-wide Post-Secondary Institution Strategy.

3.2.2 POLICIES

a) *Public service facilities shall* be permitted in all land use designations identified on Schedule C, Land Use Plan – Urban Area, Schedule J, Land Use Plan – Rural Area and Schedule L, Land Use Plan – North Aldershot, with the exception of the Natural Heritage System, Agricultural Area, and Mineral Resource Area designations of this Plan.

b) In the Urban Area, *institutional uses may* be permitted within all land use designations identified on Schedule C, Land Use Plan - Urban Area, of this Plan, with the exception of the Natural Heritage System designation.

c) Notwithstanding Subsection 3.2.2 a) of this Plan, *public service facilities* should be discouraged from locating within an *Area of Employment* as they often require locations that would better serve the broader community.

d) Notwithstanding Subsection 3.2.2 b) of this Plan, *institutional uses* that are not considered an *ancillary* employment use which are proposed within an *Area of Employment shall* be subject to the following:

(i) a site-specific amendment *shall* be required to the Zoning By-law. Such an amendment will be considered only following the completion of a land use compatibility assessment that addresses all relevant considerations such as noise, vibration, odour and dust, using Provincial Land Use Compatibility guidelines and the Region of Halton's Land Use Compatibility Guidelines, Air Quality Guidelines, the policies of Section 4.6, Land Use Compatibility, of this Plan, and any other relevant considerations to ensure that the location and design of the use mitigates *adverse effects*;

(ii) be prohibited from locating in close proximity to another *institutional use* located on a site within an *Area of Employment,* except where uses are proposed to co-locate*;*

(iii) have a maximum floor area of 500 sq. m.;

(iv) the use *shall* not contain a residential use *accessory* to the principal use;

(v) the use is located at the periphery of the *Area of Employment;*

(vi) the use has access to at least one Major Arterial, Multi-Purpose Arterial, Urban Avenue, or Industrial Connector street, as identified on Schedule P-1, Classification of Transportation Facilities – Urban Area, of this Plan; and,

(vii) the use, collectively with other *institutional uses* within the *Area of Employment*, does not displace *employment* from the *Area of Employment* which could result in a shortfall in *Areas of Employment* to meet the *employment* forecast set out in Subsection 2.2.4 of this Plan.

e) In addition to Subsection 3.2.2 d) of this Plan, places of worship in *Areas of Employment shall* meet the following additional policies:

(i) a *major place of worship shall* not be permitted;

(ii) a *minor place of worship* in *Areas of Employment may* be considered by the *City* through a site-specific Zoning By-law amendment, without the need for an amendment to this Plan, provided the following

criteria are satisfied:

a. the lot containing the *minor place of worship shall* abut a Major Arterial, Multi-Purpose Arterial, Urban Avenue, or Industrial Connector street, as identified on Schedule P-1, Classification of Transportation Facilities – Urban Area, of this Plan;

b. the lot has access to transit and the active transportation network; and,

c. notwithstanding the definition of *minor place of worship*, a residential use *accessory* to a *minor place of worship shall* not be permitted.

f) Notwithstanding Subsection 3.2.2 d) of this Plan, an individual *major place of worship* is permitted at 1500 Kerns Road.

g) Notwithstanding Subsection 3.2.2 d) of this Plan, individual *minor places of worship* are permitted at the following locations:

(i) 4209 Palladium Way;

(ii) 4691 Palladium Way;

(iii) 4721 Palladium Way; and

(iv) 4380 South Service Road.

h) *Institutional uses* proposed within the Rural Area *shall* only be permitted to locate within the Rural Settlement Area designations as shown on Schedule J, Land Use Plan – Rural Area, of this Plan.

i) The *City shall* initiate the development of a comprehensive, City-wide Post-Secondary Institution Strategy that will consider, at a minimum:

(i) an economic development strategy;

(ii) an analysis and discussion of the relative strengths and opportunities related to the potential to accommodate a post-secondary institution in Primary Growth Areas, including the Downtown or *Mobility Hubs* as compared with areas within the *Designated Greenfield Area*;

(iii) an analysis of the *infrastructure,* investments and supportive uses that would likely be required to support a potential post-secondary institution.

j) *Area-Specific Plans shall* identify and plan for future *public service facility* needs, as identified in Subsection 12.1.4 of this Plan, and *shall* have regard for potential future *institutional uses* which *may* be required to serve residents.

k) The implementing Zoning By-law *shall*:

(i) establish a specific zoning category applicable to publicly owned sites containing *public service facilities,* that *shall* permit *public service facilities* as well as other *institutional uses* deemed to be appropriate by the *City;*

(ii) subject to the policies of Subsections 3.2.2 a), b) and c) of this Plan, permit *public service facilities* and *institutional uses* within all Urban Area zones, with the exception of the zones implementing the Natural Heritage System designation, provided such uses abut a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, Neighbourhood Connector or Industrial Connector street, as identified on Schedules P-1, Classification of Transportation Facilities – Urban Area, of this Plan; and

(iii) establish regulations, where appropriate, regarding the location and associated *development* standards for *public service facilities* and *institutional uses* in order to achieve a high degree of *compatibility* with surrounding areas. Such regulations *may* include, but *shall* not be limited to, design standards, parcel size requirements, minimum setbacks and/or minimum separation distances from like uses or other *sensitive land uses*.

l) Surplus *public service facilities may* be acquired by the *City* where such lands and/or buildings are deemed to be required to fulfill a community need, are cost-effective, and in cases involving surplus public education facilities, the acquisitions meet Ministry of Education and Training Procedures.

m) *City*-initiated Official Plan amendments for the proposed reuse or alternative use of *public service facilities* or *institutional* lands and/or buildings *may* be considered, subject to the following:

(i) *compatibility* is achieved with existing and permitted uses on adjacent lands in accordance with the policies of Chapter 7, Design Excellence, of this Plan;

(ii) for amendments which propose the introduction of non-*public service facilities* or *institutional uses* on all or a portion of the subject lands, it is determined by the *City* that the lands will not be required to meet current or future City-wide land needs for *public service facilities* or *institutional uses;* and

(iii) for amendments which propose residential uses *shall* only be considered where the majority of residential units proposed are *assisted or special needs housing*.

n) The co-location of more than one *public service facility* and/or *institutional use* within a single building or site *shall* be *encouraged*.

o) Notwithstanding any policy of this Plan, *public service facilities* and *institutional uses shall* not be subject to a floor area maximum as identified within any land use designation contained within this Plan, with the exception of *institutional uses* located within an *Area of Employment* in accordance with Subsections 3.2.2 c) and d) of this Plan.

p) Notwithstanding Subsection 3.2.2 k) (ii) of this Plan, existing public education facilities not abutting a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector street as identified on Schedule P-1, Classification of Transportation Facilities – Urban Area, of this Plan, *shall* be a permitted use.

q) Day care facilities *shall* be subject to the following site plan considerations:

   (i) the day care maintains a character *compatible* with the surrounding neighbourhood in terms of *massing*, height, visual appearance, open space and *amenity areas*;

   (ii) adequate parking, vehicular ingress/egress and drop-off areas, are provided;

   (iii) adequate indoor and outdoor *amenity areas* for children's *recreation* are provided; and

   (iv) any unacceptable impacts on adjacent properties and the surrounding neighbourhood are mitigated to acceptable levels in terms of noise, lighting, odours, removal of vegetation or landscape buffers, sun-shadowing and privacy.

3.3 PARKS, RECREATION AND OPEN SPACE

Parks and open space are an essential component of a healthy and *sustainable* city. Parks, open space and *recreational* opportunities contribute to a healthier environment and healthier residents, improving both quality of life and public health outcomes. The policies in this section provide direction on parks and open space in all areas of the City.

3.3.1 OBJECTIVES

a) To recognize parks and open space lands as valuable resources to the community that play an important role in defining the character of the city and lifestyle of the City's residents.

b) To ensure that an adequate and equitable supply of parks and open space, and that a full range of leisure opportunities, are available throughout the City.

c) To collaborate with other agencies such as the school boards, Conservation Halton and the Region of Halton, in the planning and development of parks and other *recreation* and leisure facilities.

d) To implement the park classification system established in the Parks, Recreation and Cultural Assets Master Plan, as amended from time to time, in order to effectively address the parks and *recreational* needs of City residents.

e) To collaborate with partner agencies to create and enhance the Cootes to Escarpment Ecopark System and the Niagara Escarpment Parks and Open Space System.

3.3.2 POLICIES

a) The municipal parks system *shall* consist of Parkettes, Neighbourhood Parks, Community Parks, City Wide Parks and Special Resource Areas/Linkages. The function of each type of park is defined in the Parks, Recreation and Cultural Assets Master Plan, as amended from time to time. The main function of each park type is as follows:

   (i) a Parkette consists of a small land area that is designed to provide a variety of passive and visual benefits for the surrounding area;

   (ii) a Neighbourhood Park is designed and located to serve the *recreational* needs of a neighbourhood;

   (iii) a Community Park is designed and located to serve several neighbourhoods;

(iv) a City Park is designed to serve the leisure needs of all the residents of the City; and

(v) a Special Resource Area/Linkage is an area of parkland in its natural state used for conservation and/or preservation, and *may* include non-intensive recreation.

b) The policies in this section apply to all parks and open space throughout the City. Additional parks and open space policies are found in Chapter 8, Land Use Policies - Urban Area, Chapter 9, Land Use Policies – Rural Area, and Chapter 10, Land Use Policies - North Aldershot.

c) The location of neighbourhood parks, special resource areas/linkages and parkettes will not be designated on Schedule C, Land Use Plan – Urban Area, Schedule J, Land Use Plan – Rural Area, or Schedule L, Land Use Plan – North Aldershot Area, of this Plan.

d) The amount of parkland to be provided in the City, including the distribution of parkland by park type *shall* be defined in the Parks, Recreation and Cultural Assets Master Plan, as amended from time to time. The majority of new parkland *shall* be acquired by the *City* through the *development* approval process as parkland dedication in accordance with Subsection 12.1.3.6 of this Plan.

e) The *City shall* update the existing Parks, Recreation and Cultural Assets Master Plan.

f) Connections between neighbourhoods and parks, such as pedestrian and bicycle trails, *shall* be identified and secured during the *development* approval process. Provision for these connections *shall* be included in the design of the park. Additional policies related to trails and cycling are found in Subsection 6.2.4, Active Transportation, of this Plan.

g) The public acquisition and integration of *utility* corridors, such as railway rights-of-ways and hydro rights-of-ways, *shall* be *encouraged* for the purposes of expanding the City's walkway and bikeway systems.

h) A high priority *shall* be placed on environmental protection, public safety, public access and increased visibility along streets during the detailed design and development of parks.

i) Parks *shall* be located, designed and maintained to enhance the local neighbourhood or community.

j) In areas of the City that are deficient in parkland, parkettes *may* be developed by the *City* to respond to this deficiency.

k) The *City shall* work with other orders of government to coordinate strategies and funding opportunities to acquire and preserve parks and open space, with priority given to areas along the waterfront, the Cootes to Escarpment Ecopark System and the Niagara Escarpment Parks and Open Space System.

l) The design, development and use of Burloak Waterfront Park, Paletta Waterfront Park, LaSalle Park, Spencer Smith and Burlington Beach Waterfront Park *shall* be subject to Park Master Plans and revitalization plans. Each Master Plan *shall* be prepared by the *City*, in conjunction with the Region of Halton and Conservation Halton.

m) Consideration will be given to locating school sites and parks adjacent to one another, in order to achieve economies of scale and avoid duplication of services.

3.3.3 OTHER USES

3.3.3.1 CEMETERIES AND ACCESSORY FACILITIES

a) A *Cemetery* and *accessory* facilities and structures, including a *crematory, shall* be located in accordance with Provincial Land Use Compatibility Guidelines. A *crematory* which does not meet Provincial Guidelines *shall* be considered an *industrial use* and *shall* be subject to the Employment Lands policies contained in Section 8.2 of this Plan.

3.4 CULTURAL RESOURCES

Culture makes each place unique and *cultural resources* are central to building a vibrant, liveable and unique community. They have the ability to boost economic development and tourism by making destinations for visitors and local residents and are linked to other aspects of the City's overall health, including the environment.

Cultural resources include the following categories: Community Cultural Organizations; Creative Cultural Industries; Cultural Events and Festivals; Cultural Facilities and Spaces; *Cultural Heritage Resources*; Independent Artists; Natural Heritage; and Public Art.

The *City* recognizes the importance of planning for a wide range of arts, culture, *recreation* and leisure opportunities as well as the role of *cultural resources* in meeting the needs of the community and ensuring that each component contributes to the future quality of life. Benefits can include: enhanced civic pride and identity; enhanced tourism and economic development opportunities; site beautification; enhanced cultural vibrancy; new opportunities for the local cultural community; encouragement of community dialogue; and a lasting legacy for future generations.

3.4.1 OBJECTIVES

a) To support *cultural resources* in a way that contributes to increased cultural vibrancy and diversity in the community.

b) To increase the amount of publicly visible art throughout the City.

3.4.2 GENERAL POLICIES

a) The *City* will support a wide range of *creative cultural industries* in appropriate locations throughout the City.

b) The *City shall* maintain an inventory of *cultural resources*.

c) The *City may* assess opportunities for establishing cultural clusters or districts that can create a critical mass of cultural activity in specific geographic areas.

3.4.3 PUBLIC ART

a) The *City* will manage a City-wide public art program that will make art more visible throughout the City, in accordance with the Public Art Master Plan.

b) A citizens' panel *shall* advise and assist the *City* in the acquisition and sitting of public art.

c) The City *shall* ensure that public art is a consideration in all significant new and enhanced related capital projects.

d) The *City* will *encourage* the inclusion of public art in all significant private sector *development* across the City, using applicable planning tools and processes. Private sector developers will be *encouraged* to follow the best practices established by the *City* for the acquisition and selection of public art. The *City* will provide assistance in the application of these practices.

3.5 CULTURAL HERITAGE RESOURCES

Burlington's heritage is a living legacy that helps the community to understand its past, provides context for the present, and influences the future. *Cultural heritage resources* are comprised of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* and are located throughout the City. These resources provide physical and cultural links to the identity of the City, create a sense of civic pride, and contribute to the quality of life and enjoyment of the City by residents and visitors alike. The *conservation* of *cultural heritage resources* also contributes to the overall *sustainability* of the City.

This section contains objectives and policies which recognize the irreplaceable nature of *cultural heritage resources* and provides a framework for their identification, promotion, and *conservation*.

3.5.1 OBJECTIVES

a) To recognize and raise awareness of *cultural heritage resources* in the City.

b) To *encourage* and support public and private stewardship of, and custodial responsibility for, the City's *cultural heritage resources*.

c) To *encourage* innovation and creativity in the maintenance, *rehabilitation*, renovation, and reuse of *cultural heritage resources*.

d) To minimize the demolition, destruction, deterioration, and inappropriate alteration and/or use of *cultural heritage resources* in accordance with legislative authority and sound heritage conservation practices.

e) To identify *cultural heritage resource* conservation issues early on and throughout in the land use planning and decision-making process.

f) To ensure that *re-development* and/or new *development* in areas with cultural heritage character does not detract from the overall cultural heritage character of the area.

g) To identify *archaeological resources* and areas of archaeological potential and to ensure that significant *archaeological resources* are conserved on lands where *development* or *site alteration* is proposed.

h) To identify *cultural heritage landscapes* in the City containing *built heritage resources*, structures, streets, *archaeological resources*, or natural elements or open spaces of architectural or historic significance, that are valued by a community for their interrelationship, meaning or association.

i) To *encourage* an active and engaged approach to heritage conservation, and to provide practical advice to owners of heritage resources about the means of protecting and maintaining *cultural heritage resources*.

j) To *encourage* and develop private and public financial and non-financial support for the conservation of *cultural heritage resources* and to support the continuing use, reuse, care and conservation of *cultural heritage resources* by encouraging property owners to seek out and apply for any available funding for conservation work and good stewardship.

k) To *encourage* other orders of government, including the Region of Halton, Provincial ministries, and Conservation Halton, to take actions to *conserve*, improve and use the City's *cultural heritage resources*.

3.5.2 POLICIES

3.5.2.1 USE AND TREATMENT OF CULTURAL HERITAGE RESOURCES

a) The *City shall* protect, improve and manage its *cultural heritage resources* in a manner that furthers the objectives of this Plan and sets an example of leadership for the community in the *conservation* of *cultural heritage resources*. Heritage *conservation* planning *shall* be an integral part of the land use planning process in the City.

b) The *City shall* consult its municipal heritage committee (Heritage Burlington) with regard to the identification, protection, use and treatment of *cultural heritage resources*.

c) *Cultural heritage landscape*s, historic *cemeteries* and significant views *shall* be inventoried and *conserved.*

d) The *City may* develop and implement a cultural heritage *conservation* strategy that will further the objectives of this Plan and *may* involve the implementation of a range of *conservation* tools to complement land use planning initiatives. The *City may* use government and/or non-government funding, including grants, loans and/or tax rebates to assist in the implementation of heritage *conservation* objectives.

e) *Cultural heritage resources shall* be protected and *conserved*, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada and other recognized heritage protocols and standards.

f) The *City shall* use criteria established by Provincial regulation under The Ontario Heritage Act for determining cultural heritage value or interest and for identifying and evaluating properties for listing on the Municipal Register and for designation under The Ontario Heritage Act. The *City may* further refine these criteria and provide guidelines for their use.

3.5.2.2 PUBLIC ENGAGEMENT

a) *Cultural heritage resources shall* be *conserved* through actions that are determined in consultation with the municipal heritage committee (Heritage Burlington), local residents, property owners, special interest groups and government agencies. These actions include id*entifyin*g, managing, interpreting and using *cultural heritage resources* in responsible, creative and sustainable ways.

b) The municipal heritage committee (Heritage Burlington) *shall* advise and assist the *City* on matters relating to *cultural heritage resources* and *shall* promote heritage conservation and collaborative stewardship within the City, through public engagement and communication initiatives.

3.5.2.3 IMPLEMENTATION

a) A Municipal Register of Cultural Heritage Resources *shall* be maintained in consultation with the municipal heritage committee (Heritage Burlington).

b) The Municipal Register *shall* contain all properties designated under The Ontario Heritage Act and *may* contain properties of cultural heritage value or interest to the City or a community, that are not designated under The Ontario Heritage Act. The Municipal Register *may* contain documentation including legal description(s), owner information, and a description of the *heritage attributes* for each designated and listed *cultural heritage resource*. To ensure effective protection and to maintain its currency, the Municipal Register *shall* be updated regularly and be accessible to the public.

c) The *City should* participate in the *conservation* and *development* of *cultural heritage resources* through a range of actions which *may* include acquisition, assembly, resale, joint venture, tax incentives, grant or loan programs or other forms of involvement that will result in the sensitive *conservation* of those resources.

d) Pursuant to The Ontario Heritage Act*,* The Planning Act*,* The Building Code Act, The Municipal Act, or any other relevant legislation, the *City may* pass by-laws or adopt other measures for the management and *conservation* of *cultural heritage resources.*

e) The *City* will *encourage*, where appropriate, the adaptive re-use of a *built heritage resource* in a manner that is not destructive to the character-defining attributes of the resource.

f) Pursuant to the provisions of The Ontario Heritage Act, the *City may* enter into heritage conservation easement agreements with private property

owners to ensure the long-term maintenance and conservation of *cultural heritage resources*.

g) The *City may* develop provisions within the Comprehensive Zoning By-law to ensure that the *development* of properties containing *cultural heritage resources*, and the *development* of properties adjacent to *cultural heritage resources,* is *compatible* with the existing heritage character of an area.

h) *Area-Specific* planning land use studies and *community improvement plans* and programs, including the provision of *infrastructure*, *shall* identify *cultural heritage resources* that exist in the area under study and propose ways to *conserve*, integrate, protect and enhance any significant *cultural heritage resources*.

3.5.2.4 HERITAGE DESIGNATION

a) The designation of *cultural heritage resources* under the provisions of The Ontario Heritage Act, *shall* be pursued to implement the objectives and policies of this Plan.

b) The *City may* give priority to designating non-designated properties listed on the Municipal Register over other historic properties.

c) The *"*Statement of Significanc*e"* in a designation by-law *shall* outline the character-defining attributes that must be maintained and which define the heritage value of the *cultural heritage resource*.

d) Owners of *cultural heritage resources* designated under The Ontario Heritage Act *shall* be required to *conserve* the *heritage attributes* identified in the Statement of Significance of the resource.

e) *Cultural heritage resources may* be *conserved* through designation as Heritage Conservation Districts under The Ontario Heritage Act where some or all of the following criteria have been met:

(i) the District contains *cultural heritage resources* that reflect an aspect of local history by nature of location and historical significance of setting;

(ii) the District contains *cultural heritage resources* that are of a style of architecture or method of construction which is historically or architecturally significant to the City, Region or Province;

(iii) the District contains other important earth science features, *archaeological resources*, natural heritage features or linkages, landscape or aesthetic attributes that are not sufficient for individual designation, but lend support in evaluating the criteria for designation; and

(iv) that together are of cultural heritage value to a community for their interrelationship, meaning or association, which is explored and determined through a community engagement process.

3.5.2.4.1 USE AND TREATMENT OF DESIGNATED CULTURAL HERITAGE RESOURCES

a) *Cultural heritage resources* designated under The Ontario Heritage Act *shall* be *conserved* in accordance with best practices in heritage *conservation*. Erection, demolition, alteration or removal of any building or structure, or *site alterations* to any property or landscape designated under The Ontario Heritage Act, *shall* require a heritage permit from the *City.*

b) Alterations to *cultural heritage resources* designated under The Ontario Heritage Act, including the demolition or removal of buildings and structures on the property, *shall* require the written consent of the *City* and, where identified by the *City* in consultation with Heritage Burlington, *shall* require the submission of a Heritage Impact Statement prepared by a *Qualified Person.*

c) Any alteration to an existing building and/or new construction within a Heritage Conservation District under The Ontario Heritage Act *shall* be considered on the property's assessed heritage value and contribution to the character of the district as determined by the district guidelines.

3.5.2.5 DEVELOPMENT/RE-DEVELOPMENT POLICIES

a) All *development shall* consider *cultural heritage resources* and, wherever feasible, incorporate these resources into any *development* plans in a way that *conserves* the character-defining attributes of the *cultural heritage resource.*

b) If *development* is proposed on any property listed on the Municipal Register, the property, or portions of the property, *may* be considered for heritage designation or the entering into of a heritage easement agreement, to secure *conservation* of *significant cultural heritage resources*.

c) All options for the retention of *cultural heritage resources* in their original location *shall* be exhausted before resorting to re-location. The following alternatives *shall* be given due consideration in order of priority:

(i) on-site retention in the original use and location and integration with the surrounding or new *development*;

(ii) on-site retention in an adaptive re-use;

(iii) re-location to another site within the same *development*; and

(iv) re-location to a sympathetic site within the City.

d) Completion of a Heritage Impact Study by a *Qualified Person shall* be required prior to any approvals for proposed *development* or *re-development* where the *City* foresees potential unacceptable impacts on the character-defining attributes (including important landscapes, vistas and *streetscape*) of a property designated pursuant to The Ontario Heritage Act, or of a property worthy of designation, as determined by The Ontario Heritage Act. Completion of a Heritage Impact Study *may* be required prior to any approvals for proposed *development* or *re-development* where the *City* foresees potential unacceptable impacts on the cultural *heritage attributes* of any other property identified on the City's Municipal Register. The applicant *shall* submit a Heritage Impact Statement when:

   (i) the proposal requires an Official Plan Amendment, a zoning by-law amendment, a plan of subdivision, a plan of condominium, a site plan application, or where necessary, a consent or minor variance application;

   (ii) the proposal involves the demolition of a building or the removal of a building or landscape feature or part thereof of a *cultural heritage resource*;

   (iii) there is potential for unacceptable impacts to a *cultural heritage resource* from the proposed *development.*

e) If a *development* proposal substantially changes in scope and/or design from that described in the Heritage Impact Statement, the *City may* require that the applicant submit additional information, including a revised Heritage Impact Statement.

f) Approval of *development* or *re-development* on lands containing *cultural heritage resources* and/or within a *cultural heritage landscape* may be subject to *conservation* of the *cultural heritage resource*. Should the *City,* in consultation with its municipal heritage committee (Heritage Burlington), determine that the proposal to alter, demolish or erect a structure that would detract from, or indirectly impair the character, quality, *heritage attributes* or stability of a significant *cultural heritage resource*, the proposal *shall* be subject to the recommendations of a Heritage Impact Statement.

g) *Cultural heritage resources* that are to be removed, demolished, or significantly altered with the appropriate approvals from the *City, shall* be recorded for archival purposes with a history, photographic record and measured drawings, as appropriate, before alteration, removal or demolition. Such documentation *shall* be made available to the *City* for archival purposes.

h) Local *utility* companies and public works projects *shall* locate equipment and devices and conduct work in such a manner so that they do not detract from the visual character of the character-defining attributes of *cultural heritage resources.*

i) In all areas, care *shall* be taken to *preserve landmark trees* and other vegetation or landscapes of heritage significance and/or scenic value. The inclusion of *landmark trees* and *tree* and hedge lines *shall* be considered in the design of any *development*. Where removal of a *landmark tree(s)* and/or other vegetation or landscapes of heritage significance and/or scenic value is proposed, the applicant *may* be required to revise the site layout such that *significant* landscape features are retained.

j) The *City may* require a letter of credit or other financial security satisfactory to the *City,* from the owner of property containing a *cultural heritage resource* or of property within a cultural *heritage landscape,* to secure:

(i) protection of the resource during *development* and/or re-location; and/or,

(ii) implementation of measures to *conserve* the *cultural heritage resource* approved by the *City.*

3.5.2.5.1 CULTURAL HERITAGE LANDSCAPES

a) The proponent of a major *development, utility or infrastructure* proposal within the Cultural Heritage Landscape Study Area Boundary identified in Appendix H of this Plan *shall* prepare a Cultural Heritage Landscapes Impact Assessment. The Assessment *shall* include:

(i) the identification and evaluation of *cultural heritage resources,* natural features and landscape and aesthetic attributes within and adjacent to the Cultural Heritage Landscape Study Area and the interrelationships among them;

(ii) public and agency consultation to assess the significance and value of the landscape and its components to the community;

(iii) mapping of *cultural heritage resources* and attributes and of the boundaries of the *cultural heritage landscape* as identified through the Assessment;

(iv) a Statement of Significance providing a brief summary of the cultural heritage value or interest, historical integrity and community value of the *cultural heritage landscape* as developed during the evaluation of its significance; and

(v) recommended measures and strategies to *conserve* the *cultural heritage landscape.*

b) The recommendations of an approved Cultural Heritage Landscape Impact Assessment *shall* be implemented through approvals required under The Planning Act, The Niagara Escarpment Planning and Development Act and other applicable legislation and regulations.

3.5.2.5.1 ARCHAEOLOGICAL RESOURCES

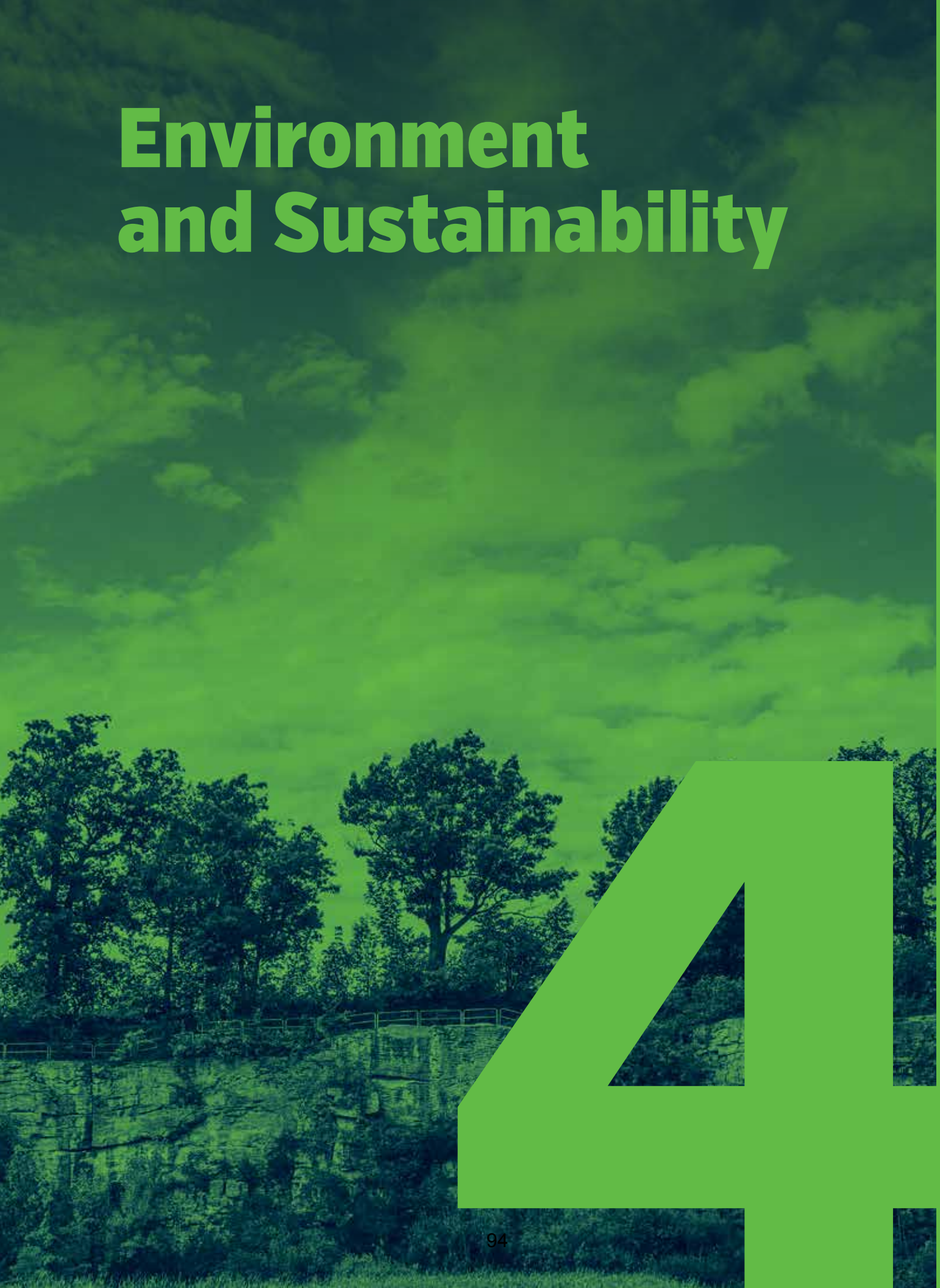
a) *Development* and *site alteration shall* not be permitted on lands containing *archaeological resources* or *areas of archaeological potential* unless *significant archaeological resources* have been *conserved*. In consultation with the Provincial and Regional governments, the need for the study and *conservation* of *significant* archaeological sites *shall* be determined during the review of *development* proposals. An archaeological survey and the *conservation* or rescue excavation of *significant archaeological resources*, that *may* be affected by the *development may* be required. Archaeological assessments and mitigation must be done by an archaeological consultant licensed by the appropriate Provincial Ministry.

b) The *City* recognizes the role of the Regional Municipality of Halton in maintaining and implementing the Archaeological Master Plan. The Archaeological Master Plan *shall* be referenced as an important planning tool and implemented within the boundaries of the City and *shall* be a consideration as part of any planning process.

c) Any archaeological or other artifacts of heritage significance discovered on properties during the *development* of privately-owned land *shall* be deeded gratuitously to the appropriate *public authority.*

d) Removal of artifacts from an archaeological site *shall* be prohibited, except in accordance with the requirements of The Ontario Heritage Act, the Provincial Government or the *City.*

Environment and Sustainability



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ENVIRONMENT AND SUSTAINABILITY

Sustainable development is about meeting the needs of today without compromising the needs of future generations. The goal of *sustainable development* is to create City systems and built form that support the kinds of communities and connections that provide social, economic and environmental well-being now and in the future.

In 1990, Burlington City Council declared the City a *Sustainable Development* Community and in 1994 City Council adopted principles and objectives of *Sustainable Development* to guide future *development*. Council's 2015 - 2040 Strategic Plan reaffirms the *City's* commitment to *sustainable development*. This section of the Official Plan reflects the *City's* intention to continue to be a prosperous, liveable and healthy community through the process of s*ustainable development*. This includes policies to protect and enhance the Natural Heritage System, *urban forest,* and our *watersheds,* to achieve *sustainable* design and environmental *compatibility* and address climate change, contamination and other environmental matters.

While the policies in the section are primarily related to environmental *sustainability,* it is important to note that the principle of *sustainable development* has been applied to all policies throughout the Official Plan to achieve *sustainable* land use patterns, transportation systems and community development.

The principles and objectives of *sustainable development* as adopted by *City* Council are included as Appendix D of this Plan, and *may* be amended from time to time without requiring an amendment to the Plan.

The *City* will maintain a citizens' advisory committee to advise and assist the *City* on the implementation of Principles and Objectives of Sustainable Development (see Appendix D of this Plan), through the review of *development applications*, policies and other matters of interest in accordance with the terms of reference adopted and periodically reviewed by the *City.*

4.1 CLIMATE CHANGE AND AIR QUALITY

In order to achieve *sustainable* community, and human and ecosystem health, climate change and air pollution must be addressed. Climate change and air pollution impacts are caused primarily by burning fossil fuels, resulting in the emission of greenhouse gases and air pollutants. These impacts can be reduced through *sustainable* and efficient land use and transportation policies that reduce air and greenhouse gas emissions. This section highlights policies that contribute to the mitigation of emissions, policies that enhance carbon sinks such as the

Natural Heritage System, and policies that address adaptation in order to minimize our vulnerability to the unacceptable impacts of climate change.

4.1.1 OBJECTIVES

a) To increase community resiliency to climate change through mitigation and adaptation measures.

b) To work towards the goal of the City community being net carbon-neutral.

c) To enhance air quality.

4.1.2 POLICIES

a) The *City shall* work to improve air quality and energy efficiency and to mitigate and adapt to climate change through land use and transportation policies related to:

   (i) maintaining the urban boundary and seeking a *compact urban form* in urban centres, nodes and corridors and *mobility hubs*;

   (ii) achieving mixed use *development* to *encourage* walking, cycling and transit;

   (iii) locating *intensification* in areas which are well served by existing or planned transit;

   (iv) establishing transportation policies, such as *transportation demand management*, that promote and *encourage* modal shift towards transit and active transportation;

   (v) implementing parking management policies, primarily through the Zoning By-law, that do not undermine transit and active *modes* of transportation;

   (vi) establishing policies that protect, maintain and enhance the *urban forest* and Natural Heritage System;

   (vii) establishing policies to manage natural hazards and water resources;

   (viii) encouraging energy generation from renewable sources and community energy solutions such as micro grids, district energy, and energy storage;

   (ix) *encouraging sustainabl*e and energy efficient buildings; and

   (x) addressing air quality impacts through land use *compatibility* policies.

4.2 NATURAL HERITAGE SYSTEM

The City's Natural Heritage System (NHS) makes a valuable contribution to the environmental, economic, social and cultural well-being of the City and to the health of its residents. Natural features such as Lake Ontario, Burlington Bay/Hamilton Harbour and Cootes Paradise, the Niagara Escarpment, and the forests and valleys have helped to shape the character of the City.

The Natural Heritage System is made up of natural features and areas, such as *woodlands* and *wetlands*, and the linkages and interrelationships among them, and with the surrounding landscape. A healthy Natural Heritage System provides a wide range of benefits to the City's residents, farms and businesses including: protecting water resources; moderating storm runoff, flooding and erosion; reducing air pollution and acting as a sink for greenhouse gases; maintaining biodiversity and native plant and wildlife populations; and providing opportunities for residents and visitors to experience and enjoy nature.

The *City's* Natural Heritage System policies are directed at planning and managing the City's natural heritage features and the interconnections among them as an integrated system that is part of a much larger system extending beyond the City's boundaries. They are designed to strike a balance between protection and enhancement of the Natural Heritage System and community growth and *development.*

4.2.1 OBJECTIVES

a) To maintain, enhance or restore the long-term ecological health, integrity and biodiversity of the Natural Heritage System and its *ecological* and hydrologic *functions.*

b) To maintain the linkages and functional interrelationships among natural heritage features, surface and *groundwater features and hydrologic functions.*

c) To maintain and enhance the landscape quality and open space character of the Niagara Escarpment.

d) To provide a buffer to prominent Escarpment features.

e) To recognize and support *agriculture* as a primary activity and a complementary and *compatible* use within *Prime Agricultural Areas*, in accordance with the policies of Subsection 9.2.4, Prime Agricultural Areas, of this Plan.

f) To protect or enhance *Key Natural Features,* without limiting the ability of *agricultural uses* to continue.

g) To direct *development* to locations outside *hazard lands*.

h) To reduce flooding, erosion and sedimentation.

i) To preserve examples of the landscape that display significant earth science features and their associated processes.

j) To enhance air quality.

k) To provide opportunities for scientific study, education and appropriate passive recreation.

l) To provide opportunities for passive outdoor recreational activities within the Natural Heritage System, where appropriate.

4.2.2 GENERAL POLICIES

a) The Natural Heritage System consists of the City's Natural Heritage System and the Greenbelt Natural Heritage System. The Natural Heritage System (NHS) designation is shown on Schedule C, Land Use Plan –Urban Area and on Schedule J, Land Use Plan – Rural Area. The Natural Heritage System and its components are defined by the policies of this Plan.

b) The City's Natural Heritage System is made up of:

(i) areas designated on Schedule J, Land Use Plan-Rural Area, of this Plan;

(ii) the shoreline along Lake Ontario and Burlington Bay/Hamilton Harbour; and

(iii) *significant habitats of endangered species and threatened species* not designated on Schedule J, Land Use Plan-Rural Area, of this Plan.

c) The Natural Heritage System embodies a systems approach to protecting and enhancing natural features and *ecological functions* and is scientifically structured on the basis of the following components:

(i) *Key Natural Features*, which include:

a. *habitat of endangered and threatened species*;

b. *significant wetlands*;

c. *significant coastal wetlands;*

d. *significant woodlands*;

e. *significant valleylands;*

f. *significant wildlife habitat;*

g. *significant areas of natural and scientific interest;* and

h. *fish habitat;*

(ii) *Key Natural Features* that have been identified are shown on Schedule N, The Natural Heritage System, of this Plan;

(iii) enhancements to the *Key Natural Features* including *Centres for Biodiversity;*

(iv) *linkages;*

(v) *buffers;*

(vi) *watercourses* that are within a Conservation Halton Regulation Limit or that provide a *linkage* to a *wetland* or a *significant woodland*; and

(vii) *wetlands* other than those considered *significant* under Subsection 4.2.2 c) (i) of this Plan.

d) Included within the City's Natural Heritage System are:

(i) Escarpment Natural Areas and Escarpment Protection Areas as identified in the Niagara Escarpment Plan; and

(ii) regulated *flood plains* as determined, mapped and refined from time to time by Conservation Halton.

e) Those lands that are within the Natural Heritage System but are outside the *Key Natural Features,* and those where the only *Key Natural Feature* is a *significant* earth science *area of natural and scientific interest*, also are part of the Agricultural Land Base as shown on Schedule K, The Agricultural System-Rural Area, of this Plan. Within those lands *agriculture* is recognized, supported and promoted in accordance with the policies of Section 9.2, Agricultural System, of this Plan.

f) The boundaries of the City's Natural Heritage System, and of *Key Natural Heritage Features* and other components within it, *may* be refined, with additions, deletions and/or boundary adjustments, through:

(i) a sub-watershed study accepted by the *City* and the Region and undertaken in the context of an *Area-Specific Plan;*

(ii) an individual Environmental Impact Assessment (EIA) accepted by the *City* and the Region, as required by this Plan; or

(iii) similar studies based on terms of reference accepted by the *City* and the Region.

g) Refinements to the Natural Heritage System *shall* be determined at an early stage in the planning process or the *development* or *site alteration application* process and in the broadest available context, at a point where

there is greater opportunity to design the *development* to protect and enhance the natural features and *ecological functions* of all components of the Natural Heritage System and hence to improve the long-term *sustainability* of the System as a whole.

h) Refinements to the boundaries of the following *Key Natural Features shall* only be made with the agreement of the agency indicated below:

(i) Provincial *Areas of Natural and Scientific Interest* - the Provincial government;

(ii) *significant wetlands* and *significant coastal wetlands* – Conservation Halton and the Provincial government.

i) Once refinements to the boundaries of the City's Natural Heritage System or its components have been approved through an approval process under The Planning Act, these refinements *shall* be in effect on the date of such approval and the Natural Heritage System policies of this Plan *shall* apply.

j) Minor refinements to the boundaries of the City's Natural Heritage System or its components may be made without an amendment to this Plan. The *City* will maintain mapping showing such refinements and incorporate them as part of the *City's* statutory review of this Plan. Major changes to boundaries, or the removal or addition of *Key Natural Features* identified on Schedule N – The Natural Heritage System, of this Plan, *shall* require an amendment to this Plan.

k) If, through the review of a *development application*, it is found that there are *natural heritage feature(*s) or hydrologic features or functions that have not been adequately identified or evaluated, or that new information has become available, the applicant *shall* be required to have an Environmental Impact Assessment prepared in consultation with the *City,* Halton Region and Conservation Halton and, where appropriate, the Province.

l) Existing *agricultural operations* are a permitted use within the *Key Natural Features* and can continue. In interpreting the extent of existing *agricultural operations*, the history of such operations will be taken into consideration, as well as any role the *natural heritage features* or functions *may* play in complementing the *farming* activity.

m) The *City shall* apply a systems based approach to *development* within the Natural Heritage System, including the *development* of permitted uses, by:

(i) prohibiting *development* and *site alteration* within:

a. *significant wetlands* and *significant* coastal *wetlands;*

b. *fish habitat* except in accordance with Provincial and Federal

legislation or regulations*;*

c. the *habitat of endangered species and threatened species* located within *Key Natural Features.* Elsewhere in the Natural Heritage System*, development* and *site alteration shall* not be permitted except in accordance with Provincial and Federal legislation or regulations; and

d. *hazardous lands* and other areas regulated by Conservation Halton, unless permission has been received by Conservation Halton;

(ii) not permitting *development* or *site alteration* within any components of the City's Natural Heritage System unless it has been demonstrated through an Environmental Impact Assessment (EIA) or equivalent study that there will be no *negative impacts* on the *natural heritage features and areas* or their *ecological functions*. In applying this *policy*, *agricultural operations* are considered as *compatible* and complementary uses in those parts of the Natural Heritage System within the Agricultural System and are supported and promoted in accordance with the policies of this Plan;

(iii) applying the Natural Heritage System policies of this Plan to *development applications* within the City that are located adjacent to a designated Natural Heritage System or designated *Key Natural Heritage Features* in an adjacent municipality;

(iv) supporting the interconnection of the Natural Heritage System to Natural Heritage System*s* in neighbouring municipalities.

n) Where appropriate, the *City* will enhance the function of the City's Natural Heritage System through the *development* process by locating local open space adjacent to or near the City's Natural Heritage System and designing and managing that open space to enhance natural features and *ecological functions.*

o) *Development* or *site alteration shall* not be permitted within a Significant Earth Science *Area of Natural and Scientific Interest* (ANSI) if it will have *significant negative impacts* on the earth science features or values for which the area was identified, or on *natural heritage features* or *ecological functions* related to the ANSI.

p) The designation of land as part of the Natural Heritage System does not imply:

(i) that those lands are available or open to public use; or

(ii) that the *City* intends to purchase or assume an interest in those lands.

4.2.3 GREENBELT NATURAL HERITAGE SYSTEM

a) The Greenbelt Natural Heritage System is shown as an overlay on Schedule N, The Natural Heritage System, of this Plan.

b) The Greenbelt Natural Heritage System represents a systems approach to protecting natural features and functions within the Greenbelt Plan Area and its construct is equivalent to that of the City's Natural Heritage System described in Subsection 4.2.2 b) of this Plan. The *Key Natural Features* within the Natural Heritage System referred to under Subsection 4.2.2 b) of this Plan, and the following *Key Natural Features* within the Greenbelt Natural Heritage System are shown on Schedule N, The Natural Heritage System, of this Plan:

(i) sand barrens, savannahs and tall grass prairies;

(ii) permanent and intermittent streams;

(iii) lakes;

(iv) seepage areas and springs;

(v) alvars; and

(vi) significant habitat of special concern species.

c) While the Greenbelt Natural Heritage System and the City's Natural Heritage System have different sets of planning policies, they complement each other and together implement the *City*'s vision of a *sustainable* Natural Heritage System that preserves and enhances the biological diversity and *ecological functions* of the City. Within those parts of the Greenbelt and City's Natural Heritage System*s* that are within the Agricultural System described in Section 9.2 of this Plan, *agricultural operations* are considered as *compatible* and complementary uses towards implementing this vision.

d) Refinements to the boundaries of the Greenbelt Natural Heritage System are not permitted unless as a result of amendments to the Greenbelt Plan. The boundaries of *Key Natural Features* within the Greenbelt Natural Heritage System *may* be refined through a watershed plan or sub-watershed study, an individual Environmental Impact Assessment (EIA), or similar studies accepted by the *City* and the Region.

e) The *City shall* prohibit *development* or *site alteration* within the *Key Natural Features* of the Greenbelt Natural Heritage System, except in accordance with the policies of this Plan.

f) The *City shall* not permit *development* or *site alteration* on lands adjacent to the *Key Natural Features* of the Greenbelt Natural Heritage System unless the proponent has evaluated the *ecological function*s of these lands through an Environmental Impact Assessment (EIA) in accordance with Subsection 4.2.4 of this Plan.

g) Notwithstanding Subsections 4.2.3 e) and f) of this Plan, the *City may* permit the following uses within *Key Natural Features* of the Greenbelt Natural Heritage System, subject to the applicable policies of this Plan:

(i) *forest, fisheries* and *wildlife management* that is carried out in a manner that maintains or, where possible, improves these features and their functions;

(ii) conservation and flood or erosion control projects if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered;

(iii) archaeological activities;

(iv) *essential* transportation and *utility* facilities;

(v) non-intensive recreation uses such as nature viewing, pedestrian trails and small-scale structures (such as boardwalks, footbridges, fences, docks, and picnic facilities), where *negative impacts* are minimized;

(vi) *existing uses*, including existing *agricultural* uses; and

(vii) *mineral aggregate resource* extraction, subject to the policies of Section 4.10 of this Plan.

h) The proponent of any *development* or *site alteration*, including public works, that is located wholly or partially within the Greenbelt Natural Heritage System or within 120 m of a *Key Natural Feature shall* be required to carry out an Environmental Impact Assessment (EIA). The EIA will identify a *vegetation protection zone* which:

(i) is of sufficient width to protect the *Key Natural Feature* and its functions from the *negative impacts* of the proposed change and associated activities that may occur before, during, and after, construction, and where possible, restore or enhance the feature and/or its function; and

(ii) is established to achieve, and be maintained as natural self-sustaining vegetation.

i) Notwithstanding Subsection 4.2.3 h) of this Plan, for *agriculture*-related *development* or *site alteration*, the requirement for an EIA is reduced to

within 30 m of a *Key Natural Feature*. *Agricultural* uses *may* be exempted from the requirement to establish a natural self-sustaining *vegetation protection zone* if the land is, and will continue to be, used for *agricultural* purposes.

j) Notwithstanding Subsection 4.2.3 i) of this Plan, a minimum *vegetation protection zone* 30 m wide *shall* be required for *wetlands*, seepage areas and springs, *fish habitat*, permanent and intermittent streams, lakes, and *significant woodlands*, measured from the outside boundary of the *Key Natural Feature*.

k) Notwithstanding Subsections 4.2.3 h), i) and j) of this Plan, the expansion of existing *agricultural* buildings and structures, residential dwellings, and *accessory uses* to both, *shall* be permitted within *Key Natural Features* without the requirement of an EIA, subject to it being demonstrated to the satisfaction of the *City* and the Region that:

(i) there is no alternative and the expansion, alteration or establishment is directed away from the *Key Natural Feature* to the maximum extent possible;

(ii) the impact of the expansion or alteration on the *Key Natural Feature* and its functions is minimized to the maximum extent possible; and

(iii) the *development shall* be on the basis of private, individual well water supply and waste water treatment in accordance with Subsections 9.1.2 d) and f) of this Plan.

4.2.4 ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

a) Where any of the following *developments* or *site alterations* is proposed, the proponent *shall* be required to carry out an Environmental Impact Assessment (EIA) to the satisfaction of the *City,* Halton Region and, where appropriate, Conservation Halton:

(i) the following buildings and structures if located wholly or partially inside or within 30 m of any *Key Natural Feature* of the City's Natural Heritage System other than where the only *Key Natural Feature* is a *significant* earth science *area of natural and scientific interest*;

a. single detached dwellings on existing *lots* and their *accessory* uses;

b. *agricultural* buildings and structures, and expansions to such buildings and structures, with a footprint not exceeding 1,000 sq. m. If the proposed *agricultural* buildings or structures are located entirely within the boundary of an existing farm *building*

cluster that is surrounded by *woodlands, an En*vironmental Impact Assessment is not required if there is no *tree* removal within the *woodlands;*

(ii) *agricultural* buildin*gs and str*uctures, and expansions to such buildings and structures, with a footprint over 1,000 sq. m*,* that are located wholly or partially inside or within 30 m of the *City's* Natural Heritage System; and

(iii) all other *developments* or *site alterations*, including public works, that are located wholly or partially inside or within 120 m of the *City's* Natural Heritage System.

b) The *City may* waive the requirement for an EIA if:

(i) the *City*, in consultation with Halton Region, and Conservation Halton where applicable, determines that the *development* or *site alteration* is not likely to result in *negative impacts* on *natural heritage features and areas* or their *ecological functions*; or

(ii) the *development* or *site alteration* is exempt or modified by other specific policies of this Plan.

c) The purpose of an Environmental Impact Assessment is to demonstrate that the proposed *development* or *site alteration* will result in no *negative impacts* to the City's Natural Heritage System or its ecologic functions, and to *sensitive* surface and *groundwater features* and their hydrologic functions, to assess the potential environmental impacts, and to recommend requirements for impact avoidance and mitigation measures and opportunities for environmental enhancement and restoration.

d) An Environmental Impact Assessment *shall* be prepared by a *qualified person* in accordance with Halton Region guidelines. The Environmental Impact Assessment *shall* also address the requirements of Conservation Halton, the Niagara Escarpment Commission and Provincial Ministries, where appropriate.

e) If an Environmental Assessment, or equivalent study prepared under Federal or Provincial requirements, satisfies the Region's guidelines, an Environmental Impact Assessment *shall* not be required but the proponent *shall* implement those recommendations of the Environmental Assessment that address the *City's* policies in accordance with Subsection 4.2.4 c) of this Plan.

f) Through the Environmental Impact Assessment, the boundaries of *Key Natural Features* and other components of the Natural Heritage System will be delineated on site by the applicant, corroborated by Regional staff and

Conservation Halton staff and Provincial Ministries where appropriate. The surveyed boundaries *shall* be shown on any plans submitted as part of a complete *development application*.

g) Within the *watershed* of Burlington Bay/Hamilton Harbour, an Environmental Impact Assessment *shall* address the goals, objectives and policies of the Hamilton Harbour Remedial Action Plan.

h) The recommendations of an approved Environmental Impact Assessment, including the placement of *lot* lines and structures, and *buffers* and *development* setbacks, *shall* be implemented through zoning bylaws, site plan control and conditions of planning approval and/or regulations by the *City* or another appropriate *public authority* such as the Region, Province or Conservation Halton.

i) Conditions *may* be placed on any proposed *development* design to restore the natural character of degraded components of the Natural Heritage System.

4.2.5 NATURAL HERITAGE SECUREMENT

a) The *City* supports the *securement* of lands within the Natural Heritage System to protect them for present and future generations. These lands *may* also provide important recreational opportunities, where appropriate.

b) The *City* will obtain, or assist Conservation Halton and other *public authorities* in obtaining, lands within the Natural Heritage System through the *development* approval process, as permitted by legislation.

c) If a *development application* involves lands in or adja*cen*t to the Natural Herita*ge Sy*stem*,* the *City shall* seek*,* through the *development* approval pro*cess,* the dedication of those lands and associated *buffer* lands to the *City,* Conservation Halton, another *public authority* or a private conservation organization. The *City may* employ the community benefits provisions of Section 37 of The Planning Act to *encourage* the retention or dedication of components of the Natural Heritage System*,* as provided for in Subsection 12.1.3.1.5 of this Plan.

d) The *City* will collaborate with the Region, Conservation Halton, the Niagara Escarpment Commission, other *public authorities* and private conservation organizations in the voluntary *securement* of lands within the Natural Heritage System. The *City* will consider all options for the voluntary *securement* of lands within the Natural Heritage System, the Cootes to Escarpment Ecopark System and the Bruce Trail. These options include, but are not limited to:

(i) land *purchases*;

(ii) land exchanges;

(iii) long-term leases;

(iv) density transfers;

(v) flexible *development* standards*;*

(vi) *c*onservation easement agreements;

(vii) donations; and

(viii) *beque*sts.

e) Severances will be permitted to enable the *securement* of lands that are within the Natural Heritage System or associated with the Bruce Trail by a *public authority* or *City*-approved conservation organization*,* provided that the severance is for conservation purposes or supports the Bruce Trail and does not result in the creation of a new developable non-farm *lot*.

4.3 URBAN FORESTRY

The *urban forest* provides various benefits and services to the *City*, including the reduction of air pollution, water attenuation, moderation of the *urban heat island effect*, carbon sequestration, shade, habitat for wildlife, neighbourhood character and health benefits.

The *City*'s Urban Forest Management Plan (UFMP) was developed with the purpose of increasing *urban forest* management effectiveness and efficiency, improving *tree* health and diversity, minimizing risks to the public and maximizing the benefits provided by a healthy and *sustainable urban forest.* The policies in this section assist with the implementation of the UFMP and provide guidance related to the protection and planting of *trees* in all areas of the City.

4.3.1 OBJECTIVES

a) To ensure that opportunities for the protection of *trees* both within and outside of the City's Natural Heritage System are fully considered through the planning process and capital projects.

b) To recognize that *trees* and *green infrastructure* provide important ecosystem services that benefit current and future generations by:

   (i) identifying opportunities for protection, enhancement and restoration wherever possible;

   (ii) supporting initiatives that provide for ongoing management, maintenance, monitoring and stewardship of the *urban forest*; and

   (iii) supporting the replenishment and enhancement of the *urban forest* with a high diversity of predominantly native and non-invasive *trees*.

4.3.2 POLICIES

a) The *City* shall make use of *Area-Specific Plans*, zoning by-law regulations and site plan control to ensure *development* occurs in a manner that advances the objectives of the Urban Forest Management Plan, including ensuring the provision of adequate space at, below and above grade for the planting and growth of *trees* on public and private property. The *City shall* undertake a review of the Zoning By-Law to support the implementation of urban forestry objectives.

b) The proponent of a *development application may* be required to submit and implement a *tree* inventory and preservation plan, to the satisfaction of the *City.*

c) Boundary *trees shall* be protected in accordance with The Forestry Act.

d) In order of priority, all *development* proposals and *infrastructure* projects, including *City* projec*ts, should:*

(i) *preserve* existing healthy *trees.* The location of existing healthy *trees should* be considered when establishing the location and building envelope of a proposed *development;*

(ii) relocate healthy *trees* where feasible;

(iii) plant replacement *trees* where healthy *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.

e) Replacement and compensation planting requirements *should* consider on-site *tree* removals that occurred prior to and after the submission of a *development application*.

f) The *City* will *encourage* the planting and reforestation of creek blocks, streams and *valleylands*, and their *buffer* areas where appropriate using native and non-invasive species, so as to reduce flooding and erosion, maintain stream banks and slope stability and provide suitable *fish habitat*.

g) The *City* will require the integration of *trees* into parking lots and other impervious areas through the implementation of Landscape Areas in the Zoning By-law.

h) The *City shall* incorporate appropriate *tree* planting during design of *streetscapes*, including considerations of diverse, native, drought tolerant, salt tolerant and low maintenance *trees,* including the provision of adequate soil volumes and soil composition.

i) Where planting is proposed within the Natural Heritage System, the *City shall* require the use of diverse native and non-invasive species. The *City* will *encourage* the use of diverse native and non-invasive species in other areas, however in urban areas issues such as *infrastructure,* soil compaction, drought resistance, road salt impacts, pests and other urban conditions will be considered when selecting species.

j) The *City* will *encourage* the eradication of invasive, non-native *trees*, shrubs and groundcovers, where appropriate for ecological restoration.

4.4 WATER RESOURCES

The City has many different *watersheds*; each eventually draining to Lake Ontario or Burlington Bay/Hamilton Harbour. *Watersheds* are areas of land that catch rain and snow, which in turn drain or seep into wetlands, streams, rivers, lakes or groundwater.

Healthy *watersheds* are critical to the health and prosperity of the City. Healthy *watersheds* provide numerous human, ecological and economic health benefits including: safe drinking water for residents, *wildlife habitat*, climate change adaptation, flood and erosion mitigation, *sustainable* streams and groundwater, recreational opportunities in nature, and support *agriculture,* industry and other resource uses.

Effective water resource management, natural heritage and natural hazard planning is best completed at a *watershed* scale through *watershed* planning. Effective implementation of stormwater management is also required to provide protection against flooding and erosion; maintain *groundwater recharge areas* and maintain or improve stormwater run-off quality; and provide sedimentation control.

The objectives and policies in this section address *watershed* management, water resource and stormwater management, and *watercourses* and natural hazards. The policies of this section *shall* be read in conjunction with the Natural Heritage System objectives and policies of Section 4.2 of this Plan.

4.4.1 OBJECTIVES

4.4.1.1 WATERSHED MANAGEMENT

a) To ensure that *watershed* planning, including supporting technical studies, and the implementation of watershed plans and/or sub-watershed studies is completed by the *City* and its partner agencies as a component of the planning process.

b) To protect life and property from natural hazards.

c) To protect, restore and enhance the long term ecological health, integrity and biodiversity of the Natural Heritage System and its *ecological* and hydrologic *functions.*

d) To assist in the de-listing of Burlington Bay/Hamilton Harbour as an Area of Concern through implementation of the Hamilton Harbour Remedial Action Plan.

e) To protect, improve or restore water quality and quantity of water resources throughout the City.

4.4.1.2 OBJECTIVES

a) To ensure that future *development* and *infrastructure* does not increase the risk of property damage and danger to life from flooding and erosion.

b) To reduce flood potential in areas that are flood-prone.

c) To manage stream bank erosion and flooding concerns in a way that maintains or enhances *fish habitat* and the Natural Heritage System, and maintains *watercourses* in a natural state.

d) To minimize the *negative impact* of *development* on downstream *watercourse* erosion.

e) To stabilize stream banks where ongoing erosion threatens existing buildings, roads, structures or private lands.

f) To limit future *development* and *infrastructure* along *watercourses* and the waterfront where ongoing erosion threatens top-of-bank stability.

g) To encourage implementation of low impact *development* features, where possible.

h) To control future *development* in a way that protects, improves and restores groundwater quantity and prevents undesirable groundwater level increases or decline and reduction in base flow to *watercourse*s.

i) To ensure base flow maintains permanent and seasonal *fish habitat* where it exists naturally.

j) To protect, improve or restore groundwater quality.

k) To restrict or limit *development* in *sensitive groundwater features* and *sensitive* surface water features.

l) StormwaterTo control the quality of stormwater runoff from future developed surfaces, so that surface water and groundwater quality is maintained or enhanced.

m) To manage *development* and construction activity to minimize sediment and nutrient loading to receiving *watercourse*s, Burlington Bay/Hamilton Harbour and Lake Ontario.

4.4.2 POLICIES

4.4.2.1 WATERSHED MANAGEMENT

a) The *City,* in partnership with Conservation Halton and the Region of Halt*on,* will *up*date existing watershed plans and sub-watershed studies where appropriate. Generally, watershed plans and sub-watershed studies *may* require review and update every five years to ensure they reflect current scientific methods, policies, legislation, and *development* conditions. A list of watershed plans, sub-watershed studies and other related water resource studies is included in Appendix C of this Plan.

b) *City*-approved and adopted watershed plans or sub-watershed studies will be the basis for all sub-watershed and master drainage plans.

c) Watershed plans will be used in the preparation of land use policies in the City; and watershed plans or sub-watershed studies will be used in the preparation of land use policies in the Urban and North Aldershot Areas as identified on Schedule J, Land Use Plan – Rural Area, and Schedule L, Land Use Plan – North Aldershot, of this Plan.

d) In partnership with Conservation Halton, and in consultation with other local municipalities and the Region of Halton and Province of Ontario in the respective *watersheds*, watershed plans and their updates will include, but are not limited to:

   (i) definition of erosion thresholds, water quality and quantity objectives and targets;

   (ii) a general inventory of existing geology, hydrology, hydrogeology, limnology, Natural Heritage System and features and other environmental data;

   (iii) recommendations for implementation of the Hamilton Harbour Remedial Action Plan and the Source Protection Plan (where applicable);

   (iv) identification of potential additions and refinements to the boundaries of the Natural Heritage System*;*

   (v) identification of opportunities for and constraints to *development* and *infrastructure*;

   (vi) the *cumulative impact* of *development* and the *carrying capacity* of the *watershed*;

   (vii) preparation of a water budget analysis;

   (viii) recommendation of implementation strategies;

(ix) establishment of goals for enhancement and restoration to the Natural Heritage System and hydrologic system;

(x) development of monitoring programs necessary for implementation;

(xi) criteria for *buffers* or setbacks for *development;*

(xii) measures to facilitate the ongoing stewardship and maintenance of natural *watercourses;*

(xiii) identification of best management practices to minimize stormwater volumes and contaminant loads from both urban and rural uses;

(xiv) climate change mitigation and adaptation, including resilience to increased flooding risk;

(xv) identification of water resource systems consisting of *groundwater features*, hydrologic functions and *surface water features* including shoreline areas, which are necessary for the ecological and hydrological integrity of the *watershed*;

(xvi) estimation of the *development capacity* of the *watershed* based on defined water quality objectives; and

(xvii) directions for the carrying out of sub-watershed studies.

e) All sub-watershed studies *shall be completed* with appropriate consultation with residents and property owners, Conservation Halton, the Region of Halton, and the Province of Ontario. Appropriate recommendations of the sub-watershed studies *shall* be incorporated by amendment into this Plan. Sub-watershed studies include, but are not limited to:

(i) a general inventory of existing geology, hydrology, hydrogeology, limnology, *fish habitat*s and other environmental data;

(ii) a definition of water quality objectives and targets;

(iii) a determination of base flows to maintain water quality and existing ecological conditions;

(iv) an assessment of the methods and costs of providing and monitoring the required stormwater management methods both on and off the site;

(v) a refinement of the boundaries of the Natural Heritage System in accordance with the policies of this Plan;

(vi) identification of opportunities for and constraints to *development;*

(vii) addressing the *cumulative impact* of *development;*

(viii) undertaking of a water budget analysis;

(ix) recommendations for implementation strategies, including detailed guidelines for *development*, design and construction;

(x) establishment of procedures for monitoring water quality and quantity and the Natural Heritage System before, during and after construction; and

(xi) directions for the carrying out Environmental Impact Assessments (EIAs).

f) The specific contents of sub-watershed studies as listed in Subsection 4.4.2.1. d) of this Plan *may* be scoped to reflect the area-specific context, subject to the satisfaction of the *City,* in consultation with the Region of Halton, Conservation Halton and other agencies as required.

4.4.3 WATER RESOURCE AND STORMWATER MANAGEMENT

a) Planning for stormwater management *shall*:

(i) minimize, or, where possible, prevent increases in contaminant loads;

(ii) minimize changes in water balance and erosion;

(iii) not increase risks to human health and safety and property damage;

(iv) maximize the extent and function of vegetative and pervious surfaces; and

(v) promote stormwater management best practices, including stormwater attenuation.

b) Stormwater management techniques *shall* be used in the design and construction of all new *development*s to control both the quantity and quality of stormwater runoff. The degree of control and techniques used will depend on the conditions in the downstream receiving water bodies. The *negative impacts* of *development* on the downstream aquatic environment and adjacent lands *shall* be avoided or kept to a minimum.

c) The provision of stormwater drainage facilities *shall* be in accordance with existing master plans established through watershed and sub-watershed studies, the criteria established in the *City's* Storm Drainage Criteria Manual, the Region of Halton's Guidelines, and Conservation Halton requirements.

d) For those *development* sites draining into Burlington Bay/Hamilton Harbour or Lake Ontario, the *City shall* require an enhanced level of stormwater quality control, in order to assist with the de-listing of Hamilton Harbour as an Area of Concern and to maintain water quality in Lake Ontario.

e) Functional drainage designs *shall* be prepared to support *development applications* in accordance with the requirements of the *City*'s Storm Drainage Criteria Manual, in consultation with Conservation Halton and the Region of Halton, and where appropriate, the Province of Ontario, the Niagara Escarpment Commission and other agencies.

f) Functional drainage designs will consider: maintenance of natural *watercourse*s, *fish habitat*, control of discharges to surface and groundwater, water quality and quantity targets and the identification and protection of *sensitive groundwater* and *surface water features.*

g) The *City may* undertake monitoring of stormwater discharges from new *development* and *re-development* to ensure that water quality and quantity discharges are in accordance with approved drainage designs.

h) The *City may* retrofit stormwater management ponds where appropriate to enhance water quality, manage water quantity and improve landscaping.

i) The *City may* pursue opportunities to implement quantity and quality controls for stormwater management within the City's developed areas where controls do not exist or could be improved.

j) The *City* will *encourage* stormwater management best practices and *low impact development* measures where appropriate, in consultation with Conservation Halton.

k) The *City* will *encourage* stormwater facilities to be oriented, designed and constructed to compliment the Natural Heritage System*,* in consultation with the Region and Conservation Halton.

l) During stormwater management facility design, the opportunity for public pedestrian pathways and public open spaces will be considered, provided public safety measures can be incorporated.

m) The *City shall* restrict *development* and *site alteration* in or near *sensitive surface water features* and *sensitive groundwater features* such that these features and their related hydrologic functions will be protected, improved or restored through mitigative measures and/or alternative *development* approaches. The proponent of *development* in or near these features *shall* carry out hydrogeological and hydrological studies to protect, improve or restore such features, in conjunction with an Environmental Impact Assessment (EIA). The hydrogeological/hydrological study and/or Environmental Impact Assessment *shall* identify and demonstrate the maintenance of *linkages* and related functions among *groundwater features*, hydrologic functions, *Key Natural Features* and areas and *surface water features,* including shoreline areas.

n) The *City shall* require a source protection disclosure report where there would be significant drinking water threats from the following activities associated with a proposed *development*:

(i) the establishment, operation or maintenance of a system that collects, stores, transmits, treats, or disposes of sewage.

o) The *City may* require a source protection disclosure report where there would be significant drinking water threats from the following activities associated with a proposed *development*:

(i) the application, handling and/or storage of commercial fertilizer;

(ii) the application, handling and/or storage of pesticide;

(iii) the application, handling and/or storage of road salt;

(iv) the storage of snow;

(v) the handling and storage of fuel;

(vi) the handling and storage of a dense non-aqueous phase liquid; and/or

(vii) the handling and storage of an organic solvent.

p) The *City* will co-operate with the Region of Halton and Conservation Halton to implement optional source protection policies identified in Source Protection Plans.

q) Future *re-development* and *intensification* in the South Aldershot area *may* be restricted by limited storm sewer capacity and the potential for increased downstream flooding and/or erosion as a result of greater levels of stormwater runoff due to *development.* The *City* may undertake one or more of the following measures to address this concern:

(i) discouraging the reconstruction of existing streets with no curbs or gutters to an urban standard (curbs, gutters and storm sewers);

(ii) where appropriate and feasible, requiring on-site stormwater infiltration facilities and other stormwater management techniques as part of the design of new *development* proposals;

(iii) limiting the density or *intensity* of proposals for *re-development* and *intensification* in this area if required.

4.4.4 NATURAL HAZARDS AND WATERCOURSES

The policies of this section *shall* be read in conjunction with the objectives and policies of Section 4.2, Natural Heritage System, of this Plan. *Hazardous lands shall*

generally be designated Natural Heritage System, in keeping with the policies of Section 4.2 of this Plan.

a) New construction and the expansion or replacement of existing non-conforming uses within *hazardous lands shall* be prohibited.

b) Permission is required from Conservation Halton for any *development* or *site alteration* in or adjacent to *hazardous lands* and *hazardous sites* including: *watercourses*, river or stream valleys, lands adjacent or close to the shoreline of Lake Ontario, other natural hazards such as karst, and *wetlands* and surrounding lands where *development* could interfere with the hydrologic function of a *wetland.*

c) The delineation and regulation of *hazardous lands* and *hazardous sites* is administered by the Conservation Authority. Conservation Halton regulates lands in or adjacent to river or stream valleys (including flooding and erosion hazards), *wetlands*, shorelines and other *hazardous lands.* The approximate regulated limit of these lands and the location of watercourses are illustrated in Appendix E of this Plan. The limits of *hazardous lands* in Appendix E of this Plan *may* be updated from time to time without a Plan amendment. The map lines are approximate and there *may* be some regulated areas which not have been mapped. Landowners are advised to contact Conservation Halton to confirm the approximate regulation limit mapping and permit requirements.

d) The Hager and Rambo Creek Watersheds, south of the diversion channel, are not subject to Conservation Halton's regulation and are under the jurisdiction of the *City*, as noted in Appendix E of this Plan. The location of *watercourses* in this area is conceptually shown on Appendix E.

e) New *development* adjacent to *watercourses shall* be subject to a setback from the *stable top of bank*, the *regulatory floodplain* and *meander belt allowance* (whichever is the greater) that are associated with the *watercourse.* The location of the *stable top of bank*, *regulatory floodplain* and *meander belt allowance* width *shall* be determined by Conservation Halton, in conjunction with the *City.*

f) As a condition of *development* approval, the *City shall* normally require the dedication of *hazardous lands* from the greater of the *regulatory floodplain*, or the valley through which the *watercourse* flows, including a conservation setback from *stable top of bank*, *regulatory floodplain*, or *meander belt allowance.* Dedication of these lands *shall* not be considered part of parkland dedication requirements of The Planning Act, unless the dedicated lands provide needed public passive recreational opportunities as identified by the *City*. It is not intended that all *hazardous lands shall* be acquired by

the *City*, if the policies of this Plan can be achieved by other means. If any such land remains in private ownership, it *shall* be protected by zoning, agreement and/or easement to protect the ecologic and hazard functions of such land.

g) *Development* adjacent to *valleyland* and *watercourse* features *may* be required to be supported by detailed slope stability, stream erosion and/or flooding studies, where appropriate. The studies and resulting limits of the *hazardous lands shall* be to the satisfaction of the *City* and Conservation Halton.

h) As part of the *development* approval process, the zoning of *hazardous lands* to an appropriate open space zoning category *shall* generally be required.

i) *Watercourse*s and *valleylands should* be left in their natural state. The *City may* consider proposals to construct new *watercourse*s, provided natural channel design is used and if such proposals are approved by the regulatory agencies. The enclosure of open *watercourse*s is not permitted, unless supported by a sub-watershed study.

j) Wherever feasible, *watercourse*s that have been enclosed *should* be restored as an open *watercourse*.

k) It is recognized that the use of *watercourses* for *agricultural* land drainage is a *normal farm practice.*

l) The review of fisheries and *fish habitat* is subject to the authority of the Federal Government.

m) The *City* will *encourage* the planting and reforestation of creek blocks, streams and *valleylands*, and their *buffer* areas where appropriate using native and non-invasive species, so as to reduce flooding and erosion, maintain stream banks and slope stability and provide suitable *fish habitat*.

n) The *City* will *encourage* the protection and enhancement of *watercourses* and headwater areas as an integral component for maintaining natural hydrological processes within a *watershed,* and promote their integration with the Natural Heritage System.

o) The *City shall* consider potential impacts of climate change that *may* increase the risk associated with natural hazards.

p) *Development shall* generally be directed to areas outside of lands that are unsafe for *development* due to the presence of hazardous forest types for wildland fire. *Development may* however, be permitted on lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards.

4.5 WATERFRONT

One of the City's greatest assets and defining features is the shoreline of Lake Ontario. Burlington's Waterfront is a unique destination offering Burlington residents and visitors a place to discover, celebrate, play, and relax. The waterfront includes several public areas and notable features including: the Brant Street Pier, Spencer Smith Park, Discovery Landing, Beachway Park, Burloak Park, the Waterfront Trail and several Windows to the Lake.

The shoreline is a unique natural feature, part of a *sensitive* and complex *ecosystem*, which adds significantly to the identity, character, setting and well being of the City and its citizens. The health of Burlington Bay/Hamilton Harbour and its waterfront is directly affected by the actions of the City of Burlington and the City of Hamilton. Waterfront policies apply to all properties immediately adjacent to the Lake Ontario/Burlington Bay/Hamilton Harbour shoreline, including parks and open space. In planning for uses of the waterfront, the effects of human activities on the *natural environment shall* be considered to maintain the future integrity of the waterfront.

All future *development* surrounding the waterfront *should* be clean, open, connected, green, accessible, useable, diverse, attractive and environmentally sustainable. *Development* and activities along the Burlington Bay/Hamilton Harbour waterfront will address the Remedial Action Plan to de-list Hamilton Harbour as an Area of Concern. The waterfront environment and *ecosystem shall* be protected and enhanced.

4.5.1 NATURAL ENVIRONMENT

4.5.1.1 OBJECTIVES

a) To maintain, restore and enhance *natural heritage features and functions* along the waterfront and to recognize that public and private use of or access to these areas *shall* be limited due to their *sensitive* nature.

b) To maintain the shore and banks along the waterfront as a permanent, stable landform in a manner that maintains the natural appearance of the waterfront in appropriate areas, and by methods other than lakefill that is consistent with Federal, Provincial and Conservation Halton requirements.

c) To protect *development* or *re-development* on or near the Lake Ontario/Burlington Bay/Hamilton Harbour shoreline from potential *shoreline hazardous lands* related to flooding, erosion and dynamic beaches.

d) To have the Hamilton Harbour/Burlington Bay de-listed as an Area of Concern.

4.5.1.2 POLICIES

a) The shoreline along Lake Ontario and Burlington Bay/Hamilton Harbour is a component of the Natural Heritage System, and is subject to the objectives and policies in Section 4.2, Natural Heritage System, of this Plan.

b) *Significant* physical and biological features along the waterfront *shall* be *preserved* by preventing *development* in these areas or through the incorporation of these features into plans for waterfront parks and Windows to the Lake.

c) *Development* within the *shoreline hazardous lands* regulated by Conservation Halton *shall* only be permitted subject to a permit from Conservation Halton and, if the *City* considers the *development* to be consistent with the waterfront objectives and policies of this Plan.

d) *Development shall* be set back from the *shoreline hazardous lands* at a distance which is acceptable to Conservation Halton and the *City.*

e) The use of stormwater management practices and other pollution control measures *shall* be used to protect and enhance water quality in Lake Ontario and Burlington Bay/Hamilton Harbour and to allow continued use of the Burlington Beach for safe public swimming.

f) Lakefill *may* be necessary for reasons of public safety, security or access. The *cumulative impacts* of proposed public and private lakefill projects on erosion, transport and deposition patterns and *fish habitat*s in Lake Ontario and Burlington Bay/Hamilton Harbour *should* be examined in conjunction with the Federal Government, the Province of Ontario and Conservation Halton and necessary mitigation action taken, so that the lakefill project contributes to the shoreline regeneration in accordance with Federal and Provincial policies and guidelines.

g) Shoreline protection measures *shall* be designed to visually complement the waterfront and to be undertaken in a manner that will have minimum *negative impacts* on the environment to a standard which is acceptable to the *City* and Conservation Halton, and Federal and Provincial agencies, where required. An access allowance of at least 5 m *shall* be provided to and along any shoreline protection works to allow sufficient access for maintenance and repair to the shoreline protection works. Where shoreline protection works are undertaken by the *City,* Region of Halton, Conservation Halton or any other *public authority,* the *City shall* consider opportunities to incorporate a Waterfront Trail as part of the overall design of the shoreline protection works.

h) Landscaping plans for publicly owned waterfront open space *shall* address the restoration or enhancement of natural areas by means such as the use of native plants.

i) Guidelines relating to Great Lakes Areas of Concern and the Hamilton Harbour Remedial Action Plan designed to improve water quality, natural heritage values and aesthetics will be used in the review of all *development applications* along the Burlington Bay/Hamilton Harbour waterfront.

4.5.2 PUBLIC ACCESS AND USE

4.5.2.1 OBJECTIVES

a) To provide a visible, inter-connected and publicly accessible waterfront for the widest range of public activities, while maintaining natural waterfront features in an environmentally responsible manner.

b) To establish, in a *sustainable* manner, more areas of publicly accessible waterfront through the acquisition of key access points and the *development* of waterfront parks.

c) To improve access to the waterfront by all *modes* of transportation while maintaining a pedestrian-oriented atmosphere.

4.5.2.2 POLICIES

a) Planning for public use of, and access to, the shoreline *shall* recognize areas of ecological sensitivity, existing private uses and the ownership of the shoreline and *shall* incorporate ways to ensure these uses are *compatible*.

b) The acquisition of land to create new or to add to existing Windows-to-the-Lake and Windows-to-the-Bay will be *encouraged* by the *City*, as a means to increase public access to the waterfront.

c) A *multi-modal* transportation system for pedestrians, cyclists, transit travel and automobiles *shall* be planned for the waterfront.

d) The connection of transit routes and north-south transportation routes such as pedestrian/cyclist trails with waterfront public open space, parks and the Waterfront Trail will be *encouraged.*

e) Parking areas in the vicinity of the waterfront *shall* be designed, located and landscaped to complement the waterfront environment and to maximize the recreational and cultural open space uses of waterfront property.

f) A continuous Waterfront Trail *shall* be implemented through *development* and/or *re-development* along Lake Ontario and Burlington Bay/Hamilton

Harbour where there is sufficient land between the water and a public or private street. This trail *may* be comprised of:

(i) a shoreline trail immediately abutting the lake or bay; or

(ii) a near shoreline trail located in the general vicinity of the lake or bay.

g) The Waterfront Trail *shall* be connected to existing waterfront public open spaces and where appropriate, other points of interest in the general vicinity of the waterfront.

h) Regional and local waterfront parks *shall* achieve a high level of design excellence, in both landscape and architectural built form.

i) The *City* will hold land title of the Waterfront Trail and will be responsible for liability and maintenance of the Waterfront Trail, consistent with Conservation Halton, Provincial and Federal requirements.

4.5.3 DEVELOPMENT

4.5.3.1 OBJECTIVES

a) To *encourage* a balanced mix of land uses, parks, facilities and open spaces which are responsive to the existing *cultural heritage resources* and the Natural Heritage System along the waterfront.

b) To ensure that *development* is *compatible* with the waterfront in terms of land use, *intensity* and *scale,* and is carried out in a manner that protects and enhances *cultural heritage resources* and natural heritage environments, and ensures pedestrian friendliness and user accessibility.

c) To enhance public accessibility to the waterfront by obtaining waterfront open space, parkland and trails when considering *development applications* along the waterfront.

4.5.3.2 POLICIES

a) *Development* or *re-development* proposals along the waterfront *shall* provide for public open space and Waterfront Trail use, where feasible.

b) *Development* or *re-development* along the waterfront *shall* preserve or complement public views of Lake Ontario or Burlington Bay/Hamilton Harbour from public streets and trails.

c) *Development* or *re-development* along the waterfront *shall* animate the waterfront and connect to the downtown and key *cultural* facilities.

d) The *shoreline hazardous lands* associated with the Lake Ontario and Burlington Bay/Hamilton Harbour shorelines and lands proposed for public

open space use of the waterfront, including the Waterfront Trail, as determined by the *City* and Conservation Halton, *shall* not be considered in calculating *lot* areas or densities in plans for *development* and *re-development*.

e) Along the waterfront where the distance between the water and the public roadway will accommodate both the *development* and the Waterfront Trail and/or Windows to the Lake or other waterfront open space, the *development* proponent *shall:*

(i) dedicate to the *City* the *shoreline hazardous lands* as determined by the *City* and Conservation Halton, as a condition of *development* or *re-development;*

(ii) dedicate to the *City* as part of parkland dedication, a minimum 15 m wide strip of land along the shoreline as determined by the *City* and Conservation Halton. *Should* the value of this dedication exceed normal park land dedication requirements of the city, the proponent would receive compensation for the difference (i.e. either payment or provision of community benefits) as a condition of approval of development approval;

(iii) dedicate to the *City* as part of parkland dedication, where appropriate, links to adjacent public open space, roadways and other properties. If the value of this dedication exceeds the normal park dedication, the proponent *shall* receive compensation for the difference (i.e. either payment or provision of community benefits) as a condition of approval of an Official Plan or Zoning Amendment or plan of subdivision; and

(iv) carry out a survey, shoreline protection, and basic grading of the Waterfront Trail and any required fencing as a condition of approval of an Official Plan or Zoning Amendment or plan of subdivision.

f) The *City* will *encourage* that the design of waterfront *development* include the imagery of water, through fountains, sculpture and colour, and create a thematic link between the waterfront and adjacent *development.*

g) *Development* proposals along the waterfront *shall* integrate public art and/or other *cultural* elements.

h) *Development* of publicly owned waterfront open space will be in accordance with *City*-approved Park Master Plans.

i) The proponent *shall* carry out a survey and undertake the basic grading of the Waterfront Trail, including required shoreline protection to the

satisfaction of the *City* and Conservation Halton. The *City* will be responsible for detailed trail design and finished construction.

4.6 LAND USE COMPATIBILITY

The Province provides legislation to regulate the emissions from transportation, *industrial* and other stationary sources to mitigate *adverse effects* on *sensitive land uses*, such as residential and *institutional uses. Employment* uses are also protected from the encroachment of *sensitive land uses.* Emissions could include noise, vibration, dust, odour and air pollution. The policies in this section require the evaluation of these *adverse effects* in land use planning decisions.

4.6.1 OBJECTIVES

a) To mitigate *adverse effects* to *sensitive land uses* from human-made hazards and environmental land use compatibility concerns such as noise, vibration, odour and dust.

b) To protect *employment* uses from the encroachment of *sensitive land uses*.

4.6.2 POLICIES

a) Exposure of residential and other land uses *sensitive* to vibration, noise, dust, odours or other effects caused by transportation, stationary, or *industrial* facilities, and likewise, the encroachment of *sensitive land uses* on these facilities, *shall* be avoided or mitigated through the use of separation distances, the placement of non-*sensitive land uses* in buffer areas, and/or other means and mitigation measures.

b) Proponents *may* be required to submit studies and undertake necessary mitigating actions to mitigate *adverse effects* to the satisfaction of the *City* and the Region**.** Provincial guidelines and Regional Land Use Compatibility and Air Quality Guidelines *shall* be referred to for direction in land use planning decisions.

c) Where noise abatement is required along roads, design features such as the orientation of building*s,* vegetative *buffers* and other innovative metho*ds shall* be preferred over the use of acoustical walls. The Region of Halton's Noise Abatement Guidelines *shall* be referred to.

4.7 CONTAMINATED SITES

Some land *may* be *contaminated* as a result of past or present land uses or migration of off-site contaminants. Potentially *contaminated sites* are sites where the environmental condition of the property (soil and/or groundwater) *may* have potential for *adverse effects* on human or *ecological health*. In order to determine no *adverse effects* prior to permitting *development* on these sites, confirmation regarding the level of *contamination* is required to ensure that they are suitable or have been made suitable for the proposed use in accordance with government legislation, regulations, standards, objectives and guidelines.

Some examples of current or past activities that *may* be causing or *may* have caused environmental *contamination* include:

(i) activities involved with the elimination of waste and other residues, including but not limited to, waste disposal sites and recycling facilities;

(ii) activities associated with potentially hazardous materials such as fuels, oils, detergents, chemicals, paints or solvents;

(iii) activities associated with refining and smelting of metals, or storage of batteries or other products containing lead, acid or other potentially hazardous substances; and

(iv) activities associated with transportation corridors.

The *City* uses tools such as Phase I *Environmental site assessment*s, Phase II *Environmental site assessment*s, Records of Site Condition, and Provincial and Regional guidelines in the *development application* review process in order to:

(i) help ensure that *development* takes place on sites where the environmental conditions are suitable for the proposed use of the site, and/or;

(ii) facilitate the remediation of the site where necessary to ensure conditions are suitable for *development* or *re-development.*

4.7.1 OBJECTIVE

a) To establish a system of environmental due diligence in accordance with Provincial legislation, regulation and standards to ensure that the *development* and *re-development* of land to ensure no *adverse effects* on human and *ecological health*.

4.7.2 POLICIES

a) Provincial legislation *shall* be referred to in the review of *development applications* to address matters related to known and potential site *contamination.* Where Provincial legislation does not apply, the Region's *contaminated sites* protocols *shall* be referred to in the review of *development applications*.

b) In order to screen for known or potential *site contamination*, applicants *shall* be required to document, to the satisfaction of the *City,* Region, Province and other approval authorities, previous uses and environmental information of:

   (i) property or properties that are subject of a *development application*; and/or

   (ii) properties that *may* be *adversely effecting* the property that is the subject of a *development application* in order to assist in the determination of the potential for site *contamination.*

c) The *City shall* coordinate its efforts with those of other orders of government to exchange information related to environmental background studies such as Phase I *Environmental site assessment*s, Phase II *Environmental site assessment*s, Risk Assessments and Records of Site Condition that have been submitted as part of *development applications.*

d) The *City may* require all applications for Official Plan amendment, Zoning By-law amendment, plan of subdivision, site plan and consent, as specified in the Region's C*ontaminated Sites* Protocol, to be supported by a Phase I *Environmental site assessment* to be undertaken in accordance with Provincial legislation by a *Qualified Person.*

e) The *City shall* require a Phase II *Environmental site assessment* to be undertaken in accordance with Provincial legislation to support *development applications* for sites where the Phase 1 *Environmental site assessment* reveals that the site *may* be *contaminated.* The Phase II *Environmental site assessment shall* include conclusions as to whether or not *contamination* is migrating off site.

f) The *City may* require the applicant to provide a Record of Site Condition in accordance with Provincial legislation, to be completed to the satisfaction of the City and the Province, confirming that the site has been made suitable for the proposed use.

g) The *City may* not consider a Record of Site Condition as acknowledged by the Province until a statement of third party reliance is provided and either:

(i) it has been confirmed that the Record of Site Condition will not be audited by the Province; or

(ii) it has been confirmed that the Record of Site Condition has passed the Provincial audit.

h) For all information requirements, as specified in this section of the Plan such as Environmental Site Assessments and Records of Site Condition that are submitted as part of a *development application*, a *Qualified Person* may be required to extend third party reliance to the *City.*

i) If site remediation works are required, the satisfactory completion of site remediation works *shall* be a condition of approval. For rezoning applications, a Holding symbol *may* be placed on the zoning. A condition of lifting the Holding symbol *shall* be the satisfactory remediation of the *contaminated site* which is supported by a Record of Site Condition.

j) Where the *City* is deeded land for any purpose, the *City may* require, as a condition of transfer, a Record of Site Condition signed by a *Qualified Person*, or other information as required, to verify to the satisfaction of the *City* that the lands in question are suitable or have been made suitable for the proposed use.

k) The *City may* provide financial incentives to encourage *brownfield re-development* through tools such as Community Improvement Plans.

4.8 FORMER WASTE DISPOSAL SITES

There are several former waste disposal sites within the City. The policies in this section address land use in the vicinity of these sites to protect the health, safety, convenience and welfare of residents.

4.8.1 OBJECTIVE

a) To protect the health, safety, convenience and welfare of residents from the potential *adverse effects* of landfills and to evaluate environmental considerations in accordance with Provincial legislation, regulation and guidelines.

4.8.2 POLICIES

a) The *City*, in consultation with the Province and Region of Halton, *may* permit *development* on and within 500 m of areas identified as former Waste Disposal Sites, identified as a Study Area on Appendix F of this Plan, subject to the following policies:

   (i) written approval has been received from the Province that the *development* satisfies the provisions of The Environmental Protection Act;

   (ii) a landfill assessment in accordance with Provincial Guidelines has been carried out by a *Qualified Person* to the satisfaction of the *City* and the Province to show that *development* has demonstrated land use compatibility and can safely take place;

   (iii) the *City shall* require the construction and phasing of all *development* to coincide with the control of any problems identified by the studies;

   (iv) the *City shall* be satisfied with the required studies with respect to any matter regarding structural stability, safety and integrity of any structure; and

   (v) notwithstanding the land use designations on Schedule C, Land Use – Urban Area, and Schedule L, Land Use – North Aldershot, of this Plan, *development* will not be permitted to proceed on lands identified by the study(ies) as containing waste until the requirements of the Province are met.

4.9 COMMUNITY GARDENS AND URBAN AGRICULTURE

Community gardens are social hubs where people interact with a shared interest to grow fresh produce, enjoy the health benefits of outdoor activity, and become more food secure. *Community gardens may* occur on public, *institutional*, or private land, in all areas of the City. There are various models of operation which may include resident groups, employee groups, faith programs, non-profit organizations, and publicly delivered recreation programs.

The *City* supports activities and businesses to improve food security. The benefits associated with *urban agriculture, farmers markets* and *community gardens* include the ability to encourage *sustainable* local food production, increase access to healthy food, provide opportunities for community building and create local green space. The policies in this section support and promote *urban agriculture*, *farmers markets* and *community gardens.*

4.9.1 OBJECTIVES

a) To support and promote *community gardens* on a City-wide basis, and *urban agriculture* and *farmers markets* in appropriate locations, as a means of encouraging local, fresh and healthy food production.

b) To achieve the goal of one community garden per 2,500 households.

4.9.2 POLICIES

a) *Community gardens may* be permitted as an *interim use* or as a permitted secondary or *accessory use* in all land use designations.

b) The *City shall* prepare and adopt *community gardens* guidelines to assist with the development of *community gardens* on public and private lands.

c) Subject to the other policies in this Plan, the *City may* permit temporary or permanent *farmers markets* within the following designations in the Urban Area as outlined on Schedule B, Urban Structure:

   (i) Urban Centres;

   (ii) Mobility Hubs;

   (iii) Mixed Use Nodes and Intensification Corridors; and

   (iv) Areas of *Employment*.

d) Subject to the other policies in this Plan, the *City may* also permit temporary or permanent *farmers markets* within the Rural Area, as outlined on Schedule J, Land Use Plan – Rural Area, and in North Aldershot, as outlined on Schedule L, Land Use Plan – North Aldershot.

e) The *City shall* be satisfied that:

(i) the *farmers market* is *compatible* with neighbouring land uses; and

(ii) in the Urban Area, the *farmers market* can be accessed by *transit and* active transportation modes. *Farmers markets* are strongly *encouraged to locate* on the *frequent transit network (justified)*.

f) *The City shall* develop an *urban agriculture* strategy to identify and support appropriate *agriculture* uses in the Urban Area.

g) The *City shall* undertake a review of the Zoning By-Law to support the implementation of *community gardens, urban agriculture* and *farmers markets.*

h) The *City* will *encourage* the incorporation of edible landscaping in appropriate locations through the review of *development* proposals.

4.10 MINERAL AGGREGATE RESOURCES

Mineral aggregate resources are important to Ontario's economy, and to Burlington's growth and development, providing the raw materials used in the development of *infrastructure* and in the construction of the buildings that we live and work in. While *mineral aggregate operations* often are described as interim land uses*,* they *may* remain active for decades. They result in permanent changes in the landscape with long term impacts. The *development* and operation of pits and quarries can have significant *negative impacts* on *surface and groundwater resources* and the Natural Heritage System, and significant impacts on *agriculture, cultural heritage resources,* transportation and air quality and on the overall well-being of the surrounding community.

4.10.1 OBJECTIVES

a) To ensure that *mineral aggregate resource* extraction occurs in a manner that minimizes *negative impacts* on the natural environment, and unacceptable impacts on *agriculture*, human health, *infrastructure* and the surrounding community.

b) To ensure the progressive and final *rehabilitation* of *mineral aggregate operations* to the appropriate after use.

c) To support mineral aggregate resource conservation.

d) To protect known mineral aggregate deposits and areas of *high potential mineral aggregate resources* for potential future extraction.

e) To recognize existing *mineral aggregate operations* and protect them from activities that would preclude or hinder their continued use or expansion.

f) To ensure that as much of the *mineral aggregate resources* as is realistically possible shall be made available within the Region to supply *mineral aggregate resource* needs.

g) To provide policies and criteria for evaluating licence applications for new *mineral aggregate operations* or for expansions to existing operations*.*

4.10.2 POLICIES

4.10.2.1 PROTECTION OF MINERAL AGGREGATE RESOURCES

a) High potential identified Mineral Resource Areas *shall* be protected from *development* that would preclude or hinder *mineral aggregate resource* extraction, except in those areas considered to be unsuitable for extraction based largely on Subsection 4.10.2.2 i) of this Plan, Provincial policies and

Provincial Plans. Schedule O, Identified Mineral Resource Areas, of this Plan, shows the Mineral Resource Areas identified for protection.

b) The identification of the *Mineral Resource Areas* on Schedule O, Identified Mineral Resource Areas, of this Plan, does not imply:

(i) that extraction in these areas conforms to Provincial Plans or policies;

(ii) that *mineral aggregate resource* extraction would conform to this Plan; or

(iii) that the *City* would support any licence application under The Aggregate Resources Act in these areas or an amendment to this Plan to permit *mineral aggregate resource* extraction.

c) Subject to the other policies of this Plan, *development* that is proposed on lands wholly or partially within 300 m of a sand and gravel deposit or 500 m of a selected bedrock and shale resource identified under Subsection 4.10.2.1 a) of this Plan and that has the potential to preclude or hinder continued extraction or expansion of existing *mineral aggregate operations,* establishment of new operations or access to the *mineral aggregate resources* in accordance with the policies of this Plan and any Provincial Plan, *may* only be permitted if the proponent has demonstrated through the appropriate studies to the satisfaction of the Region and the *City* that:

(i) extraction would not be feasible; or

(ii) the proposed land use or *development* serves a greater long term public interest; and

(iii) issues of public health, public safety and environmental impact have been addressed.

4.10.2.2 MINERAL RESOURCE EXTRACTION AREA DESIGNATION

a) Areas covered by a valid licence issued pursuant to The Aggregate Resources Act are designated as Mineral Resource Extraction Area on Schedule C, Land Use Plan – Urban Area; Schedule J, Land Use Plan-Rural Area; Schedule L, Land Use Plan – North Aldershot; and Schedule O, Identified Mineral Resources; of this Plan.

b) Legally existing *mineral aggregate operations* that are located within lands designated as Mineral Resource Extraction Area on Schedules J, L and O of this Plan but outside the Niagara Escarpment Development Control Area *shall* be protected through the City's Zoning By-law from new land uses that are not *compatible* with such operations for reasons of public health, public safety or *negative* environmental *impact* or which would preclude or hinder the expansion or continued use of such operations.

c) Subject to the other policies of this Plan, the applicable policies of the Greenbelt Plan and the Niagara Escarpment Plan, applicable Zoning By-laws, and site plans and conditions of the licence under The Aggregate Resources Act, the following uses *may* be permitted:

(i) *agricultural operations*;

(ii) *normal farm practices*;

(iii) *existing uses*;

(iv) *mineral aggregate operations* licensed pursuant to and in compliance with The Aggregate Resources Act;

(v) associated facilities to a *mineral aggregate operation* used in extraction, transport, beneficiation, processing or recycling *of mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary related products, provided that such associated facilities:

a. are directly associated with the extraction of *mineral aggregate resources* from an integrated *mineral aggregate operation*, which *may* consist of more than one Aggregate Resources Act license;

b. are designed to be temporary and not to be utilized after extraction has ceased;

c. do not have *negative impacts* on water resources or the Natural Heritage System;

d. do not have unacceptable impacts on the rural community, on the Agricultural System or on surrounding land uses; and

e. are located in a manner that does not affect the final *rehabilitation* or enhancement of the site in accordance with an approved *rehabilitation* and enhancement plan;

(vi) non-intensive recreation uses such as nature viewing and pedestrian trail activities;

(vii) *forest, fisheries and wildlife management*;

(viii) archaeological activities;

(ix) *essential utility* and transportation facilities;

(x) *accessory uses*;

(xi) uses permitted in an approved Niagara Escarpment Park and Open Space Master/Management Plan, if the subject land is located within the Niagara Escarpment Plan Area; and

(xii) *watershed management* and flood and erosion control projects carried out or supervised by a *public authority*.

d) All *mineral aggregate operations* and *accessory operations shall* be conducted in a manner that:

(i) minimizes *negative* environmental *impact* in accordance with Provincial standards and requirements and Regional and City Official Plan policies; and

(ii) minimizes unacceptable impacts on the Agricultural System, Regional and City *infrastructure, cultural heritage resources*, and the rural community.

e) The *City* considers the protection of surface and groundwater from the *negative impacts* of extraction to be a priority. Accordingly, the *City shall* support the Region in requiring the proponent of new or expanded *mineral aggregate operations* to carry out comprehensive studies and undertake recommended mitigation and/or remedial measures and on-going monitoring in accordance with Provincial requirements and the policies of the Regional Official Plan and in consultation with Conservation Authorities.

f) The *City shall* support the Region in requiring that air, noise and blasting studies be undertaken in accordance with Provincial regulations and standards and the recommendations be implemented to minimize *adverse effects* on social and human health.

g) Any proposal to add to or expand an existing *mineral aggregate operation* within a designated Mineral Resource Extraction Area by increasing the depth or extent of mineral aggregate extraction *may* require an amendment to the City's Zoning By-law, if not already permitted under the By-law. The proposal *shall* be evaluated with respect to the criteria set out in Subsections 4.10.2.2 j) through l) of this Plan.

h) The *City shall* require an amendment to this Plan to designate a new Mineral Resource Extraction Areas or an expansion to an existing Mineral Resource Extraction Area.

i) The *City* will *encourage* the applicant for an amendment to this Plan to designate a new Mineral Resource Extraction Areas or an expansion to an existing Mineral Resource Extraction Area to consult, prior to the submission of a *development application*, the Region, the Province, Conservation Authorities and other relevant agencies to identify the studies and information to be provided to support the application, to scope or focus study requirements where appropriate, and to determine a process and an agreement respecting public engagement, evaluation and peer review.

j) In areas outside the Greenbelt Natural Heritage System, the *City shall* not permit new Mineral Resource Extraction Areas or expansions to existing Mineral Resource Extraction Areas in:

(i) The Niagara Escarpment Plan Area, except the Escarpment Rural Area;

(ii) Provincially Significant Wetlands;

(iii) *habitat of endangered species* and *threatened species* within *Key Natural Features.* Elsewhere, such uses will not be permitted in the *habitat of threatened and endangered species*, except in accordance with Provincial and Federal requirements;

(iv) *significant woodlands,* except where the woodland consists of habitats that can be effectively replaced or restored within a reasonable period of time, such as: areas of crop or pasture; plantation; early successional habitat; areas of high disturbance; areas of low ecological diversity with high percentage of non-native species; small areas of non-Provincially *significant* marsh or thicket *wetland;* old field meadow; hedgerows; minor areas on the perimeter of the features; or drainage swales;

(v) where *adaptive management plans* or similar measures are likely to require continuous or perpetual active management after extraction and *rehabilitation* have been completed;

(vi) for *quarries*, areas within 200 m of the *Escarpment Brow*;

(vii) the Urban Area as identified on Schedule C, Land Use – Urban Area, of this Plan, and the Rural Settlement Areas as identified by Schedule J, Land Use – Rural Area, of this Plan; and

(viii) the North Aldershot Area as identified on Schedule L, Land Use – North Aldershot Area, of this Plan, except in accordance with the time limited and area specific Minutes of Settlement dated June 1, 2013 and executed by the Region prior to the approval of the Regional Official Plan.

k) Each application to designate a new or expanded Mineral Resource Extraction Areas *shall* be evaluated based on its individual merits and consideration of all the following factors and of the other policies of this Plan:

(i) adverse impacts on, and proposed measures to minimize or address such *impacts,* on the following:

a. the Natural Heritage System, in accordance with Section 4.10.2.2 l) of this Plan;

b. the quality and quantity of surface and groundwater;

c. adjacent *sensitive land uses* including their source of drinking water;

d. the Agricultural System and nearby *agricultural operations,* including associated *agriculture-related uses and o*n-farm diversified bus*inesses;*

e. *cultural heritage resources;*

f. the transportation system;

g. the visual character of the area;

h. air quality; and

i. the Greenbelt Natural Heritage System in accordance with Subsection 4.2.3 of this Plan;

(ii) the social and economic impacts on the rural community;

(iii) the *cumulative impacts* of the proposal and other mineral aggregate extractive operations in the general area;

(iv) the proposed *rehabilitation* plan and the *compatibility* of the proposed after-use with the objectives and policies of this Plan;

(v) the risk of public financial liability during and after extraction where continuous active on-site management is required; and

(vi) the provisions for ongoing municipal and community engagement in the operation, *rehabilitation* and closure of the proposed *mineral aggregate operation.*

l) In accordance with Subsection 4.2.2 of this Plan, the *City shall* support the Region in applying the following systems based approach in the assessment of the impact of a proposal for a new or expanded *mineral aggregate operation* on the Natural Heritage System*:*

(i) where the proposal has *negative impacts* on Key *Natural Features* of the Natural Heritage System, as identified in Subsection 4.2.2. c) of this Plan, the proponent will be required to demonstrate through an Environmental Impact Assessment (EIA) that the proposal will result in no *negative impacts* on the *Key Natural Features* or their *ecological functions* for which the area is identified;

(ii) in addition to clause (i) above, where the proposal has the potential to have *negative impacts* on the Natural Heritage System, the proponent will be required to demonstrate through an EIA that the proposal will maintain, restore or where possible enhance the diversity and connectivity of *natural heritage features* in an area, and

the long term *ecological functions* and biodiversity of natural heritage system*s,* recognizing *linkages* between and among *natural heritage features and areas*, *surface water features* and *groundwater features*;

(iii) where the proposal has the potential to *negatively impact* the Greenbelt Natural Heritage System, applying the provisions of the Greenbelt Plan.

m) The *City shall* consider an application for approval under The Planning Act to designate a new or expanded Mineral Resource Extraction Area or to expand an existing *mineral aggregate operation* within a designated Mineral Resource Extraction Area under The Planning Act to be complete only on the basis of Subsection 12.1.5.1.2.1 of this Plan.

n) The *City* will co-ordinate with the *Region*, other affected municipalities, Provincial Ministries, Conservation Halton, the Niagara Escarpment Commission and other agencies in the review and public consultation of proposals for new or expanded *mineral aggregate operations.*

o) *Mineral aggregate resource* extraction *shall* be considered to be an interim land use. The *City shall* support the progressive and final *rehabilitation* of *mineral aggregate operations* provided that *rehabilitation:*

(i) takes place in a timely fashion;

(ii) limits the amount of disturbed area on an on-going basis;

(iii) adopts prevailing best management practices; and

(iv) conforms with the applicable policies of the Greenbelt Plan or the Niagara Escarpment Plan, as appropriate.

p) The *City shall* require the *rehabilitation* of a *mineral aggregate operation* to an appropriate after use *compatible* with the adjoining land use designations set out in this Plan.

q) Sites in the Rural Area *shall* be required to be *rehabilitated* to form part of the Natural Heritage System or the Agricultural Area, with the proposed after-uses being in conformity with the applicable policies of that land use designation and *compatible* with the Agricultural System.

r) The *rehabilitation* of *mineral aggregate operations* on *prime agricultural lands*, within *Prime Agricultural Areas shall* be carried out so that substantially the same areas and same average soil quality for *agriculture* are restored.

s) On *prime agricultural lands*, complete agricultural *rehabilitation* is not required if:

(i) there is a substantial quantity of *mineral aggregate resources* below the water table warranting extraction, or the depth of planned extraction in a *quarry* makes restoration of pre-extraction *agricultural* capability unfeasible;

(ii) other alternative locations have been considered by the applicant and found unsuitable. The consideration of other alternatives *shall* include resources in areas of Canada Land Inventory Class 4 to 7 soils, resources on lands identified as designated growth areas, and resources on *prime agricultural land*s where *rehabilitation* is feasible. Where no other alternatives are found, *prime agricultural lands* shall be protected in this order of priority: *specialty crop areas*, and Canada Land Inventory Class 1, 2 and 3 lands; and

(iii) *agricultural rehabilitation* in remaining areas is maximized.

t) If a use proposed on lands designated Mineral Resource Extraction Area after *rehabilitation* is not permitted under Subsection 4.10.2.2 c) an amendment to this Plan *shall* be required.

u) The proponent of a new or expanded Mineral Resource Extraction Area *shall* be required to demonstrate to the satisfaction of the *City* and the *Region* that the transportation of aggregate and related products associated with the proposed *mineral resource extractive operation* can be adequately accommodated by the transportation system in the City. Any improvements to the City's transportation *infrastructure* to accommodate the transportation of aggregate *shall* be at the expense of the proponent. If applicable, alternative routes and alternative *modes* for transporting the products *shall* be considered and evaluated.

Economic Activity

5

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ECONOMIC ACTIVITY

Burlington's location in proximity to Toronto and Hamilton, coupled with its access to major highway and rail infrastructure and an abundant supply of land, allowed the City to grow rapidly over the last 50 years. A number of conditions that supported this rapid growth are expected to change over the next 20 years. The manufacturing-based economy has entered a period of transition where issues of globalization, technology changes, including automation and labour force changes, all contribute to a new role in the economy for manufacturing. Congestion along major highway *infrastructure* is increasing, as are fuel costs.

The Strategic Plan's first strategic direction supports a City that Grows. Key to working toward that direction is the promotion of economic growth. The Strategic Plan acknowledges that there are many interrelated actions.

A healthy and *sustainable* city provides opportunities to accommodate a wide range of businesses and economic activities throughout the city. The City has *employment* concentrations in manufacturing, retail trade and health care and social assistance. In 2015 the City had the highest proportion of full time jobs compared to other local municipalities in the Region of Halton. Similar to the Region of Halton, the economy and jobs are diverse and well balanced.

In recent years, the growth in commercial space in the City has outpaced population growth. The current supply of commercial space is above average for suburban GTA municipalities. However, vacancy rates and sales performance levels in the City indicate that the retail market is healthy.

The City has an available supply of commercially designated land sufficient to meet future demand to 2031. However, there are underserved portions of the City, as well as *intensification areas* which will require additional local serving needs.

Institutional and *public service facilities* are critical to the economy and the vibrancy of the City. Ranging from a post-secondary institution to a hospital to a fire station, this Plan provides opportunities to locate *public service facilities* throughout the City. Both are critical to the development of a *complete community*. This Plan also identified opportunities to support innovation and research as well as investment in existing and proposed *public service facilities* and *institutional uses*.

This Plan, through the development of the Mixed Use Intensification Areas, is promoting the *re-development* of traditional commercial areas into revitalized mixed use, pedestrian-friendly hubs of activity.

The economy of Rural Burlington is quite different from that of the Urban Area, being based on *agriculture* and *on-farm diversified* uses, other resource industries,

home occupations, recreation and *agricultural-related tourism*. Rural Burlington's location in close proximity to major urban areas presents its industries with major challenges but also with new opportunities.

The City's long term land use strategy to accommodate employment has been developed to manage the challenges and opportunities that the City will face over the planning horizon of this Plan. The strategy:

a) retains existing vacant lands within the *Area of Employment* lands to provide for a wide range of parcel sizes, locations and characteristics over the long term;

b) builds on the existing employment lands policy framework to nurture existing *employment* lands, including a level of predictability for those already invested and support for the continued use and *re-development* of employment lands for *employment* purposes; and

c) focuses on encouraging *employment* growth in *mixed use intensification areas* including the City's *mobility hubs*. These areas will be planned to accommodate *employment* uses which are *compatible* with other sensitive uses and to have the potential to contribute to vibrant, mixed use, transit-supportive uses.

Building on the City's strengths, over the planning horizon of this Plan, people will work throughout the City in *Areas of Employment*, urban centres, *mobility hubs*, other mixed use areas, in the Rural Area and even in existing residential neighbourhoods in the form of home occupations and small scale neighbourhood commercial uses.

This section includes policies on employment, area of employment protection, innovation districts, strategic employment areas and the agricultural system.

5.1 EMPLOYMENT

5.1.1 OBJECTIVE

a) To promote economic development and competitiveness.

5.1.2 POLICIES

a) The *City shall* promote economic development and competitiveness by:

   (i) providing for an appropriate mix of *employment* uses including industrial, commercial and *institutional uses* to meet long-term needs;

(ii) providing for a diversified economic base, including maintaining a range and choice of suitable sites for *employment* uses which support a wide range of economic activities and *ancillary uses,* and take into account the needs of existing and future businesses;

(iii) planning for, protecting and preserving *employment areas* for current and future uses; and

(iv) ensuring the necessary *infrastructure* is provided to support current and forecasted *employment* needs.

b) *Major office* and appropriate major *institutional development should* be located in urban growth centres or *major transit station areas*, with existing or planned higher order transit service.

5.2 PROTECTING THE AREA OF EMPLOYMENT

The Planning Act defines *Area of Employment* as an area of land designated in an Official Plan for clusters of business and economic uses. These areas are devoted to *employment* uses and are critical to the long term *sustainability* of the City. The *Area of Employment* captures a cross section of lands including a portion of designated Employment Lands as well as employment-oriented designations Mixed Use Intensification Areas, as described on Schedule B, Urban Structure.

The City has a finite supply of lands within the *Area of Employment* and it is critical that the *City* adopt a policy framework which protects that supply from unwarranted conversion. The *City* will need to maintain its supply of land within the *area of employment* in order to capitalize on its growth potential over the long term, given the fixed urban boundary.

From time to time, there *may* be a compelling reason to consider conversion, particularly when a conversion can achieve another one of the *City's* strategic objectives.

5.2.1 OBJECTIVE

a) To conform to the policies of the Provincial Policy Statement, the Provincial Growth Plan and the Regional Official Plan to guide the consideration of *employment* land conversion, at the time of a *municipal comprehensive review.*

5.2.2 POLICIES

a) It is recognized that all lands within the *Area of Employment* are necessary to achieve a significant component of the *employment* forecasts for the City to

the year 2031, as identified in Chapter 2, Sustainable Growth, of this Plan. The *area of employment* includes all lands identified as *Area of Employment* on Schedule B, Urban Structure, of this Plan, which are contained within the following land use designations on Schedule C, Land Use –Urban Area, of this Plan:

(i) Business Corridor;

(ii) General Employment; and

(iii) Urban Corridor-Employment;

and the following land use designations on Schedule E, Land Use – Uptown Urban Centre, of this Plan:

(i) Uptown Business; and

(ii) Uptown Business Corridor.

b) Proposals for the re-designation of lands defined as the *Area of Employment* on Schedule B, Urban Structure, of this Plan, from *employment* uses to non-*employment uses*, or to add a range of uses to an *employment* designation that are primarily permitted in a non-*employment* designation, including major retail uses, *shall* be evaluated in such a way as to utilize the *employment* generation and economic potential of the *employment* lands, based on meeting the following criteria:

(i) the proposal *shall* only be considered in conjunction with a *municipal comprehensive review* as identified in the Provincial Policy Statement and the policies of Provincial Plans;

(ii) there is a demonstrated need for the conversion, as determined by *City* Council;

(iii) the proposal *shall* not detrimentally affect the short and long term *employment* land needs of the City;

(iv) the proposal *shall* not *adversely impact* the achievement of the *City's intensification* targets and density targets;

(v) the *intensity* and characteristics of the proposed non-*employment uses shall* not *adversely impact* the overall viability of the *Area of Employment,* or the desirability or proper servicing of existing and future surrounding land uses;

(vi) there is existing or planned *infrastructure* and *public service facilities* to accommodate the proposed conversion;

(vii) cross-jurisdictional issues have been considered;

(viii) proposals for the re-designation of lands abutting major transportation corridors including rail lines, Provincial Freeways and Major and Multi-Purpose Arterial Streets, as identified on Schedule P-1, Classification of Transportation Facilities-Urban Area, are discouraged;

(ix) support studies as identified in Subsection 12.1.5.1.2.1, Complete Applications, of this Plan are prepared;

(x) in addition to clauses (i) through (x) above, the re-designation *shall* also meet at least two of the following conditions:

a. the amount of land affected is minor in area based on the projected land requirements within the planning horizon of the Plan;

b. the *development* of the site is not feasible for *employment uses* within the planning horizon of this Plan;

c. there are no alternative sites, designated and approved for the proposed use elsewhere in the City;

d. the proposal will have a beneficial impact on the surrounding uses and the broader community; and

e. the *development* of the lands for non-*employment uses* will meet a public need identified by *City* Council resolution.

5.3 INNOVATION DISTRICTS

Innovation districts are a type of business and/or industrial district designed to attract and promote clusters of public and private sector firms and organizations engaged in the development of new products, materials, services and knowledge.

Innovation districts are considered to be elements in the knowledge economy. Often they are anchored by post-secondary institutions and several major private firms, around which are clustered small and medium sized firms, support businesses and services and various business incubators and accelerators intended to support new ventures and start ups. The idea is that proximity, clustering and connectivity will stimulate economic activity.

The importance of the knowledge based economy is highlighted in the *City's* Strategic Plan. A key priority related to promoting economic growth is to develop an environment that is attractive to high-growth "knowledge-based" companies. The *City* will work to create the technological support, business support, *infrastructure* and educational environment to attract start ups and growing businesses.

While the uses generally associated with innovation districts such as research and development firms, product testing, and support services are permitted in a wide variety of locations in the City, the geographic clustering of similar uses can help to catalyze economic development and innovation in specific areas of the City. While residential uses do not need to be included within a given Innovation District, the ability to conveniently access a full range of residential options is very important.

5.3.1 OBJECTIVES

a) To establish a general framework for identifying an area with potential to function as an innovation district.

b) To support the development of economic development strategies that establish the vision and the key element of an innovation district.

c) To develop land use policies and tools that will support the implementation of economic development strategies for the development of innovation districts through enhanced transit and other *infrastructure* improvements, in order to create a more connected, complete and *sustainable* community feature.

5.3.2 POLICIES

a) One or more potential innovation districts *may* be identified in this Plan where the following opportunities have been identified:

   (i) an existing or proposed post-secondary institution is located in the area;

   (ii) a clustering of a related group of businesses and/or economic activities that have the potential to support the creation of new investments, ventures or start ups to support the development of new ideas, products or services.

   (iii) An *area of employment* with access to the *frequent transit network* (justified), availability of infrastructure and access to a range of housing options within close proximity.

b) Innovation District Study Areas *shall* be identified on Schedule B, Urban Structure, of this Plan.

c) Where an Innovation District Study Area has been generally identified on Schedule B, Urban Structure, of this Plan, an *Area-Specific Plan shall* be completed for the District.

d) Until the *Area-Specific Plan* has been completed for an identified Innovation District Study Area, notwithstanding the permissions in the underlying land use designation on Schedule C, Land Use Plan – Urban Area, of this Plan, the following uses *may* be permitted:

   (i) *office* uses;

   (ii) *industrial* uses that involve assembling, fabricating, manufacturing and other processes;

   (iii) research laboratories and information processing;

   (iv) communications;

   (v) municipal *infrastructure* and *utilities*;

   (vi) conference and convention uses and hotels, where they are permitted in the underlying land use designation, subject to addressing land use *compatibility* requirements; and

   (vii) retail and *service commercial* uses in accordance with the policies of the underlying designation.

e) An economic development strategy and brand for the development of an Innovation District *shall* include the following:

   (i) vision and target sectors;

(ii) the identification of economic, networking and physical assets available to support the Innovation District; and

(iii) direction to undertake an *Area-Specific Plan* to determine, in addition to the policies in Subsection 12.1.4 of this Plan:

a. land use vision and objectives related to the vision and target sectors;

b. *infrastructure* investments required to promote connectivity to *frequent transit network* and mobility hubs;

c. alignment of land use permissions with the vision, including, where an Innovation District is located outside of an *Area of Employment,* a full range of permitted uses;

d. where an Innovation District is located entirely within an *area of employment* the identification of opportunities to connect to surrounding communities, mixed use intensification areas and where applicable mobility hubs, *shall* be a priority. Connections to residential and commercial uses *shall* be identified and appropriate investments in *infrastructure* such as transit and *active transportation shall* be recommended.

e. design standards for the private and *public realm* including *streetscapes* in accordance with the policies of Chapter 7, Design Excellence; and

f. the identification of tools to incentivize preferred outcomes in line with the vision and policies of this Plan and the *Area-Specific Plan.*

5.4 STRATEGIC EMPLOYMENT AREAS

There are four strategic concentrations of within the *Areas of Employment* with a variety of vacant *employment* lands serviced, or planned to be serviced, over the horizon of the Plan, and existing developed *Areas of Employment* that *may* have the potential to *re-develop* and potentially *intensify.* These areas are not mapped, and do not constitute specific land use direction.

These areas are generally identified in the policies of this section of the Plan and *may* be the focus of the development of tools and approaches aimed at supporting the long-term viability and health of the City's *Areas of Employment.* Opportunities to support the *Areas of Employment* as they change over the coming years *shall* remain a key priority and one that will require careful investment in *infrastructure* from water and wastewater, *utilities*, transit *infrastructure* and *public service facilities* and *public realm* improvements in response to the investments of businesses and the needs of employees.

5.4.1 QEW CORRIDOR

a) This district straddles the QEW and extends from Guelph Line to Burloak Drive and from Mainway to the GO Train line. The area contains over 25 percent of the City-wide supply of vacant parcels, making up 13 percent of the overall vacant *employment* land in the City.

b) *Development* in close proximity to the Appleby GO should be transit supportive and consider opportunities to facilitate walking and cycling.

c) In the long term, support for *re-development* for *employment* uses within this corridor will be critical to re-invest, intensify *development* and increase the number of jobs.

d) The QEW Corridor *shall* be the focus of the development of a long-term *employment intensification* study to develop strategies to support *re-development* and re-investment:

   i) such a strategy *should* recognize that the lands north of the QEW/403 have a more intensive *employment* nature and in many locations provides sufficient protection from other, *sensitive land uses*;

   ii) the strategy *should* highlight opportunities relative to the *employment* lands south of the QEW/403 and north of the GO Rail Line and Stations. The strategy *should* emphasize and identify investment required to ensure employers and employees are prioritized and provided with convenient transit and safe pedestrian access from the *major transit station areas* to the surrounding *employment* lands;

iii) the strategy *should* acknowledge that over the long-term, the *City should* consider the development of a pilot *brownfield Community Improvement Plan* to support the *re-development* of *employment* land for new, more intensive *employment* uses.

5.4.2 BRONTE CREEK MEADOWS

a) This district extends from Burloak Drive to Creek Way and is bordered by Upper Middle Road and Mainway. The area contains the largest concentration of vacant *employment* land in the City, which constitutes 52 percent of the City-wide supply of vacant *employment* land. The employment function of Bronte Creek Meadows is a priority for the City. This area will be a focus for innovative *employment* and *employment* supportive uses in a *complete community* and in accordance with this Plan and the *City's* Strategic Plan.

b) In the near term, this area *should* be guided by the development of an *Area-Specific Plan.* A portion of the Bronte Creek Meadows district *shall* be the focus of the *Area-Specific Plan.*

c) The *Area-Specific Plan shall* be prepared in accordance to the policies of Subsection 12.1.4 and *shall* at a minimum, consider the following:

i) *infrastructure* and *public service facilities* requirements;

ii) achieving the density target established for the *Designated Greenfield Area*;

iii) the Natural Heritage System;

iv) future land use that focuses on *employment* and supportive uses; and,

v) consistency with the policies contained in Chapter 7, Design Excellence, of this Plan.

5.4.3 403 WEST CORRIDOR

a) This district straddles the 403 west of the 407. The area contains diverse vacant *employment* land and its relationship to the Aldershot GO Station *should* be an important consideration in its *development.* As a western gateway to the Greater Toronto Area connections to Hamilton will be critical to the long term development of the area.

b) A significant area of the 403 West Corridor will be considered as part of the *area-specific plan* for the Aldershot Mobility Hub. The relationship between mixed use areas and *employment* lands will be considered and the opportunities and challenges for connecting the entire corridor with transit

service shall be considered. Investments in transit will be a priority to change the dynamics of the area.

5.4.4 407 CORRIDOR

a) This district is the newest *Area of Employment* in the City, located on the south side of Highway 407 between the Dundas Street and Appleby Line interchanges. This area is not fully built out and represents key opportunities for prestige *employment development* with visibility and access to Highway 407, along with close proximity to two interchanges at Dundas Street and Appleby Line.

b) In the near-term, support for the *development* of uses that are appropriate in close proximity to residential areas will be prioritized. Investment in transit will be a priority to change the dynamics of the area.

c) The 407 Corridor *may* be the focus of a *Community Improvement Plan* related to the optimal development of this relatively young *Area of Employment,* in order to ensure that the area meets its potential as a high-profile *employment* entry node to the City.

5.5 THE AGRICULTURAL SYSTEM

The economic health and long term viability of the *agricultural system* play an important role in creating a healthy and environmentally *sustainable* City. This Plan is directed at providing the conditions for *agriculture* and the *agricultural system* to grow and prosper and to adapt to changing conditions. This is addressed both through the policies in this section of the Plan and through the objectives and policies set out in Chapter 9, Land Use Policies – Rural Area, of this Plan.

5.5.1 OBJECTIVES

a) To support the economic viability of *agriculture* and the *agricultural system*.

b) To enable *agriculture* and the *agricultural* system to adapt to new challenges and new opportunities.

c) To promote efficient *agricultural operations.*

d) To encourage and protect local food production, including *urban agriculture.*

5.5.2 POLICIES

a) The City *shall* consider providing incentives and other forms of assistance to support the development of *agricultural*, *agriculture-related* and *on-farm businesses* through the preparation, adoption and implementation of a *Community Improvement Plan* under Subsection 12.1.3.5 of this Plan.

b) *The City's Areas of Employment shall* accommodate industries that are components of the *agricultural* sys*tem.*

c) *The City shall collaborate w*ith t*he Region of Halto*n in implementing Halton Region's Rural Agricultural Stra*tegy to support the long-t*erm *sustainability* and prosperity of the *agricultural system and the rural econo*my.

e) The *City shall* develop an *urban agricultural* str*ategy to iden*tify and support appropriate *agricultural uses* in the Urban Area, in accordance with the policies in Section 4.9, Community Gardens and Urban Agriculture, of this Plan.

Infrastructure, Transportation and Utilities

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INFRASTRUCTURE, TRANSPORTATION AND UTILITIES

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INFRASTRUCTURE, TRANSPORTATION AND UTILITIES

Infrastructure is the underpinning of *development.* A particular type of *infrastructure*'s existence, and available or planned capacity to deliver more of their given service, is critical to growth in the City. The planning for their delivery and their location within the City is critical to the success of the City.

Planning for *infrastructure* is undertaken by many different entities and organizations, each with their own planning and budgeting process. These partners should be part of discussions relating to how the *City's* vision for growth through *intensification* will impact demand for their services. For the same reason, the *City* must understand that since a significant portion of these critical services are provided by others, clear priorities must be identified as investments required to support the vision will be significant.

The *City* must ensure that the land use vision can be phased and planned in a manner that optimizes the use of existing and new *infrastructure* to support growth in a compact, efficient form. Through any investment or plan, the long-term financial *sustainability* of the City and the Region must be ensured.

6.1 GENERAL

6.1.1 OBJECTIVES

a) To collaborate with all partners to ensure that *infrastructure* are planned comprehensively in a manner that effectively uses existing capacity and strategically invests in additional capacity to support the land use vision of this Plan, which calls for growth through *intensification*.

b) To rely on the land use vision of this Plan to communicate with multiple partners the approach for developing servicing priority and phasing in a built up municipality through the development of a series of *area-specific plans*. Dependent upon the findings of the *area-specific plans,* the highest priority for ensuring servicing capacity *shall* be determined amoung the existing Urban Centres and the emerging *mobility hubs* identified as primary areas in the Growth Framework.

c) To align with the City's long term Asset Management Plan.

6.1.2 POLICIES

a) The Region of Halton is responsible for the planning, design, delivery and maintenance of municipal water and waste water. It is the policy of this Plan that:

(i) all *development* within the Urban Area *shall* be connected to municipal water and waste water systems unless exempted by the policies of this Plan and the Regional Official Plan;

(ii) *development shall* be limited in the Urban Area to the ability and financial capability of the Region to provide municipal water and waste water services;

(iii) no servicing extensions beyond the Urban Area *shall* be permitted, unless exempted by the policies of the Regional Official Plan;

(iv) new servicing capacity, where required, *shall* be prioritized to those areas of the City identified as being Primary Growth Areas on Schedule B-1, Growth Framework, of this Plan. The *City shall* work closely with the Region of Halton to establish a means of addressing any servicing capacity challenges within the Growth Areas within the Urban built up areas consistent with the Regional Official Plan;

(v) the City *shall* further prioritize and phase the development of Growth Areas through the development of *Area-Specific Plans*, where required.

b) The *City* is responsible for providing a wide range of *infrastructure* and *public service facilities* and has established a long term Asset Management Plan in order to understand capital investments and long term lifecycle costs of *infrastructure* provided by the *City*. Decision making related to the prioritization of investment in *infrastructure* will consider, timing, capital budget and strategic consideration of the long term operational costs in the context of the long term Asset Management Plan.

c) The policies of this Plan including the Vision, the Urban Structure, the Growth Framework, the underlying land use designations and the commitment to the development of *Area-Specific Plans shall* be the means of communicating priority growth areas.

d) The highest priorities for servicing capacity improvements within the built-up area are:

(i) the Urban Centres (Downtown and Uptown); and,

(ii) pursuant to the finalization of the *Area-Specific Plans*, with a full understanding of the short, medium and long term implications of *development* proposed and investment required.

e) Collaboration among the *City*, Region and other critical service and *utility* providers *shall* be undertaken to ensure coordination of planning, investment and *development* in line with these priorities.

f) Lands that are under the ownership or jurisdiction of Federal, Provincial or municipal bodies or agencies and that are used for transportation, *utility* or communication purposes *shall* be appropriately zoned.

6.2 MULTIMODAL TRANSPORTATION

Burlington's transportation system is made up of many elements and choices for moving around the City, including walking, riding a bike, taking transit or rail, and using vehicles. A diverse transportation system with many practical and realistic choices is an essential part of a *sustainable* city, one which fully integrates mobility with land use and improves the quality of life in the City.

A city that is growing up rather than out has a different kind of transportation system. As the city grows up, if everyone continues to rely on their automobile to drive everywhere, it will become harder and harder for anyone to move.

A Burlington that's growing up successfully is a walking-friendly city, a bike-friendly city and a city designed and built around public transit. It is a city that provides real and attractive choices outside of the car. One of these choices is a convenient and reliable transit system which includes a *frequent transit network (FTN)* where transit users can expect easy-to-use services that are frequent enough that they do not need to refer to a schedule. The FTN is also *essential infrastructure* to support community connectivity, facilitate *intensification,* and increase ridership in the City's growth areas, as identified by this Plan.

A successful, integrated and *multi-modal* transportation system will be achieved by prioritizing decision-making in this order: walking first, then biking, public transit, car-sharing, goods movement, and finally, the private automobile. This reprioritization will be context-driven, with particular emphasis in the urbanizing/growing areas of the City. The goal in urbanizing places will be an environment where walking, biking and transit is enjoyable while in places expected to remain low density and suburban, and in rural places where appropriate, the goal will be a balanced mobility.The intent is not to ban the car, but rather to reprioritize in a way that works better for all *modes* of movement, including driving.

The main intent of the transportation policies of this Plan is to provide a *multi-*

modal transportation system for all residents and businesses that is safe, convenient, accessible, and efficient and that addresses many of our key challenges, including climate change, public health, fiscal responsibility and affordability. The policies in this section of the Plan speak to the different components of the transportation system, and offer guidance on various tools to manage mobility.

6.2.1 GENERAL

6.2.1.1 OBJECTIVES

a) To develop an equitable, integrated, *multi-modal* transportation system that offers safe, convenient and efficient movement of people and goods within the City.

b) To develop a transportation system that supports and complements the *City's* land use vision and provides a range of *mode* choices.

c) To identify new and enhanced facilities to serve existing and future pedestrians, cyclists, transit riders and automobile users.

d) To support the creation of urban environments that support *multi-modal* transportation with an emphasis on pedestrians, cyclists and public transit, connecting people and places.

e) To maximize the capacity of existing transportation *infrastructure* and reprioritize decision making in order to achieve an equitable and integrated, *multi-modal* transportation system.

f) To consider all environmental factors in evaluating improvements to the transportation system with emphasis on public safety, quality of life, noise and air pollution levels, health effects, and the maintenance of the *natural environment*.

g) To implement *context sensitive design* for street, roadway and intersection designs, particularly where constraints, such as the *natural environment* and *natural heritage features*, property impacts and cost, require flexibility in *design guidelines* and creative design, in order to achieve an optimal solution.

h) To establish a *complete streets* strategy in the City.

i) To implement a range of *Transportation Demand Management (TDM)* strategies to reduce single-occupancy vehicle trips, to *encourage* more frequent travel by sustainable *modes* and outside of peak periods, and to reduce trip length.

j) To recognize parking management as a tool to influence *mode* choice, affect housing costs and shape the *public realm.*

6.2.1.2 POLICIES

a) Major *transportation facilities shall* be developed to comply with the classification, function and general design requirements outlined in Chapter 14, Table 1 - Classification of Transportation Facilities – Urban Area and Rural Area, of this Plan. The location of major *transportation facilities shall* comply with Schedule P-1, Classification of Transportation Facilities – Urban Area; Schedule P-2, Classification of Transportation Facilities – Rural and North Aldershot Areas; and Schedule P-3, Classification of Transportation Facilities – Downtown Urban Centre, of this Plan. Schedule P-1 does not show all Urban Local Streets.

b) The public street rights-of-way identified in Schedule P-1, Classification of Transportation Facilities – Urban Area; Schedule P-2, Classification of Transportation Facilities – Rural and North Aldershot Areas; and Schedule P-3, Classification of Transportation Facilities – Downtown Urban Centre, and in Chapter 14, Table 2 – Public Right-of-Way Widths, *shall* be protected and secured through the *development* process of the approval for plans of subdivision and condominium, part-lot control applications, consents, site plan applications, Parkway Belt applications and Niagara Escarpment Plan Amendment applications, unless waived by the *City* in accordance with Subsection 6.2.7.2 f) of this Plan. Further, any public right-of-way identified in a detailed engineering study or class environmental assessment study *shall* be secured and protected in the same way through the *development* process.

c) In developing the transportation system, the *City shall* evaluate and provide *infrastructure* to prioritize active and *sustainable modes* of travel based on efficiency, contribution to a more inclusive, healthy, livable and *complete community,* and to reduce environmental impacts and energy consumption. In the Rural Area, the transportation system *shall* be designed to minimize impacts to the Agricultural System.

d) A detailed transportation study to assess the impact of a proposed *development* on current travel patterns and/or future *multi-modal* transportation requirements *may* be required before *development applications* are approved.

e) The enhancement of all *transportation facilities* to maximize mobility and access for people of all abilities s*hall* be required, including during construction and reconstruction projects.

f) The *City shall* actively provide input in the planning of Regional and Provincial *transportation facilities* and services, in accordance with the policies of this Plan and the *City's* Transportation Plan.

g) Opportunities for the sharing of parking will be *encouraged* between *compatible* uses where feasible, subject to an evaluation by the *City.*

h) All transportation facilities *shall* be designed to provide seamless integration between all *modes* of local and regional transportation, including walking, cycling, transit and private vehicles.

i) The identification of enhanced *multi-modal* transportation *infrastructure shall* be prioritized through the capital budgeting process in Mixed Use *Intensification Areas* and *Areas of Employment,* and the identified justified *frequent transit network*, as identified on Schedule B-2, Growth Framework and Frequent Transit Network, of this Plan, in keeping with Chapter 14, Table 1 - Classification of Transportation Facilities – Urban Area, of this Plan.

j) Highways are under the jurisdiction of the Province and are identified on Schedule P-1, Classification of Transportation Facilities – Urban Area; Schedule P-2, Classification of Transportation Facilities – Rural and North Aldershot Areas; and Schedule P-3, Classification of Transportation Facilities – Downtown Urban Centre, of this Plan. Any *development* located within the Provincial permit control area under The Public Transportation and Highway Improvement Act is subject to Provincial review and approval prior to the issuance of entrance, building and land use permits. These permits must be obtained prior to any construction being undertaken within the permit control area.

k) The City *shall* undertake a Transportation Plan and a City-wide Parking Study.

6.2.2 URBAN STREETS AND RURAL ROADS

6.2.2.1 OBJECTIVES

a) To ensure the provision of well-maintained streets and roads that will permit access to all parts of the City.

b) To provide adequate capacity to meet local transportation needs, but not necessarily inter-municipal traffic demands, which *should* be met by Provincial and Regional *transportation facilities* and services.

c) To place emphasis on developing a connected and continuous grid-oriented street network that supports convenient and efficient travel by all *modes* and discourages the development of street configurations that disrupt the grid network.

d) To provide more pedestrian oriented *streetscapes* that increase safety and attractiveness of the street environment to support *active transportation* choices.

e) To re-evaluate traditional width standards for roadways and indicate the circumstances under which reduced width standards *shall* be permitted.

f) To carry out road extensions, where appropriate, in order to accommodate people, transit and goods movement.

g) To avoid road widenings for the sole purpose of increasing capacity for single occupant automobiles.

h) To employ *complete streets* standards and the use of *context sensitive design* standards.

i) To plan for and develop a street network that accommodates all *modes* of travel in a safe and efficient manner.

6.2.2.2 POLICIES

a) The City *shall* establish a *complete streets* strategy for all road and street projects, including those involving new construction, reconstruction, resurfacing and *rehabilitation*.

b) The planning, staging and land requirements of road extensions and widenings *shall* be based on Schedule P-1, Classification of Transportation Facilities – Urban Area; Schedule P-2, Classification of Transportation Facilities – Rural and North Aldershot Areas; Schedule P-3, Classification of Transportation Facilities – Downtown Urban Centre; and Chapter 14, Table 2 – Public Right-of-Way Widths, of this Plan.

c) Any localized widenings *shall* be evaluated and recommended based upon consideration for all *modes* of travel and ability to support active and *sustainable* transportation.

d) Land dedication for daylight triangles on roads and streets under the *City's* jurisdiction *shall* be based on the following:

(i) 3 m x 3 m: Local Street/Industrial Street to Local Street/Industrial Street or Neighbourhood Connector Street;

(ii) 5 m x 5 m: Neighbourhood Connector Street to Neighbourhood Connector Street;

(iii) 5 m x 5 m: Local Street/Industrial Street to Urban Avenue, Main Street, Industrial Connector or Multi-Purpose Arterial Street;

(iv) 7 m x 7 m: Neighbourhood Connector Street to Urban Avenue, Main Street, Industrial Connector or Multi-Purpose Arterial Street;

(v) 15 m x 15 m: Urban Avenue, Main Street, Industrial Connector, Multi-Purpose Arterial, or Major Arterial Street to Urban Avenue, Main Street, Industrial Connector, Multi-Purpose Arterial or Major Arterial Street;

(vi) 10 m x 10 m: All road intersections identified on Schedule P-2, Classification of Transportation Facilities – Rural and North Aldershot Area, of this Plan;

(vii) 15 m x 15 m: any City roadway intersecting with a Regional roadway;

(viii) daylight triangles having lesser dimensions than specified above *shall* only be acquired if the reduced standard is proven to be acceptable to the *City,* subject to the criteria in subsection 6.2.7.2 f) of this Plan.

e) *Transit Priority Measures* (TPM) *shall* be considered in Mixed Use Intensification Areas and *Areas of Employment.* When *transit priority measures* are proposed, consideration *shall* be given to permitting the reduction in road capacity available to other vehicles and the need to widen the street.

f) Streets and roads serving as transit and primary response routes for emergency services *shall* be built early in the *development* process, so that transit service and primary emergency response can be provided at an early stage, subject to operational and financial feasibility.

g) Traffic flows *shall* be controlled within the Urban Area through traffic management, traffic calming, design features and other techniques.

h) Street and road construction and maintenance methods *shall* be regularly reviewed and implemented. The road asset management system will be continuously updated to determine maintenance requirements and priorities.

i) Street and road design standards *shall* be reviewed in a comprehensive manner and updated in order to consider all *modes* of travel and people of all ages and abilities.

j) The use of public and private laneways *may* be permitted subject to an evaluation by the *City* and Region of functional, operational, servicing and financial issues.

k) Within the Rural Area as shown on Schedule A, City System, of this Plan, all new, expanded and reconstructed transportation *shall* incorporate *context sensitive design* and shall be planned, designed and constructed in

accordance with Subsection 9.1.2 j) of this Plan. New public rights-of-way established through the subdivision of large parcels *shall* be designed in a manner which provides for safe and efficient pedestrian and transit connections.

l) *Development* proposals within the City *shall* be required to take place on public streets, unless it can be demonstrated by the proponent, to the satisfcation of the City, that a private street is equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighbourhood connectivity, facilitating ease of land assembly for future *development*, reducing environmental impacts, and minimizing financial impacts to the *City.*

m) Traffic flow on the City's arterial streets and industrial connectors is primarily constrained by intersection capacities and traffic signal operations. Generally, the target Levels of Service (LOS) will be LOS 'E' or better based on an analysis of overall intersection operation.

n) Capacity improvements at major intersections will be evaluated on a number of factors including pedestrian operations, *streetscape* and aesthetic impacts, property impacts, critical movement volume-to-capacity ratios, and widening requirements, transit operations, operations during off-peak hours, and availability of other routes. At some locations, such as Mixed Use *Intensification Areas* and *Areas of Employment*, increased tolerance for at-capacity conditions will be considered and *encouraged*. LOS 'F' *shall* be deemed to be acceptable for peak hour conditions.

o) The design standards for roads and streets *shall* be reviewed to support *transit-supportive land use.*

p) Through *Area-Specific Plans* and *development applications,* a grid-oriented street network *shall* be provided to create a continuous and highly permeable *active transportation* network.

6.2.3 TRANSIT

6.2.3.1 OBJECTIVES

a) To promote the use of transit and reduce reliance on the private automobile by making transit an attractive transportation option by encouraging *transit-supportive land use*.

b) To develop the transit system as a part of a *multi-modal* network that supports the City's Urban Area, with a focus on the City's Mixed Use *Intensification Areas* and *Areas of Employment.*

c) To implement a *frequent transit network* and other local transit service to support the needs of City residents, employees, employers and customers.

d) To co-ordinate transit service with other service in the Hamilton Area and Greater Toronto Area to achieve convenient and effective transit service integration with GO transit, VIA rail, Hamilton Street Rail, Oakville Transit and other neighbouring service providers.

e) To ensure that new *development* and *re-development* provides adequate connections to transit.

6.2.3.2 POLICIES

a) Municipal transit services and facilities *shall* be provided in accordance with Schedule B-2, Growth Framework and Frequent Transit Network, of this Plan. This Schedule identifies the *frequent transit network* in the City, along with the City's Mixed Use *Intensification Areas* and *Areas of Employment, Mobility Hub Primary and Secondary Connectors*, and the location of GO and Bus Stations. Other less frequent transit service routes are not shown on Schedule B-2.

b) Long range transit planning will support the City's *Intensification Areas* with a *frequent transit network* and priority will be placed on providing the highest level of transit service in the City's Mixed Use *Intensification Areas* and *Areas of Employment.*

c) The *frequent transit network* identified in Schedule B-2, Growth Framework: Frequent Transit Network, of this Plan, *shall* be confirmed through the preparation of the City's Integrated Transit Mobility Plan and be updated periodically, and these updates *shall* not require an amendment to this Plan.

d) New *frequent transit network* (justified and candidate) routes *may* be identified at the time of a *Municipal Comprehensive Review* that considers amendments to the Urban Structure and Growth Framework.

e) The City's transportation system and land use *development* are intended to achieve or exceed the minimum transit *modal shares* in accordance with the Region of Halton's Transportation Master Plan.

f) The *City shall* promote increased transit use through transit supportive densities, urban design measures and parking management measures to make *development* more accessible for transit users in Mixed Use *Intensification Areas* and *Areas of Employment.*

g) Transit stations and facilities in the City *shall* be designed to provide comfortable and safe access between pedestrian, cycling, and transit *modes.*

6.2.4 ACTIVE TRANSPORTATION

6.2.4.1 OBJECTIVES

a) To require *active transportation* as part of a *multi-modal* and inter-connected transportation system.

b) To *develop and maintain a contin*uous on-road a*nd off-road* bikeway and trail system across the City, connecting to nearby municipalities, for general commuting and *recreational* purposes.

c) To establish the interconnections of on-road bike routes, multi-use trails and paths throughout the City with other open space linkages.

d) To promote and support walking and cycling as viable *mobility* options for commuting, *recreation* and other travel.

e) To continuously improve the pedestrian realm and cycling facilities through the design and implementation of *complete streets*.

f) To ensure that the design of *Area-Specific Plans* and new subdivisions provides convenient *active transportation* access to schools, neighbourhood *recreational* facilities, shopping areas, *Areas of Employment* and existing or planned transit routes.

g) To require that new *development* and *re-development* provides adequate *active transportation* connections to a public-right-of-way.

6.2.4.2 POLICIES

a) Municipal cycling facilities *shall* be provided in accordance with Schedule Q, Long-Term Cycling Master Plan, of this Plan. This Schedule identifies the long-term location of bicycle routes, lanes, priority streets, cycle tracks and multi-use paths and connections to nearby communities.

b) Schedule Q, Long-Term Cycling Master Plan, of this Plan *shall* be updated periodically and these updates *shall* not require an amendment to the Plan. In the event of a conflict between Schedule Q of this Plan and the Cycling Master Plan, the up to date Cycling Master Plan *shall* prevail.

c) Municipal trail facilities *shall* be provided in accordance with Schedule R, Trails Strategy, of this Plan. This Schedule identifies the location of trail routes and connections to nearby communities.

d) Schedule R, Trails Network, of this Plan, *shall* be modified or updated periodically and these modifications or updates *shall* not require an amendment to the Plan. In the event of a conflict between Schedule R of this

Plan and the Trails Network document, the up to date Trails Network document *shall* prevail.

e) A periodic review of the *City's* Cycling Master Plan and cycling standards *shall* be undertaken.

f) The connection of bicycle routes, cycle tracks and multi-use paths and trails with *recreational* facilities and other *public service facilities shall* be *encouraged.*

g) Pedestrian, cyclist and overall public safety and security *shall* be *encouraged* in the design and *development* of the *active transportation* network.

h) The continued integration of cycling with transit *modes shall* be required through adequate and secure bicycle parking and related end-of-trip facilities.

i) The reconstruction of existing streets and the construction of new streets *shall* include safe, convenient and accessible pedestrian facilities, such as sidewalks and/or multi-use paths.

j) Streets, sidewalks and walkways *shall* be designed to provide more direct *active transportation* access from the interior of blocks to transit locations and public rights of way. At the site plan application stage, proposed *developments* and *re-developments shall* be required to provide direct, safe, convenient and attractive interior pedestrian access through the site.

k) The *development* of *streetscapes* that are safe, convenient, accessible and attractive for pedestrians and cyclists *shall* be implemented through the selection of appropriate site-specific measures such as providing wide sidewalks, bike lanes, illumination, locating retail and *service commercial* uses at street level to provide an active street front, *encouraging* building designs that provide shelter, and providing convenient and sheltered transit stops and bike parking, street furniture, shade *trees* and other amenities.

l) Safe, accessible and unobstructed connections *shall* be provided where trails and other *active transportation infrastructure* intersects with roads, streets and other public rights of way.

6.2.5 RAIL

6.2.5.1 OBJECTIVES

a) To integrate rail services with other transportation system components.

6.2.5.2 POLICIES

a) The seamless integration of rail passenger transportation services (such as GO Transit and Via Rail) with other transportation *modes shall* be planned for through *Area-Specific Planning*.

b) The *development* of lands close to rail lines and rail spur line services *shall* be *encourage*d for *employment* uses.

c) Noise and vibration-*sensitive land uses shall* generally be discouraged next to rail lines.

d) The proponent of land uses *sensitive* to noise and vibration adjacent or in proximity to railway lines or railway yards *shall* be required to undertake, prior to *development* approval, the following studies by *qualified persons* in accordance with Provincial policies, to the satisfaction of the Region of Halton, the *City*, and the Province, in consultation with the appropriate railway agency, and to implement the study recommendations as approved, including the restriction of new residential and other *sensitive land uses* and noise and vibration mitigation measures:

   (i) noise studies, if the *development* is within 300 m of the railway right-of-way or 1000 m of a railway yard; and

   (ii) vibration studies, if the *development* is within 75 m of the railway right-of-way or a railway yard.

e) The proponent of any *development* adjacent to railways *shall* ensure that appropriate safety measures such as, but not limited to, setbacks, crash walls, berms and security fencing are provided to the satisfaction of the *City* in consultation with the appropriate railways to mitigate the *adverse effects* of their *development* on the railways.

f) The *City shall* consult with the appropriate rail operator(s) to ensure that projected rail service and *infrastructure* improvements are identified, planned for and protected in any planning approvals.

g) The *development* of facilities for the transfer of goods between rail and truck *modes shall* be *encourage*d at appropriate locations.

h) The assistance of Federal, Provincial and other agencies *shall* be sought in identifying areas where existing rail lines create significant barriers to pedestrian and cycling access, or to the *development* of a continuous network of roads. Once identified, these areas *shall* be examined for possible improvements including developing grade-separated crossings for automobiles, transit, pedestrians and bicycles.

6.2.6 AIR

6.2.6.1 OBJECTIVES

a) To integrate air services with other transportation system components.

b) To *encourage* the safe and convenient use and provision of air service.

6.2.6.2 POLICIES

a) The operation of the Burlington Air Park located on Bell School Line is recognized as an *existing use* providing air service to residents and businesses. Any expansion *shall* be subject to necessary studies, applicable municipal by-laws and public review, and *shall* have regard for the surrounding area.

6.2.7 PUBLIC RIGHT-OF-WAY ALLOWANCES

6.2.7.1 OBJECTIVES

a) To protect adequate public rights-of-way to meet future needs.

b) To maximize the use of existing rights-of-way through reallocation of space instead of acquiring new rights-of-way and/or building new streets and roads.

6.2.7.2 POLICIES

a) Public right-of-way allowances are intended to identify and protect strategic land areas for public use which are necessary to accommodate the long-term development of an efficient, safe, *sustainable* and attractive *multi-modal* transportation network.

b) Public right-of-way allowances *shall* be developed to address the City's transportation priorities and to address needs with regard to the following:

(i) pedestrians;

(ii) cyclists;

(iii) public transit (including associated facilities);

(iv) public accessibility;

(v) street landscaping and boulevards;

(vi) permanent street furniture;

(vii) vehicular traffic;

(viii) public on-street or lay-by parking; and

(ix) public *utilities*.

c) Planned works within a public right-of-way *shall* build the elements of a *complete street*, as part of the final design and alignment of the public works.

d) The public right-of-way width of all public right-of-ways not identified in Chapter 14, Table 2, Right-of-Way Widths, of this Plan *shall* be the actual width as it existed on the date of the registration of the plan of subdivision, or if a plan of subdivision does not exist, the date of approval of this Plan.

e) Public right-of-way allowance widths identified in Chapter 14, Table 2, Right-of-Way Widths, of this Plan are approximate and *may* be increased to accommodate additional requirements associated with a planned public works project which *may* include, but are not limited to, noise walls, additional turning lanes at intersections, landscaped medians, elements required to address pedestrian, comfort, safety or accessibility, separated bicycle paths, wider roadway cuts or embankments.

f) Required public right-of-way allowance widths identified in Chapter 14, Table 2, Right-of-Way Widths, of this Plan *may* be reduced on a site-specific basis by the *City*'s Director of Planning/Chief Planner in order to address one or more of the following site-specific circumstances:

(i) a public need arising from the design and alignment of a planned public works project;

(ii) accommodation of the existing or planned *streetscape* elements;

(iii) accommodation of the existing built form and buildings;

(iv) the presence of the Natural Heritage System or other *sensitive* environmental features;

(v) the presence of a *cultural heritage resource;* and/or

(vi) the presence or potential risk of environmental *contamination.*

(vii) Reductions to public right-of-way allowance widths will be considered only provided the *City's* objectives to achieve *complete streets* standards, including all mobility and transit needs, have been addressed.

g) Public right-of-way allowances identified in Chapter 14, Table 2, Right-of-Way Widths, of this Plan *shall* be conveyed to the *City* as a condition of *development*, unless waived according to Subsection 6.2.7.2 f) of this Plan.

h) Where a public right-of-way has been transferred from another *public authority* to the ownership of the *City*, any existing public right-of-way allowances associated with the right-of-way *shall* be reviewed and, where

necessary, modified to ensure the right-of-way allowance reflects the *City's* needs and are modified as necessary, to incorporate the elements of a *complete street* as identified in Subsection 6.2.2.2 a) of this Plan.

i) Where the *City* determines that a public right-of-way allowance widening is not required to be conveyed to the *City*, any required setbacks *may* be measured from the property line, rather than the edge of the deemed width of the allowance identified in Chapter 14, Table 2, Right-of-Way Widths, of this Plan. The Zoning By-law *shall* be updated to reflect this requirement.

j) A public right-of-way allowance conveyed to the *City may* be used on an interim basis in conjunction with an approved *development* located on a property from which an allowance is to be conveyed to the *City,* provided that:

(i) no permanent structures are located within the allowance area;

(ii) the allowance area does not contain an activity or function that is required to fulfill the approval or compliance of an existing or proposed *development* on the site from which the allowance is to be conveyed;

(iii) the planned public works, for which the allowance has been conveyed, are not imminent; and

(iv) the owner of the site from which the allowance is to be conveyed enters into all necessary and appropriate agreements, as determined by the *City.*

k) Upon receipt of a *development application,* the *City shall* confirm whether a public right-of way is required as per the policies of this Plan.

6.2.8 GOODS MOVEMENT

6.2.8.1 OBJECTIVES

a) To support the reliable and efficient distribution of truck traffic and facilitates goods movement to commercial and *employment* areas by heavy commercial vehicles.

b) To minimize the impact of goods movement on the overall transportation network.

6.2.8.2 POLICIES

a) The *City may* identify goods movement routes.

b) Heavy truck traffic *may* be restricted to selected goods movement routes, as established by the *City*, to minimize the impacts that this traffic will have on residential areas.

c) The *City shall* ensure goods movement routes are as efficient for heavy truck traffic as possible, without compromising safety for pedestrians and other street users.

d) All uses that facilitate goods movement *should* have regard for the Province of Ontario's Freight Supportive Guidelines.

e) Where heavy truck traffic occurs outside of any established goods movement routes, the heavy truck traffic *shall* have regard for pedestrians and cyclists, through such measures as not obstructing sidewalks and bicycle lanes, among other measures.

f) The design and location of buildings adjacent to goods movement routes *shall* consider means to mitigate any impacts that truck and commercial traffic will have on the surrounding areas. For new *development,* the *City may* require loading facilities and activities to be located off the road rights-of-way through site plan review.

g) Where heavy truck traffic occurs outside of *Areas of Employment*, the impacts on the pedestrian and cyclist environment *may* be mitigated, by developing wider sidewalks, developing landscaping schemes to reduce noise and visual impacts within pedestrian areas to provide additional buffering. The adoption of such mitigation features *shall* require the consideration of the maintenance, safety, traffic operations and air quality implications of these measures.

h) The *City should* develop, where required, specific goods movement and delivery strategies for Mixed Use Intensification Areas.

6.2.9 MOBILITY HUB CONNECTORS

Mobility Hub connectors are streets and other supporting active transportation corridors that link each of the *mobility hubs* both to one another and to key surrounding areas. These connectors have the potential to provide direct and convenient connections for all users, including pedestrians, cyclists, transit users and drivers.

Mobility Hub connectors *shall* be developed over time to reflect their role according to policies within Subsection 8.1.2 of this Plan, as well as with those applicable policies within the *City's* Transportation Master Plan.

Mobility hub connectors consist of *mobility hub primary connectors, secondary connectors* and *tertiary connectors. Mobility hub primary and secondary*

connectors are shown on Schedule B-2, Growth Framework: Transportation Network, of this Plan.

6.2.9.1 OBJECTIVES

a) To ensure direct, convenient connections between *mobility hubs* for all users, including pedestrians, cyclists, transit users and private automobiles.

6.2.9.2 POLICIES

a) *Mobility hub primary and secondary connectors shall* be *complete streets* and take into consideration the policies contained in Subsection 6.2.7, Public Street Right-of-Way Allowances, of this Plan.

b) Enhanced levels of transit service and facilities such as *frequent transit shall* be provided on *primary and secondary connectors.*

c) The *Area-Specific Plan* for *mobility hubs shall* evaluate the role of *mobility hub* connectors and provide recommendations on any works required along connectors to support individual hub objectives and to achie*ve transit supportive land uses* and improved design standards on *primary and secondary connectors.*

6.2.10 TRANSPORTATION DEMAND MANAGEMENT

6.2.10.1 OBJECTIVES

a) To manage transportation demand through the use of such means as transit, walking, cycling, carpooling, ride sharing, car sharing, bike sharing and the implementation of flexible working hours.

b) To support and enhance *sustainable* transportation choices and discourage single occupant vehicle trips.

c) To reduce traffic congestion, parking supply needs, and demand for parking spaces by *encouraging* non-automobile *modes* of travel.

6.2.10.2 POLICIES

a) The *City shall* recognize the role of *Transportation Demand Management (TDM)* in promoting the more efficient use of existing transportation *infrastructure*, reducing automobile use, and promoting increased transit use and *active transportation*.

   (i) within Mixed Use *Intensification Areas* and *Areas of Employment, development* proponents *shall* be required to submit a *Transportation Demand Management* Plan and implementation strategy for the *development*, subject to *City* approval, prior to occupancy;

(ii) in other areas of the City, excluding Residential Low-Density areas, *development* proponents *may* be required to submit a *Transportation Demand Management* Plan and implementation strategy for the *development*, subject to *City* approval, prior to occupancy.

b) The Transportation Demand Management Plan shall:

(i) be integrated with the required transportation impact study submitted to support the proposed *development*;

(ii) identify design and/or program elements to reduce single occupancy vehicle use;

(iii) identify the roles and responsibilities of the landowner with respect to each recommended program and its implementation; and

(iv) identify the operational and financial roles and responsibilities of the landowner including, but not limited to, program development, implementation and ongoing management and operations of the *Transportation Demand Management* Plan and/or implementation strategy.

c) The *Transportation Demand Management* Plan *shall* consider, but is not limited to, the following measures:

(i) secure, conveniently located, weather protected on-site bicycle storage facilities and associated amenities such as showers, change rooms and clothing lockers;

(ii) reserved, priority car-pool parking spaces;

(iii) carpooling and ridesharing programs;

(iv) bike-sharing and/or car-sharing programs;

(v) provision of Provincial, Regional or City Transit Passes to building occupants or residents;

(vi) measures that shift travel times from peak to off-peak periods;

(vii) enrollment with Smart Commute Halton; and/or

(viii) other measures that reduce single occupancy vehicle trips.

d) The *City shall* consider reduced parking requirements for *development* and/or *re-development* where a comprehensive *Transportation Demand Management* Plan is submitted and implemented to the satisfaction of the *City.* The City *may* evaluate reduced parking standards through a city-wide Parking Study.

e) The *City shall encourage* community-wide and area-specific *transportation demand management* programs, such as car share and bike share.

f) A co-ordinated approach *shall* be *encouraged* in the *development*, implementation and monitoring of *Transportation Demand Management* measures.

g) The *City* will work with *development* proponents to provide all new building occupants with information on available pedestrian, cycling and transit facilities and carpooling options within the community, including local transit routes and schedules.

6.3 UTILITIES

6.3.1 OBJECTIVES

a) To recognize major *utility* corridors and other lands required for *utility* purposes.

b) To permit *compatible accessory* uses within *utility* lands and to ensure the *compatible* future use of abandoned or surplus *utility* lands.

c) To ensure *that the d*esign, *con*struction and *operat*ion of *essential utility facilities* or expansions to existing facilitie*s occur* in a *cmpatible* manner and with a minimum of social and environm*ental imp*act.

d) *To encourage* early access and provision for a common *utility* tr*ench to mi*nimize disruption to municipal property and rights-of-way.

e) To promote co-ordinated public and private *utility* planning and *infrastructure* design.

f) To promote the use of district energy systems for electricity, heating and/or cooling.

6.3.2 POLICIES

a) Public open space and *recreation use*s, *may* include, but *shall* not be limited to, parks, linear bicycle and pedestrian path systems and playing fields. These uses *shall* be *encourage*d on lands zoned for transportation, *utility* or communication purposes in consultation with the affected transportation, *utility* or communications provider*,* where such uses are *compatible* with the primary *utility* function of these lands and are *compatible* with existing surrounding uses and the permitted uses in the land use designations of the adjacent lands. Technical approvals *shall* be obtained from the *utility* corridor owner and agreements *may* be required to permit *accessory* uses.

b) In the Urban Area, *accessory* uses *may* include, but *shall* not be limited to, passive *recreation* and multi-use trails, parking lots, private rights-of-way and driveways, *agricultural uses*, *golf course*s and driving ranges, miniature golf, *community gardens*, the cultivation and storage of nursery stock for *horticultural trade uses* and garden centres, indoor and outdoor storage, and private services and *utilities.* These uses *may* be permitted on lands zoned for transportation, *utility* or communication purposes in consultation with the affected transportation, *utility* or communications provider*,* where such uses are *compatible* with the primary *utility* function of these lands and are *compatible* with existing surrounding uses and the permitted uses in the land use designations of the adjacent lands. Technical approvals *shall* be obtained from the utility corridor owner and agreements *may* be required to permit *accessory* uses.

c) In the Rural Area, *accessory* uses *may* include, but *shall* not be limited to, parking lots, private rights-of-way and driveways, *agricultural uses, community gardens*, the cultivation and storage of nursery stock for *horticultural trade uses* and garden centres, outdoor storage, and private services and *utilities.* These uses *may* be permitted on lands zoned for transportation, *utility* or communication purposes in consultation with the affected transportation, *utility* or communications provider, where such uses are *compatible* with the primary *utility* function of these lands and *compatible* with existing surrounding uses and the permitted uses in the land use designations of the adjacent lands. Technical approvals *shall* be obtained from the *utility* corridor owner and agreements *may* be required to permit *accessory* uses.

d) With the exception of private rights-of-way and driveways and *accessory* uses described in Subsections 6.3.2 b) and c) of this Plan *may* require an amendment to the Zoning By-law.

e) The reuse of abandoned or surplus *utility* lands for public open space, access or *recreational* uses *shall* be *encourage*d.

f) Where abandoned or surplus *utility* lands are not required for public uses, the *City may* consider applications for rezoning. Evaluation of applications *shall* consider whether the proposed use is *compatible* with existing and proposed uses on nearby lands, and consistent with the policies of this Plan.

g) Proposals for the construction or expansion of new *utility* facilities *shall* be reviewed based on the following criteria:

   (i) the impact of the proposal upon existing and planned communities, including public safety;

(ii) environmental *impacts*, including air quality and the *negative impacts* on identified areas of environmental significance, including the Niagara Escarpment, the Natural Heritage System and *Key Natural Features;*

(iii) the impact on existing *agricultural* lands and operations and Mineral Resource Extraction Areas;

(iv) land use compatibility policies in Section 4.6, Land Use Compatibility, of this Plan;

(v) where applicable, the proponents of proposals for new or expanded utility systems, including District Energy Syste*ms, shall* obtain Environmental Compliance approvals from the Province; and

(vi) any other relevant considerations.

h) The proponents of proposals for the construction or expansion of *utility* facilities *may* be required to prepare an Environmental Impact Assessment (EIA) as described in Subsection 4.2.4 of this Plan.

i) Proposals for the location and construction of *utilities* or expansions and extensions of existing utilities within the Rural Area *shall* also be subject to the policies of Subsection 9.1.2 j) of this Plan.

j) Although electric power facilities are permitted in all land use designations, *utility* companies *shall* consult with the *City* and the public regarding the location of proposed facilities.

k) Setbacks for buildings and excavations abutting *utility* lands *shall* be specified by the *City* based on consultation with the appropriate *utility*. In some unique situations, modifications *may* be allowed, subject to land use compatibility assessment. The City *shall* require early consultation with the affected *utility* for any *development* proposals in the vicinity of *utility* lands.

l) All public and private *utilities*, approved for installation by the municipality, *shall* be planned for and installed on an integrated basis in order that joint trench(es) and concurrent installations be utilized.

m) The design of public and private *utilities shall* be required early in the *development* approval process in order to minimize disruption to the community.

n) In order to reduce *streetscape* clutter where feasible, the City will *encourage* that public and private above ground *infrastructure* be integrated, grouped or combined at the time of *re-development* and at the cost of the proponent.

o) The Downtown Urban Centre and *mobility hubs shall* be considered special areas where all existing and proposed overhead utilities are to be buried.

p) Telecommunications *utilities shall* be installed as per *City*-approved telecommunication policies. These policies *may* be amended from time to time in consultation with the telecommunications industry.

q) Renewable energy projects that are subject to a Provincial approval process *shall* be reviewed in accordance with the City of Burlington's Renewable Energy Protocol and guidelines prepared by the Region of Halton.

r) TransCanada PipeLines Limited operates one high pressure natural gas pipeline within its right-of-way which crosses the City. *Development* within 200 m of TransCanada facilities *may* affect the safety and integrity of the pipeline.

   (i) any *development* proposals within 200 m of its facilities require early consultation with TransCanada. Further:

      a. no permanent building or structure *may* be located within 7 m of the pipeline right-of-way; and

      b. *accessory* structures *shall* have a minimum setback of 3 m from the limit of the right-of-way.

   (ii) approval is required for activities on or within 30 m of the right-of-way.

s) The City *shall* encourage consultation with all utility providers prior at the time of considering *development applications* within close proximity to utility corridors or facilities.

6.4 PHASING OF INFRASTRUCTURE TO SUPPORT DEVELOPMENT

The *City's* land use vision must be phased and planned in a manner that optimizes the use of existing and new *infrastructure* to support growth in a compact, efficient form. Through any investment or plan the long-term financial *sustainability* of the City and the Region must be ensured. Priorities must be set clearly in policy, and tools for implementing the land use vision *shall* be guided by the policies of this Plan.

6.4.1 OBJECTIVES

a) To provide new, and invest in existing, urban municipal *infrastructure, utilities* and *public service facilities* in conjunction with the Region only within the Urban Area, unless otherwise permitted by specific policies of this Plan.

b) To ensure that investments in new and existing *infrastructure, utilities* and *public service facilities* are made strategically to support the land use vision and Urban Structure established in this Plan.

c) To recognize that investments in new and existing *infrastructure, utilities* and *public service facilities* must be made in a way that supports compact, efficient *development* and that considers the long-term financial *sustainability* of the City, Region, and service providers.

d) To communicate priority for *infrastructure* investment and a process to consider these priorities in relevant processes including, but not limited to, the Regional Official Plan, Regional Water and Wastewater Master Planning, , Development Charges Background Studies, capital budgets, the City's Long Term Asset Management Plan.

6.4.2 POLICIES

a) The Urban Structure, the Growth Framework and the land use designations of this Plan will communicate the vision for growth for the City.

b) Through the development of *Area-Specific Plans*, the *City shall,* in co-ordination with the Region of Halton and other service and *utility* providers, clarify long term *employment* and population growth targets and to establish phasing priorities to describe how investment in *infrastructure* will be made to support the vision for the Primary Growth Areas.

c) The *City* will consider the role of *Area-Specific Planning* in supporting future growth, beyond the planning horizon of this Plan, within the Secondary Growth Areas.

d) The *City* will work collaboratively with the Region of Halton and other service providers to develop plans to support timely, sustainable investment of *infrastructure*, *utilities* and services to support *intensification* in the *City*.

e) The *City* will support the development of new tools that acknowledge the challenge that *intensification* growth poses in terms of committing to and developing the appropriate *infrastructure* to support growth.

6.5 FINANCIAL SUSTAINABILITY

The *City's* financial *sustainability* is integral to the successful implementation of this Plan and the ability to achieve the *City's* long-term vision.

Within the context of a built-out, two-tier municipality, the *City* will recognize the need to consider the net financial impact of all decisions on the City, particularly with respect to major *development applications*.

The City will develop in a manner which ensures that it has the financial capacity to provide and maintain *infrastructure* and *public service facilities* that meet the needs of Burlington's residents and businesses over the long term.

The impact of major *developments* and initiatives on the *City's* and Region's capital budgets and over the long term *should* also be considered.

The following objectives and policies are intended to provide a co-ordinated approach towards the long-term financial *sustainability* and prosperity of the City.

6.5.1 OBJECTIVES

a) To ensure that revenue generated from *development* is reflective of the *City's* costs for providing new and upgraded *infrastructure* and public service facilities now and in the future.

b) To ensure the *City* promotes new growth opportunities and operates in a cost-effective manner to promote the *City's* financial *sustainability* over time.

c) To ensure that new *development* utilizes existing *infrastructure* and *public service facilities* capacity, where possible.

d) To recognize, as a built-out municipality, the importance of remaining competitive at attracting new *development.*

e) To ensure the City develops as a *complete community* with a diversified mix of land uses and assessments in order to develop a diversified economy and tax base.

f) To ensure that the financial impact of major *development applications,* re-designations and other initiatives are investigated, where appropriate.

6.5.2 POLICIES

a) Growth-related costs *shall* only be incurred for the purposes of accommodating new *developments* which are in conformity with the policies of this Plan and the Regional Official Plan.

b) *City* development charges *shall* be established at a rate which is reflective of the growth-related capital costs as permitted by legislation.

c) The *City may* negotiate development charges from other municipalities, where appropriate, for the provision of connected *infrastructure*.

d) The *City shall* engage with the Region and other levels of government to ensure the *City* has a *sustainable* funding model now and in the future.

e) The *City shall* promote new growth opportunities and remain competitive at attracting new *development* to the City by exploring innovative financial and economic development tools available to a lower-tier municipality which *may* include, but are not limited to:

   (i) differential *development* charges;

   (ii) Community Improvement Plans;

   (iii) public/private *infrastructure* agreements, including front-ending agreements;

   (iv) *City*-initiated land *development*; and/or

   (v) *City*-initiated Official Plan and/or Zoning By-Law amendments.

f) *Developments* which optimize the *City's* capital and operating costs for *City infrastructure* and *public service facilities* while maintaining acceptable levels of service will be *encouraged*.

g) To the extent that land is available within the Urban Area, the *City shall* provide adequate opportunities for new *development* in a timely and efficient manner.

h) The *City may* assess proposed land uses within a mixed use *development* to ensure that the *development* achieves an optimal mix of uses that will contribute towards a diversified economy over the long-term.

i) A financial analysis *may* be required for, and considered in the evaluation of, major *development* proposals which meet one or more of the following criteria, in order to understand potential financial impacts on the *City:*

   (i) the land area affected is greater than 10 ha;

   (ii) the amount of retail floor space is greater than 50,000 sq. m;

(iii) the number of dwelling units is greater than 500;

(iv) the conversion of *Areas of Employment*;

(v) an expansion to the Urban Boundary; or

(vi) any other *development* or initiative which is deemed to have a potential impact on the *City's* financial *sustainability* as determined by the *City.*

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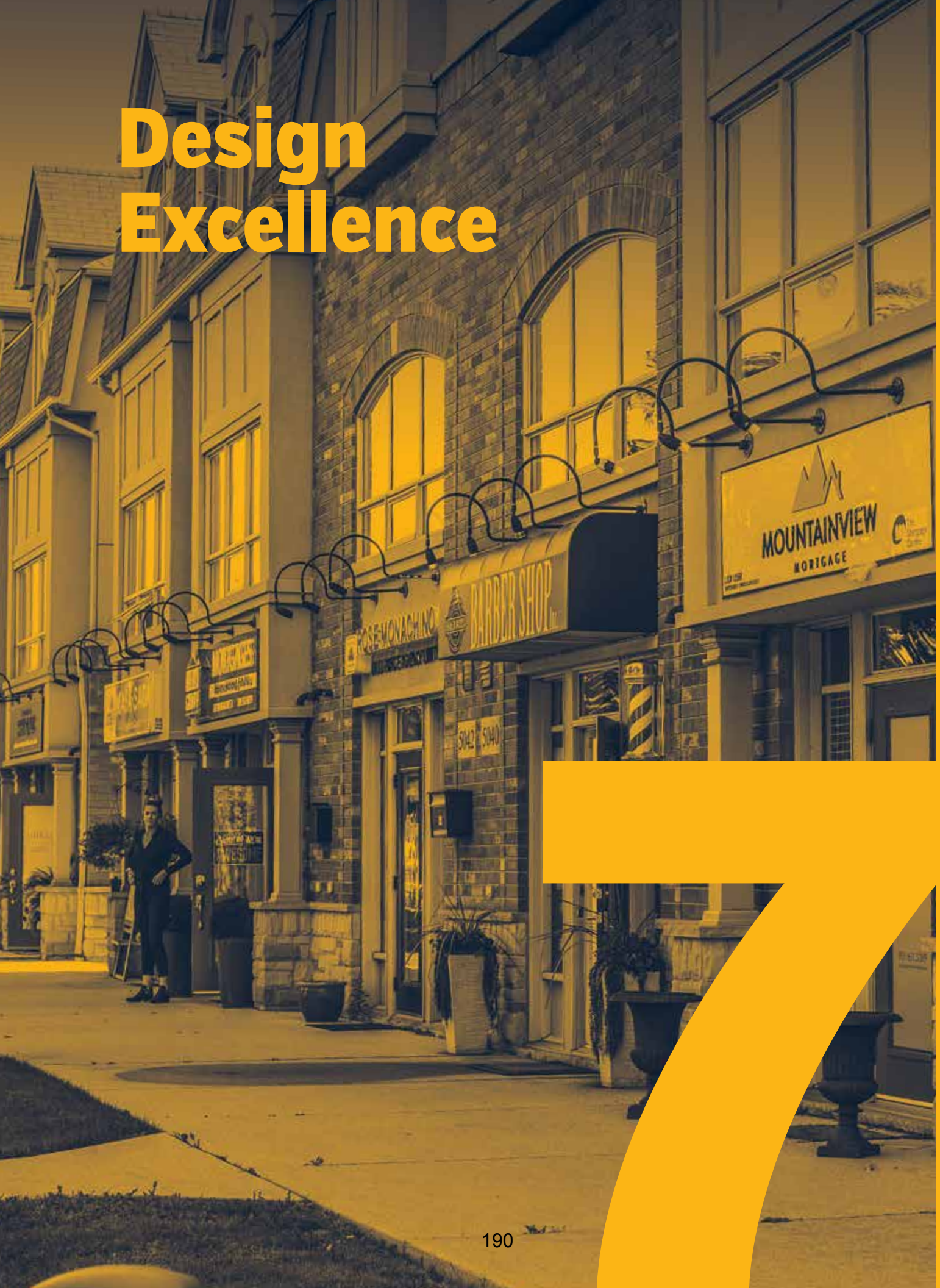
Design Excellence



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DESIGN EXCELLENCE

7.1 URBAN DESIGN

The practice of urban design involves the arrangement and design of buildings; public spaces; *mode*s of transportation; services and amenities at various scales, including the site, the neighbourhood and the City as a whole. It is about facilitating connections between people and places, movement and urban form, and nature and buildings.

The *City* recognizes that a superior urban design is important to the creation of productive, *sustainable* and socially active places where people will want to live, work, visit and enjoy. With a more engaged public, and as *re-development* and *intensification* become more prominent in urban life in Burlington, design takes on a more important feature in the planning and *development* of the City. Council, *City* staff and the public expect a high standard of design in the public and private realms and will pay more attention to the relationships amoung them, both in new *development* and in *re-development.*

The design policies emphasize a high quality environment, *encourage* innovative design in capital works projects and private *developments* and recognize land use *compatibility* through design. To this end, the *City* is committed to achieve excellence in design and will bring this through the approval process for *development applications.*

In addition to the design policies contained in this chapter, specific site and building design and *development* considerations are contained in Chapter 8, Land Use Policies – Urban Area, for certain land uses designations to ensure *compatibility* between the *development* and adjacent land uses, particularly residential. *Development* proponents *shall* implement the policies of this chapter and the detailed design policies that seek to achieve the City's objectives for the specific land use designations, where these apply.

7.1.1 OBJECTIVES

a) To ensure that the design of the built environment integrates with its natural setting, respects natural processes, preserves, enhances and connects the Natural Heritage System, and contributes to environmental *sustainability.*

b) To ensure that the design of the built environment respects and enhances *cultural heritage resources.*

c) To ensure that the design of the built environment contributes to the sense of place by strengthening and enhancing the character of existing distinctive

locations and neighbourhoods, and that proposals for *re-development* and infill within existing neighbourhoods are designed to be *compatible* to the surrounding residential areas*,* based on principles of good urban design practice.

d) To ensure that the design of the built environment contributes to creating places that are well served by public transit, and by attractive and well-developed pedestrian environments.

e) To achieve a high quality of design within the *public realm*.

f) To promote and achieve a high quality of design with respect to building form.

g) To ensure consistency, *compatibility* and quality in the built environment while allowing for a diverse design expression.

h) To integrate urban design into the full range of decision-making activities to assist in achieving the design objectives of this Plan.

i) To prepare and adopt *design guidelines* and standards for specific types of *developments,* for specific areas of the City or for the entire City.

j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.

7.1.2 GENERAL POLICIES

a) The design policies contained in this section *shall* be considered in the review and approval of all *infrastructure* projects, *public realm* improvements and *development applications*, in balance with other applicable policies contained in this Plan.

b) Zoning By-law regulations *shall* be reviewed from a design perspective and *shall require* innovations that achieve the *City's* design objectives.

c) Existing municipal *development* engineering standards, design standards and design manuals *shall* be reviewed from a design perspective and *shall* achieve the *City's* design objectives. Their use *shall* be required in the design and construction of new buildings, facilities and open spaces as well as the retrofit, alteration or addition to existing facilities, buildings, facilities and open spaces.

d) The preparation of *design guidelines may* be developed for certain types of building forms or specific areas in the City and *shall* be required as part of the consideration of major site or area-specific *development* proposals, including *Area-Specific Plans,* in order to investigate and recommend solutions to issues such as *compatibility*, transit use, micro-climate effects, pedestrian

safety, noise abatement and issues of human scale and views. Any *City*-approved *design guidelines* are considered City policy and *shall* be utilized in the review and evaluation of *development applications*. A list of *City*-approved *Design Guidelines* is included for reference purposes in Appendix A of this Plan, and *may* be updated from time to time without requiring an amendment to this Plan through a *City* Council resolution.

e) *Development* proponents *may* be required to prepare and implement an *urban design brief* to the satisfaction of the *City,* prepared by a *qualified person,* that demonstrates how the proposed *development* meets the policies of this Plan and addresses the relevant design guidelines. *Urban design briefs shall* reference lands adjacent to and within the vicinity of the proposed *development* site and may be used to guide site *development*. The specific requirements of the *urban design brief shall* be reflective of individual *development applications* and determined on a case by case basis.

f) An interdisciplinary staff committee, an outside advisory body of design professionals, or other means *shall* be established by the *City* to advise on issues of design that affect the *public realm*, architecture, context sensitivity and *sustainability.* Membership and review rules and procedures will be set out in Terms of Reference established by the *City.*

g) An urban design award program *shall* be established to celebrate design excellence in the City. Membership and review rules and procedures will be set out in Terms of Reference established by the *City.*

h) Senior orders of government, *public authorities* and public *utilities shall* implement the design objectives contained in this Plan.

7.1.3 COMMUNITY DESIGN

a) The design of new communities *shall* serve to maintain and support existing physical character, create and promote the evolution of the character in areas where transformations are appropriate and planned, or in some cases the development of a new distinct character as a result of an *area specific plan*.

b) Neighbourhoods or communities with distinctive and recognizable designs *may* be identified by the *City* and design measures *may* be required in these areas to maintain their identity, quality and sense of place.

c) The *City shall* identify certain locations as gateways into the City or into parts of the City, through appropriate studies, and *shall* require distinctive design forms at these locations. Design requirements for gateways that contribute towards a distinctive or recognizable character and sense of arrival will be

identified through the *development application* review process, and *may* be detailed in urban *design guidelines.*

d) Community design *shall* achieve more compact forms of *development* that support higher densities, be pedestrian oriented and *encourage* increased use of public transit and cycling.

e) The *City shall* identify locations, particularly at entrances into established communities, through appropriate studies, as having landmark significance and *shall* ensure that these are retained and enhanced through design measures.

f) Residential neighbourhoods *shall* be designed to allow freedom of public access and the *development* of 'gated' residential communities, which restrict public access and circulation through neighbourhoods by means of security gates, walls or similar barriers, *shall* be avoided.

7.1.4 PUBLIC REALM

a) Design that enhances the quality of the *public realm shall* be required as a part of the design of all municipal undertakings, including public parks and buildings, public streets, natural areas and all municipal engineering projects related to public spaces.

b) Improvements to existing *streetscapes,* including pedestrian-scale lighting, bicycle facilities, street furniture, signage, landscaping, and enhanced *active transportation*, *shall* be required when reconstruction occurs and *shall* be implemented in accordance with *City*-approved urban *design guidelines.*

c) Landscaping design *shall* promote a human *scale,* create an attractive and comfortable environment for pedestrian movement while preserving and complementing the existing natural landscape.

d) The *City shall* place particular emphasis on the design of intersections of Major Arterial and Multi Purpose Arterial Streets, Urban Avenues and Main Streets in the City, as marking major entrances into nearby neighbourhoods, and *may* require design measures that define these intersections.

e) The *City shall* ensure that new *development* is planned to create, maintain and enhance public views and vistas of significant components of the Natural Heritage System and built features, where appropriate. The *City shall* develop an inventory of significant views and vistas and recommend strategies for their protection and enhancement.

f) Existing streets and roads *shall* be examined for their qualities as pedestrian and cycling spaces and visual links as well as carriers of *multi-modal* traffic, and guidelines *may* be adopted to enhance these qualities.

g) Transportation facilities *shall* be designed to perform their diverse roles, balancing the spatial needs of people of all ages and abilities.

h) Design opportunities to introduce or improve links where existing areas are inadequately connected to each other or between important public areas will be *encouraged*.

i) The design of the *public realm shall* recognize and promote pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles.

j) *Infrastructure shall* be designed to be safe, reliable and cost-effective and innovative design to minimize their visual *impact* will be *encouraged*.

k) Street lighting *shall* be designed with regard for vehicular, cyclist and pedestrian requirements so that the size, height and style of lighting reflect the hierarchy of the street.

7.1.5 SITE AND BUILDING DESIGN

a) The density, scale, *massing, floor area ratio*, height, siting, setbacks and lot coverage of *development shall* be *compatible* with the existing *development* pattern in the surrounding area.

b) The *compatibility* of adjacent residential and non-residential *development* will be achieved through site and building design and buffering measures, including landscape screening and fencing.

c) Building design *should* provide appropriate transition, setbacks and stepping back of heights from adjacent properties and the *public realm,* provide pedestrian comfort and human *scale* at the street level, and reduce the *adverse impacts* of shadowing. The Zoning By-law *may* include angular plane requirements to set out proper transition and stepping back of heights.

d) New *development shall* be located and oriented to frame and reinforce a street line, composed of existing and planned *development* to provide definition to the *public realm.*

e) Uses located at-grade, including ground-level residential uses, that front a public right-of-way *should* locate unit entrances so that they are accessible from the public sidewalk.

f) Buildings located on corner sites *shall* address both *streetscapes* through building massing, location of entrances, landscaping and/or architectural elements.

g) Attention *shall* be given to building on terminus lots to enhance the view from the *public realm*.

h) Blank facades *shall* be avoided and *shall* not face a public street or public open space.

i) Site and building design *shall* take into account of the visual effect of varying topography and existing and proposed vegetation.

j) The provision of well-designed landscaped open space in setback areas *should* be required to create attractive transitions from the private to the *public realm*.

k) Site and building design *shall* recognize and promote pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles.

l) New public and private facilities *shall* be designed in accordance with The Accessibility for Ontarians with *Disabilities* Act and other applicable Provincial legislation.

m) The needs of persons of all ages and abilities *shall* be considered in each *development*, and in all new and renovated buildings, parking lots and open spaces through the application of the *Principles of Universal Design.*

n) All *development*s *shall* be designed to connect to public transit and related facilities.

o) The creation of a continuous and harmonious *streetscape* environment *shall* be *encourage*d with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings.

p) Site design *shall* provide publicly accessible open space at grade that complement and connect the existing network of public streets, parks, and open space, where feasible.

q) Reverse frontage lotting patterns and the use of acoustical walls next to Major and Multi-Purpose Arterial Streets, Urban Avenues, Main Streets and Neighbourhood Connectors *shall* be avoided.

r) Side and end elevations of buildings facing Major and Multi-Purpose Arterial Streets, Urban Avenues, Main Streets and Neighbourhood Connectors *shall* be designed with an upgraded level of architectural treatment.

s) Signage *shall* be *compatible* with its surroundings and designed and used in a manner that the aesthetic qualities and visual character of the City are protected and enhanced. The *City* will regulate exterior signs and other exterior advertising devices in accordance with the consolidated Sign By-law.

t) The location, amount, position and design of parking areas *shall* be reviewed to provide convenient and direct pedestrian access to major pedestrian destinations, minimize their potential to erode the qualities of the public *streetscape*, and to lessen their *adverse* visual *impacts*. The *City may* require landscaped islands, pedestrian walkways and screening in the design of parking lots.

u) Underground parking, internal parking or above-grade parking structures *shall* be required where feasible. A high level of design *shall* be required for above-grade parking structures in public view. The design of above-grade parking structures *shall* integrate with building design and include active ground floor uses adjacent to streets, parks and/or open spaces, where appropriate.

v) Bicycle parking facilities *shall* be located as close as possible to the entry points of buildings and *shall* not obstruct pedestrian circulation. A variety of bicycle parking formats, such as sheltered racks and lockers, catering to both employees and visitors *shall* be required, where appropriate.

w) The *adverse* functional and visual *impacts* of site servicing, loading, air conditioning and ventilation equipment and waste handling facilities *shall* be minimized, by integrating them into the building mass, by screening or by locating them away from the *public realm* and public view.

x) The placement of outdoor lighting *shall* complement site and building design.

y) The *City shall* review and adopt lighting standards for City streets and facilities in order to minimize sky-glow while not compromising public safety. The *adverse impacts* of lighting associated with new *development shall* be reviewed to minimize the intrusion and *adverse impacts* of unwanted lighting into adjacent properties and to minimize sky glow.

z) *Development should* be positioned to take advantage of solar heat, wherever possible and appropriate.

aa) The use of design features such as building orientation, location of open spaces and vegetation relative to noise sources and other external or internal measures, *shall* minimize noise levels in the urban environment.

bb) Site and building design shall ensure that new *development* enhances and protects *cultural heritage resources.*

cc) The adaptive reuse of buildings through innovative design will be *encouraged*.

7.1.5.1 MID-RISE BUILDINGS

a) The *City shall* ensure that *mid-rise buildings* fit within their surrounding context, limit potential *adverse impacts* and achieve design excellence.

b) *Mid-rise buildings shall* be massed to contribute to the spatial enclosure of all adjacent streets and open spaces and be *compatible* with adjacent residential areas.

c) *Mid-rise buildings* over six (6) storeys in height *should* be designed with a pedestrian-scale *podium* or other appropriate architectural articulation to enhance the building design and emphasize human scale. The *podium should* have a height that is no less than two (2) storeys.

d) Building elements above the *podium may* step back from the *podium* along all public street frontages to reduce the *adverse* visual and environmental *impacts* for the pedestrian environment.

e) In order to provide appropriate privacy and daylight/sunlight conditions for adjacent uses, *mid-rise buildings shall* be set back from the property line, in accordance with the implementing Zoning By-Law, and *should* be contained within an angular plane provision established in Design Guidelines.

f) The design of the first floor of *mid-rise buildings should* generally correspond to existing or planned at-grade uses and street character and promote pedestrian activity to animate the *public realm*. The Zoning By-law *shall* establish the minimum floor-to ceiling height at grade, where applicable.

g) Roof top mechanical equipment *shall* be integrated within the overall composition of the building.

7.1.5.2 TALL BUILDINGS

a) *Tall building* policies are applicable across the entire City, but it is anticipated that the majority of new *tall buildings* will be developed in Primary Growth Areas, where feasible, and other areas in which they are permitted by an *Area-Specific Plan,* a comprehensive Zoning By-law or site-specific policies in effect as of the approval date of this Plan.

b) The *City shall* ensure that *tall buildings* fit within their surrounding context, limit potential *adverse impacts* and achieve design excellence.

c) *Tall building* elements *shall* step back from the *podium* along all public street frontages to reduce the *adverse* visual and environmental *impacts* for the pedestrian environment such as sunshadowing.

d) *Tall buildings should* be composed of three distinct and integrated elements: *podium*, middle tower and top section, and *should* be subject to the following design considerations:

(i) the *podium* or base *shall* contribute to a pedestrian environment and emphasize human scale and *shall* frame the edges of streets, parks and open spaces at an appropriate scale;

(ii) the *podium* or base *should* frame the edges of streets, parks and open spaces at an appropriate scale in relation to the street width and tower component and *should* integrate with adjacent buildings;

(iii) the height of the tower, and its location on the building base, *shall* provide a gradual and appropriate transition in height to adjacent uses;

(iv) where *tall buildings* are proposed adjacent to existing *tall buildings,* or where multiple *tall buildings* are proposed on the same property, sufficient separation distance *shall* be provided between towers in order to maintain privacy and preserve access to light and views of the sky;

(v) *tall buildings shall* provide top floors and roof design that complements the overall building design and contributes to the skyline character; and

(vi) roof top mechanical equipment *shall* be integrated within the overall composition of the building.

e) The design of the first floor of *tall buildings shall* generally correspond to existing or planned at-grade uses and street character and promote pedestrian activity to animate the *public realm*. The Zoning By-law *shall* establish the minimum floor-to ceiling height at grade, where applicable.

f) *Tall buildings shall* be designed to minimize *adverse impacts* of wind channeling, shadowing and the interruption of sunlight on the *streetscape,* neighbouring properties, parks and open spaces and natural areas.

g) The *City* recognizes that not all sites are appropriate for *tall buildings*. The suitability of a *tall building shall* be considered on a site-by-site basis considering, among other factors, site dimensions, adjacent uses, access to transit, and physical character of the area.

7.2 SUSTAINABLE DESIGN

A *sustainable* building and *development* approach balances environmental, economic and social considerations in the design, construction and operation of buildings and sites. *Sustainable* design helps to reduce *infrastructure* demands, environmental impacts, greenhouse gas emissions and long term building operating costs, and contributes to the *City's* goal of being a prosperous, livable and *healthy community.* The *City shall* promote *sustainable* design approaches through the implementation of the Sustainable Building and Development Guidelines.

7.2.1 OBJECTIVES

a) To promote *sustainable* site and building design in keeping with the Sustainable Building and Development Guidelines, in order to:

(i) increase *active transportation* and transit use;

(ii) contribute to an enhanced *natural environment* and *public realm;*

(iii) improve water quality and drainage;

(iv) implement effective waste and resource management;

(v) reduce waste, energy and water consumption; and

(vi) enhance air quality and reduce climate change *adverse impacts.*

7.2.2 POLICIES

a) Official Plan Amendments, Zoning By-law Amendments and site plan applications for high and medium density residential, mixed use, commercial, *industrial, office* and *institutional* buildings *shall* address the following *sustainable* design measures:

(i) measures to prioritize pedestrian movement within the site, to the street and to adjacent buildings, sites and neighbourhoods, and other improvements to the *public realm* to facilitate pedestrian use;

(ii) safe and direct access to public transit where available;

(iii) on-site bicycle facilities;

(iv) measures to reduce reflected/waste light;

(v) parking lot design and landscaping to minimize the *urban heat island effect*;

(vi) *tree* protection measures and planting of non-invasive *trees* and other vegetation, in accordance with Section 4.3, Urban Forestry, of this Plan;

(vii) storm water quality and drainage measures, in accordance with Subsection 4.4.3 of this Plan;

(viii) identification of appropriate snow storage areas to reduce the *adverse impacts* of salt and de-icing practices;

(ix) waste management facilities in accordance with the Region's requirements; and

(x) bird-friendly design measures for glass buildings and buildings adjacent to the Natural Heritage System and the Lake Ontario shoreline.

b) Through the review of Official Plan Amendments, Zoning By-law Amendments, plans of subdivision and site plan applications, the proponent will be *encouraged* to consider *sustainable* design considerations such as, but not limited to:

(i) energy efficiency and passive design measures and renewable energy sources;

(ii) potable water conservation;

(iii) innovative storm water management techniques such as *Low Impact Development* measures;

(iv) *sustainable* transportation measures such as electric vehicle charging stations;

(v) *sustainable* building materials and resources;

(vi) indoor environmental quality;

(vii) additional measures to mitigate the *urban heat island effect*;

(viii) maintenance, monitoring and communication of *sustainable* building features; and

(ix) other innovative *sustainable* design approaches or technologies.

c) The Sustainable Building and Development Guidelines provide detailed direction for the implementation of the policies in this section. A *development application shall* be deemed to have met the policies in Subsections 7.2.2 a) and b) of this Plan, if it meets the requirements of the Sustainable Building and Development Guidelines adopted by the *City.*

d) The *City may* provide non-financial incentives as part of the implementation of Subsection 7.2.2 c) of this Plan, to *encourage* the voluntary components of the Sustainable Building and Development Guidelines.

e) The *City may* provide financial incentives as part of the implementation of Subsection 7.2.2 c) of this Plan, to *encourage* the voluntary components of the Sustainable Building and Development Guidelines, through tools including, but not limited to, *Community Improvement Plans.*

f) The Sustainable Building and Development Guidelines *may* be reviewed and revised periodically without the need for an amendment to this Plan, to respond to innovation and regulatory changes.

g) Specific *sustainable* building, site and neighbourhood design measures *shall* be identified and required through *Area-Specific Plans*.

h) Building layout *shall* be reviewed for accommodating waste management and waste reduction activities for the use(s) that will be located in the building, in accordance with the Region of Halton's Solid Waste guidelines.

Land Use Policies – Urban Area

8

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LAND USE POLICIES – URBAN AREA

This part of the Plan presents the objectives and policies for the Urban Structure elements identified on Schedule B, Urban Structure, of this Plan, and more specifically for the land use designations identified on Schedule C, Land Use - Urban Area, of this Plan. The objectives and policies for each land use designation *should* be read in conjunction with the objectives and policies in other parts of the Plan.

8.1 MIXED USE INTENSIFICATION AREAS

The Mixed Use Intensification Areas constitute the City's *Intensification Areas.* They are comprised of Urban Centres, *Mobility Hubs,* and Mixed Use Nodes and *Intensification Corridors*.

8.1.1 URBAN CENTRES

The lands identified as "Urban Centre" are intended to serve as City-wide destinations and focal points for transit and will exhibit a wide variety of land uses, building types and densities designed and oriented to support and facilitate transit and *active transportation.*

Urban Centres *shall* contain distinct and identifiable areas that together form a unique and distinctive neighbourhood. The design and *development* of Urban Centres provide opportunities to create and/or maintain a special community identity and a primary focal point for a wide variety of *employment,* shopping, leisure and residential opportunities. Urban Centres *shall* provide amenities and services closer to where people live or work, with the objective of creating *complete communities.*

Urban Centres *shall* be primary areas for *intensification* and infill and *shall* address a significant portion of the demand for higher *intensity employment*, commercial and residential *development* within the City.

The Downtown and Uptown are identified as the City's two Urban Centres.

8.1.1.1 GENERAL

8.1.1.1.1 OBJECTIVES

a) To provide locations in the City that shall serve as areas for more intensive mixed use *development,* consisting of medium and high density residential, retail, *service commercial*, *office*, *employment*, hotel, entertainment, *public service facilities and institutional uses,* and open space uses.

b) To *encourage* higher *intensity*, transit-supportive and pedestrian-oriented *development* within Urban Centres while retaining *compatibility* with nearby land uses.

c) To permit mixed use *developments* on individual sites where residential, retail, *service commercial*, *office* and other uses are located, or on different sites where residential, retail, *service commercial*, *office* and other uses are located next to one another, depending on context and land use compatibility considerations.

d) To ensure Urban Centres are developed in a *compact urban form.*

e) To promote a high level of urban design treatment in Urban Centres to create attractive environments and great places to shop, live and work.

f) To create an open space system incorporating both public and private lands which provides linkages to adjacent major open space areas and ensures that *development* in the Urban Centres establishes a high quality *public realm* featuring public squares, parks and public art.

g) To ensure that *development*, both on a comprehensive and a site-specific basis, is designed to promote personal safety.

h) To promote a more diversified and integrated *multi-modal* transportation system in Urban Centres by increasing transit use and pedestrian orientation and improving pedestrian and bicycle linkages within the Urban Centre and between the Urban Centre and other parts of the City.

i) To ensure Urban Centres are highly accessible by transit.

8.1.1.1.2 POLICIES

a) Urban Centres identified on Schedule B, Urban Structure, *shall* be designated as the Downtown Urban Centre and the Uptown Urban Centre on Schedule C, Land Use - Urban Area.

b) Lands designated as Downtown Urban Centre on Schedule C, Land Use - Urban Area, *shall* be subject to the additional policies contained in Subsection 8.1.1.2 of this Plan.

c) Lands designated as Uptown Urban Centre on Schedule C, Land Use - Urban Area, *shall* be subject to the additional policies contained in Subsection 8.1.1.3 of this Plan.

d) The design and *development* of Urban Centres *shall* promote these areas as multi-functional activity centres and focal points for a variety of activities that are characterized by a mixed use and *compact urban form* of

development, pedestrian-orientation, greater accessibility to public transit and higher *intensity development.*

e) The design and *development* of Urban Centres *shall* ensure *compatibility* between the Urban Centre uses and adjacent neighbourhoods.

f) The construction and expansion of municipal *infrastructure* and *public service facilities shall* provide for the *development* of Urban Centres in an orderly and cost effective fashion.

g) Urban Centres *shall* be priority locations for:

(i) land assembly;

(ii) *infrastructure* and *public service facilities* improvements;

(iii) creation and application of financial, regulatory and other incentives;

(iv) new *public service facilities;*

(v) creation and application of *brownfield* and *greyfield re-development* strategies;

(vi) preparation of comprehensive traffic, *transportation demand management* and parking studies and strategies; and

(vii) provision of the *frequent transit network.*

h) Zoning By-law regulations affecting Urban Centres *shall* be based on the general policies for Urban Centres contained in Subsection 8.1.1 of this Plan, and the specific policies for individual Urban Centres, contained in Subsections 8.1.1.2 and 8.1.1.3 of this Plan, or the findings of an *Area-Specific Plan*.

i) *Home occupations* and *cottage industries may* be permitted in Urban Centres subject to the policies of Subsection 8.3.8 of this Plan.

j) Open space and parkland *shall* be provided in Urban Centres. The open space and parkland *should* integrate the Urban Centre with the surrounding area.

k) The zoning of individual sites *may* not allow for the full range of permitted uses or the full extent of *development intensity* at every location, based on site-specific factors that *may* include, but are not limited to, design considerations, traffic, land use compatibility*, negative impacts* on the Natural Heritage System, and environmental factors such as soil *contamination.*

l) The design and *development* of Urban Centres *shall* promote a *transit-supportive* and pedestrian-oriented environment and ensure *compatibility*.

The following site design factors *shall* be considered in reviewing proposals for new and/or expanding Urban Centre *development* and uses:

(i) buildings *should* be sited generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and *should* be in close proximity to the street and transit services;

(ii) *primary public entrances* for each use located at grade shall be oriented towards a public right-of-way and located immediately adjacent to a public-right-of-way, except where a publicly accessible open space is provided between the building and the public right-of-way;

(iii) the proposal promotes safe, convenient and barrier-free pedestrian travel within the site, between sites, between buildings, parking areas and other facilities, and to and from transit stops;

(iv) the proposal includes features that integrate the new *development* with surrounding uses;

(v) the proposal promotes public safety;

(vi) the number and location of vehicular access points *shall* be limited to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists travel along bikeways;

(vii) wherever possible, off-street parking *should* be located in the side and/or rear yards, in underground or structured parking, away from the street edge and adjacent residential uses;

(viii) off-street parking areas, loading areas and service areas *shall* be screened and landscaped;

(ix) loading areas and service areas *shall* be located to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential areas;

(x) lighting is directed to avoid unacceptable impacts on residential uses located on or adjacent to the site;

(xi) the incorporation of architectural facilities and setbacks to mitigate unacceptable impacts on stable lower *intensity* residential areas;

(xii) placement and the incorporation of fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way; and

(xiii) the proposal is consistent with the policies contained in Chapter 7, Design Excellence, of this Plan.

m) A *Transportation Demand Management* Plan and a Parking Justification Study *shall* be required, and form part of the *City's* evaluation of opportunities for reduced parking standards in all existing and proposed *developments* within Primary Growth Areas in Urban Centres, subject to the policies of Subsection 2.4.2.1 of this Plan.

n) The *City shall* ensure that an appropriate amount of open space is provided, taking into account the size and *scale* of each lot and the proposed *development*, and recognizing the amount of open space to be provided on public lands and potential community access to new private open space.

o) The Urban Centres *shall* be served by the justified *frequent transit network*.

p) The *City may* require *development* proponents to prepare an *Area-Specific Plan* prior to permitting the *development* of Urban Centre areas or blocks, to provide a context for co-ordinated *development* providing greater direction on the mix of uses, heights, densities, built form, and design.

q) In Urban Centres, *development* proponents considering the *re-development* of a site that contains an existing *supermarket/grocery store* use *shall* be required to retain the *supermarket/grocery store* use as part of the overall *development*.

8.1.1.2 DOWNTOWN URBAN *CENTRE*

*The D*owntown Urban Centre is a li*vely, vibrant* "people place" and inclusive communi*ty, with a wide variety of employment*, shopping, leisure, resid*ential and tourism opport*unities. It is the City*'s centre f*or cultural facilities, public gatherings, festive and civic occasions, and social interaction. A large portion of the Downtown Urban Centre is within the Urban Growth Centre Boundary, an area referred to in the "Places to Grow" – Growth Plan for the Greater Golden Horseshoe (2006) as an area that *shall* accommodate a significant share of population and *employment* growth within the City. The Downtown, in general, has also been identified as an anchor mobility hub.

The Downtown *shall* continue to be an area where specialty retail, community retail, services, *entertainment*, cultural, *public service facilities* and *institutional* facilities, business and *office*, as well as residential uses, *shall* be developed.The Downtown *shall* continue to develop as the City's primary centre, taking advantage of the unique qualities that set it apart from all other areas of the City and contribute to a distinct identity. These qualities include the waterfront location and related activities, historic buildings, *streetscapes* and *development* pattern, views and vistas, cultural activities, pedestrian orientation, and recognition as a centre of business and civic activity. The City is committed to ensuring the ongoing health of Downtown by implementing the Core Commitment: Downtown Vision and Action Plan.

Development in the Downtown will make the best use of our existing *infrastructure* and create a sustainable and *compact community* with a wide range of land uses and built forms. New *development shall* be of high quality design to maintain and enhance the Downtown's image as an enjoyable, safe, cycleable, walkable and transit-supportive place, and built to be *compatible* with buildings and *neighbourhoods* and complement the pedestrian activity and historical attributes of the area.

The policy framework that applies to the lands within the Downtown Mobility Hub, as shown in Schedule B, Urban Structure, of this Plan, is currently under review through the Mobility Hub Area-Specific Plan. The result of this process will provide revised policies either through the finalization of this Plan or through a future amendment.

8.1.1.2.1 GENERAL OBJECTIVES

a) To establish the Downtown as an Urban Centre composed of retail, *service commercial*, *office*, *public service facilities, institutional uses* and residential uses while providing a focus and source of identity in the context of the City.

b) To establish minimum density targets for residents and jobs in accordance with the "Places to Grow" Growth Plan for the Greater Golden Horseshoe.

c) To establish a unique role for the Downtown so that it provides for certain uses such as *office*s, and residential, as well as unique opportunities such as independent, specialty retail activities and *recreational* opportunities.

d) To establish and maintain the Downtown's primary role as the City centre for cultural, governmental, civic and waterfront activities.

e) To create a compact Downtown City core with a mix of residential, retail and *service commercial*, *employment*, and other uses, as an alternative to the automotive oriented shopping plazas, malls and business corridors.

f) To increase the resident population and provide a variety of housing types that *shall* strengthen the *live/work relationship*, ensure the Downtown is used after business hours, and create a local market for convenience and service goods.

g) To provide retail and *service commercial* activities that serve the general needs of Downtown residents as well as specialized functions for the entire community.

h) To ensure that buildings in the Downtown are supported by a range of open space areas (that *may* include parkettes, urban plazas, and pedestrian networks) that *may* allow for both passive and active *recreational* and social activities.

i) To create a unique waterfront area to accommodate *recreational*, cultural and leisure pursuits.

j) To create a strong link between the Downtown and the waterfront, so that the waterfront becomes an integral part of the Downtown.

k) To create a continuous, harmonious, safe and attractive environment through *streetscape*, public art, building facade improvements and the design of new buildings.

l) To ensure that *development* in the Downtown is comprised of land use and built form appropriate for its specific context within the Downtown, through the establishment of a precinct system.

m) To provide an efficient and safe transportation system for the movement of people and goods that is sensitive to other Downtown goals and objectives.

n) To provide adequate and safe parking in the Downtown.

o) To suport a pedestrian priority and cycling corridor with active uses at grade that extends Elgin Street from Brant to Martha Streets, identified as the Elgin

Promenade on Schedule D-1, Downtown Urban Centre Commercial and Office Streets, of this Plan.

8.1.1.2.2 GENERAL POLICIES

a) Within the Urban Growth Centre Boundary as delineated on Schedule B, Urban Structure, and Schedule D, Land Use - Downtown Urban Centre, of this Plan, the target is established of a minimum gross density of 200 residents and jobs per hectare, in accordance with the "Places to Grow" Growth Plan for the Greater Golden Horseshoe, 2006.

b) Retail, *service commercial* and *office* uses at-grade *may* be developed in the Downtown Urban Centre in accordance with Schedule D-1, Downtown Urban Centre - Commercial and Office Streets, of this Plan, and in accordance with the following:

   (i) along Main Street Retail Streets, retail or *service commercial* uses *shall* be required continuously at grade in buildings having frontage on to public streets and pedestrian pathways;

   (ii) along Mixed Use Major Streets, retail, *service commercial* or *office* uses *shall* be required continuously at grade in buildings having frontage on to public streets and pedestrian pathways; and

   (iii) along General Mixed Use Streets, retail, *service commercial* and *office* uses *may* be permitted at grade in buildings having frontage on to public streets and/or pedestrian pathways.

c) *Development* along Main Street Retail Streets and Mixed Use Major Streets *shall* be required to provide a minimum floor-to-ceiling height at the ground floor, as established in the Zoning By-law, to support retail and *service commercial* uses at grade.

d) *Development* along General Mixed Use Streets *may* be required to provide a minimum floor-to-ceiling height, as established in the Zoning By-law, to facilitate land use flexibility and adaptability over time.

e) Uses located at grade *shall* contribute to a vibrant, active and walkable built environment in the Downtown Urban Centre. The portion of an individual use's floor area located at grade *shall* not exceed 1,400 sq. m.

f) The *City* will *encourage* the *development* of *supermarket/grocery store* uses in the Downtown Urban Centre, which are essential to serve the day-to-day shopping needs of current and future residents. The design and *development* of *supermarket/grocery store* uses *shall* ensure *compatibility* with the character and form of the surrounding area.

g) Notwithstanding Subsection 8.1.1.2.2 e) of this Plan, *supermarkets/grocery stores,* where permitted*, shall* not be subject to the maximum floor area restriction at grade.

h) In residential *development* containing retail and *service commercial* uses at grade, *office* uses or uses *accessory* to residential *may* be required in the second storey of buildings to minimize the potential *adverse effects* of noise and vibration that *may* be generated by some types of retail and *service commercial* uses.

i) The Downtown's *cultural heritage resources shall* be preserved and integrated into new *development,* where possible, and any *development* close to *cultural heritage resources* shall be *sensitive* to the historic context of the street and not just of the immediately adjacent buildings, to maintain the character of established areas.

j) Major *entertainment*, *major office*, cultural and *institutional uses should* locate within the Downtown Urban Centre.

8.1.1.2.3 THE ST. LUKE'S AND EMERALD NEIGHBOURHOOD PRECINCTS

8.1.1.2.3.1 OBJECTIVES

a) To *preserve* the stable residential and heritage character of the St. Luke's and Emerald neighbourhoods*.*

b) To ensure that any *re-development* is *compatible* with the existing character of the neighbourhoods.

8.1.1.2.3.2 POLICIES

a) The following uses *may* be permitted in the St. Luke's and Emerald Neighbourhood designations:

(i) *existing uses;*

(ii) single detached dwellings to a maximum building height of 2 ½ storeys;

(iii) *group homes;*

(iv) *offices* in existing buildings, subject to Subsection 8.3.9 of this Plan;

(v) neighbourhood parks.

b) On lands designated St. Luke's and Emerald Neighbourhood, *development shall* be permitted to a maximum density of 25 units per *net* hectare.

c) All *development* and *re-development* within the St. Luke's and Emerald Precincts *shall* be subject to the policies of Section 2.5, Development Criteria, of this Plan.

d) Notwithstanding the uses permitted in Subsection 8.1.1.2.3.2 a) of this Plan, semi-detached dwellings to a maximum building height of 2 ½ storeys *may* be permitted, subject to a Zoning by-law amendment.

8.1.1.2.4 DOWNTOWN RESIDENTIAL MEDIUM AND/OR HIGH DENSITY PRECINCTS

The Downtown Residential Medium and/or High Density Precinct policies and any associated site-specific policies are currently under review through the Mobility Hub Area-Specific Plan. The result of this process will provide revised policies either through the finalization of this Plan or through a future amendment.

8.1.1.2.5 DOWNTOWN WATERFRONT, PARKS AND OPEN SPACE LANDS PRECINCT

8.1.1.2.5.1 OBJECTIVES

a) To maintain and attempt to increase public accessibility to the Lake Ontario waterfront.

b) To integrate and provide linkages between the waterfront, including the Burlington Beach Regional Waterfront Park, and other designations within the Downtown Urban Centre.

8.1.1.2.5.2 POLICIES

a) The following uses *may* be permitted in the Downtown Waterfront, Parks and Open Space Lands precinct:

(i) *existing uses;* and

(ii) *public service facilities.*

b) Land designated for parks and open space uses *shall* provide *recreational* opportunities that *may* include festive, cultural and ceremonial activities.

c) Lands within this precinct include the Burlington Beach Regional Waterfront Park and are not intended to form part of the Urban Area.

d) Lands within this precinct include both publicly and privately owned properties. The designation of privately owned properties does not imply that these lands are available or open to public use. It is the long-term intent of this Plan that those areas of privately owned properties adjacent to the Lake Ontario waterfront *shall* come into public ownership through

applications for *re-development*, in accordance with the policies of Subsection 4.5.3.2 of this Plan.

e) Private and public open space *shall* be provided at street level in the design of new *development,* recognizing the importance of creating gathering and passive leisure spots, and encouraging pedestrian movement.

8.1.1.2.6 OLD LAKESHORE ROAD MIXED USE PRECINCT

The Old Lakeshore Road Mixed Use Precinct policies and any associated site-specific policies are currently under review through the Mobility Hub Area-Specific Plan. The result of this process will provide revised policies either through the finalization of this Plan or through a future amendment.

8.1.1.2.7 DOWNTOWN CORE PRECINCT

The Downtown Core Precinct policies and any associated site-specific policies are under review through the Downtown Mobility Hub Area-Specific Plan. The result of this process will provide revised policies either through the finalization of this Plan or through a future amendment.

8.1.1.2.8 WELLINGTON SQUARE MIXED USE PRECINCT

The Wellington Square Mixed Use Precinct policies and any associated site-specific policies are under review through the Downtown Mobility Hub Area-Specific Plan. The result of this process will provide revised policies either through the finalization of this Plan or through a future amendment.

8.1.1.2.9 DOWNTOWN MAJOR INSTITUTIONAL DESIGNATION

8.1.1.2.9.1 OBJECTIVE

a) To identify an area of the Downtown Mixed Use Centre for major public, *institutional,* open space and related uses.

8.1.1.2.9.2 POLICIES

a) The following uses *may* be permitted in the Downtown Major Institutional designation:

(i) *public service facilities*;

(ii) *institutional uses*;

(iii) open space;

(iv) the properties identified as 1205 and 1221 Lakeshore *may* be developed in accordance with the policies of Subsection 8.2.4, Business Corridor, of this Plan, except that a wider range of *recreation* uses *may* also be permitted.

8.1.1.2.10 WATERCOURSE

a) The following uses *may* be permitted in the Watercourse designation:

(i) non-intensive outdoor *recreation uses*;

(ii) *essential* public *utilities* and services;

(iii) flood and erosion control facilities;

(iv) *watershed* management works.

b) The watercourse designation *shall* be re-designated Natural Heritage System and re-zoned Open Space through an *Area-Specific Plan.*

c) The precise limits of the Watercourse designation *shall* be determined by the *City* in conjunction with Conservation Halton, at the time of consideration of a *development application* and/or *Area-Specific Plan.*

d) All lands within the Watercourse designation are subject to the policies of Subsection 4.4.4, Natural Hazards and Watercourses, and where appropriate, Subsection 8.4.1, Natural Heritage System, of this Plan.

8.1.1.2.11 WATERFRONT

a) A continuous waterfront walkway *shall* be developed along the entire Lake Ontario frontage in the Downtown Mixed Use Centre. The promenade *may* be achieved in conjunction with the necessary shoreline protection.

b) Spencer Smith Park and Beachway Park *shall* establish links with the Downtown and take into account the roles the former Brant Inn site and the foot of Brant Street can play in connecting Beachway Park, Spencer Smith Park and the Downtown.

c) Public access *shall* be provided to the Lake, where feasible.

d) All waterfront *development shall* be appropriately terraced to preserve and frame views of Lake Ontario and Burlington Bay.

e) All waterfront lands are also subject to the policies of Section 4.5, Waterfront, of this Plan.

8.1.1.2.12 URBAN DESIGN

The Downtown Urban Design policies are currently under review through the Mobility Hub Area-Specific Plan. The result of this process will provide revised policies either through the finalization of this Plan or through a future amendment.

8.1.1.2.13 TRANSPORTATION AND PARKING

The Downtown Transportation and Parking policies are currently under review through the Mobility Hub Area-Specific Plan. The result of this process will provide revised policies either through the finalization of this Plan or through a future amendment.

8.1.1.2.14 TRANSIT

The Downtown Transit policies are currently under review through the Mobility Hub Area-Specific Plan. The result of this process will provide revised policies either through the finalization of this Plan or through a future amendment.

8.1.1.3 UPTOWN URBAN CENTRE

The Uptown Urban Centre *shall* continue to develop as a unique and identifiable secondary Urban Centre to the Downtown, anchored at the intersection of Appleby Line and Upper Middle Road. The centre *shall* develop as an important destination for a wide variety of *employment*, shopping, leisure and residential opportunities in north-east Burlington.

Uptown *shall* be characterized by *development* in a *compact urban form*, which incorporates a high level of urban design and which contributes to the centre's *development* as a pedestrian and transit-oriented community.

The centre *shall* also be characterized by a mix of land uses both within individual *developments* and the centre as a whole which are complimentary to each other and which *shall* support the continued *development* of the centre into a complete urban centre.

Uptown *shall* also have *development* intensities which are generally higher than the surrounding communities. The highest *intensity development shall* be located in proximity to the intersection at Appleby Line and Upper Middle Road. Additional corridors of *intensity shall* be located immediately along the following corridors: Appleby Line; Upper Middle Road; and, Corporate Drive east of Appleby Line.

The Uptown Urban Centre *shall* be developed through multiple phases of *development* over time. Initial phases of *development may* have occurred at intensities which are less than the maximums permitted and *may* not be representative of future *development* objectives for the centre.

8.1.1.3.1 GENERAL OBJECTIVES

a) To establish Uptown as an Urban Centre composed of retail and *service commercial, employment*, residential and *public service facility* uses providing a focus for north-east Burlington.

b) To generally maintain the existing supply of *employment* lands and expand opportunities for higher *intensity office development* on those lands.

c) To provide a range of commercial uses in a *compact urban form* which *shall* serve the general needs of the Uptown Urban Centre residents as well as specialized functions for the broader north-east Burlington community.

d) To provide a range of housing types, which *shall* accommodate a diverse population.

e) To establish a variety of social, *cultural* and *entertainment* uses which ensure that the Uptown Urban Centre is an active and engaging area during and after business hours.

f) To ensure that *development* results in the infilling of surface parking lots and the *intensification* of under-utilized lands and buildings.

g) To create a definable and pedestrian-oriented *streetscape* characterized by active uses at grade and a high quality of urban design on both private and public lands.

h) To ensure that *development* caters to the pedestrian by creating active and engaging spaces at grade.

i) To ensure that the uses, density, form, *massing,* height and spacing of *development* is *compatible* with adjacent land uses and the surrounding area.

j) To ensure that the design of parks and other open spaces recognize the urban character of the area and accommodate a wide range of passive and active public *recreational* amenities which fulfill the needs of a diverse population.

k) To recognize and promote opportunities for the *utility* corridor, located parallel to Upper Middle Road, to serve as a functional public recreational amenity and a primary linkage between the Uptown Urban Centre and surrounding neighbourhoods.

l) To provide a *multi-modal,* efficient and safe transportation system which accommodates the movement of people and goods within and through the Uptown Urban Centre by various *modes,* including walking, cycling, transit and automobile.

m) To ensure that the Uptown Urban Centre is a focal point for transit in north-east Burlington by providing access to the *frequent transit network* and connections to surrounding neighbourhoods, the Downtown, and other important key destinations including regional transit connectors.

n) To ensure that parking requirements for all uses are shared where possible and based on the communal needs of the Uptown Urban Centre as a whole.

8.1.1.3.2 GENERAL POLICIES

a) The overall *development* of lands within the Uptown Urban Centre *shall* be subject to the land use designations of Schedule E, Land Use - Uptown Urban Centre, of this Plan.

b) *Development shall* contain a minimum of two (2) storeys above grade, except within the Uptown Business designation.

c) The subdivision of large parcels is *encouraged,* where such proposals *shall* create opportunities for new infill and *intensification* and the provision of new public rights-of-way, where appropriate.

d) Common design elements, such as, but not limited to, streetlights, street signs and banners, *shall* be established within the public rights-of-way within the Uptown Urban Centre in order to establish a unique neighbourhood identity.

e) All *development shall* make provision for publicly accessible bicycle parking for employees and visitors and secure bicycle storage for residents.

f) The following elements *shall* be incorporated into the design of all surface parking areas in the Uptown Urban Centre:

   (i) with the exception of the Uptown-Residential Medium Density designation, surface parking areas *shall* be located at the rear of a building;

   (ii) the *scale* of surface parking areas *shall* be reduced through the use of landscaping and building placements which create smaller blocks of parking;

   (iii) landscaping *shall* be utilized which incorporates urban features such as the use of low fences or hedges to screen parking areas from streets and adjacent uses; and

   (iv) pedestrian walkways *shall* be provided throughout the parking area to facilitate pedestrian movements from the parking area and public rights-of-way to all *primary public entrances*.

g) *Development shall* promote a safe, functional and attractive pedestrian realm by incorporating the following elements:

   (i) building designs with façade articulation that achieves a *scale* of *development* which is attractive to pedestrians;

   (ii) locating active commercial uses at grade; and

   (iii) providing safe, convenient and barrier-free linkages for pedestrians between all *primary public entrances*, transit stops, parking areas, public sidewalks, parks and open spaces and recreational paths.

h) The future *re-development* of 2070 and 2080 Appleby Line *shall* incorporate a pedestrian connection from Dryden Avenue to Millcroft Park, including the *development* of a pedestrian overpass over the CNR property.

i) The block located at the Northeast corner of Appleby Line and Mainway (1309 Appleby Line) *shall* be considered comprehensively and shall require the proponent to submit an urban design brief in accordance with the policies of Chapter 7, Urban Design. The comprehensive development of the site *shall* consider:

(i) the Natural Heritage System;

(ii) the consideration of the *heritage features* found on the site, including the encouragement to designate the existing building under the Ontario Heritage Act;

(iii) means of managing the interface of the *employment* and residential uses; and,

(iv) active transportation and circulation.

8.1.1.3.3 UPTOWN CENTRAL DESIGNATION

8.1.1.3.3.1 OBJECTIVE

a) To accommodate the highest *intensity* mixed use *development* in a *compact urban form.* Sites designated Uptown Central *shall* be located at high visibility locations and be concentrated at, or in close proximity to, the primary intersection at Appleby Line and Upper Middle Road.

8.1.1.3.3.2 POLICIES

a) The following uses *may* be permitted on lands designated Uptown Central:

(i) residential uses with the exception of single-detached and semi-detached dwellings and freestanding townhouses;

(ii) retail and *service commercial* uses;

(iii) *office* uses;

(iv) *entertainment uses*;

(v) hotel uses; and

(vi) *recreation* uses.

b) *Development shall* contain a minimum of two permitted uses, as identified in Subsection 8.1.1.3.3.2 a) of this Plan, within each building.

c) The portion of an individual use's floor area at grade *shall* not exceed 1,400 sq. m.

d) The portion of an individual use's floor area located above or below the first storey *shall* have no maximum.

e) Uses which *may* be permitted at grade within a building *shall* be limited to the following:

(i) retail and *service commercial* uses;

(ii) *office* uses;

(iii) hotel uses;

(iv) *entertainment uses;* and

(v) live/work residences.

f) Zoning By-law regulations affecting Uptown Central locations *shall* be based on the following:

(i) a maximum *floor area ratio* of 3.5:1; and

(ii) a maximum building height of twenty (20) storeys.

g) Notwithstanding the maximum *floor area ratio* contained in Subsection 8.1.1.3.3.2 f) (i) of this Plan, the *City may* consider a higher *floor area ratio* maximum for a proposed *development* through a site-specific Zoning By-Law amendment, without an amendment to this Plan, subject to the fulfillment of the following criteria:

(i) the maximum height permission as contained in Subsection 8.1.1.3.3.2 f) (ii) of this Plan is maintained;

(ii) the *development* criteria of Section 2.5, Development Criteria, of this Plan are satisfied;

(iii) the proponent submits and implements an *urban design brief* for the property that includes the surrounding context, demonstrating how the *development* is *compatible* with the surrounding urban form, helps to mitigate the impacts created on public sidewalks, public open spaces, and existing residential and other adjacent uses, and contributes to achieving the objectives of the Uptown Centre; and

(iv) the provision of community benefits as deemed appropriate by the *City.*

h) Buildings *should* be designed in such a manner that:

(i) they are located immediately adjacent to a property line shared with a public right-of-way, except where a publicly accessible open space is provided between a building and the public right-of-way;

(ii) the majority of the longest building façade is located along and parallel to a public right of way; and

(iii) the *primary public entrances* for each use located at grade is located adjacent to a public right-of-way.

i) Surface parking areas *shall* not be located between a building and a public right-of-way.

j) Parking areas located at or above grade *shall* be integrated within the built form of the building.

8.1.1.3.4 UPTOWN CORRIDOR DESIGNATION

8.1.1.3.4.1 OBJECTIVE

a) To accommodate moderate *intensity* mixed use *development* which are located adjacent to major commercial and retail corridors within the Uptown Urban Centre.

8.1.1.3.4.2 POLICIES

a) The following uses *may* be permitted on lands designated Uptown Corridor:

(i) residential uses on lands designated Uptown Corridor which are located east of Appleby Line only, and with the exception of single and semi-detached dwellings;

(ii) retail and *service commercial* uses;

(iii) *office* uses;

(iv) *entertainment uses*;

(v) hotel uses; and

(vi) *recreation* uses.

b) *Development shall* contain a minimum of two permitted uses, as identified in Subsection 8.1.1.3.4.2 a) of this Plan, within each building.

c) The portion of an individual use's floor area at grade *shall* not exceed 1,400 sq. m.

d) Retail and *service commercial* uses *may* be permitted to a maximum floor area of 2,800 sq. m.

e) Uses which *may* be permitted at grade within a building *shall* be limited to the following:

(i) retail and *service commercial* uses;

(ii) hotel uses;

(iii) *entertainment uses*; and/or

(iv) live/work residences.

f) Zoning By-law regulations affecting Uptown Corridor locations *shall* be based on the following:

(i) a maximum floor area ratio of 2.5:1; and

(ii) a maximum building height of eleven (11) storeys.

g) Notwithstanding the maximum *floor area ratio* contained in Subsection 8.1.1.3.4.2 f) (i) of this Plan, the *City may* consider a higher *floor area ratio* maximum for a proposed *development* through a site-specific Zoning By-Law amendment, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

(i) the maximum height permission as contained in Subsection 8.1.1.3.4.2 f) (ii) of this Plan is maintained;

(ii) the criteria of Section 2.5, Development Criteria, of this Plan are satisfied;

(iii) the proponent submits and implements an *urban design brief* for the property that includes the surrounding context, demonstrating how the *development* is *compatible* with the surrounding urban form, helps to mitigate the impacts created on public sidewalks, public open spaces, and existing residential and other adjacent uses, and contributes to achieving the objectives of the Uptown Centre; and

(iv) the provision of community benefits as deemed appropriate by the *City.*

h) Buildings *should* be designed in such a manner that:

(i) they are located immediately adjacent to a property line shared with a public right-of-way, except where a publicly accessible open space is provided between a building and the public right-of-way;

(ii) the majority of the longest building façade is located along and parallel to a public right of way; and

(iii) the *primary public entrances* for each use located at grade is located adjacent to a public right-of-way.

i) *Development should* be designed in a manner which allows for a continuous block face to be established across multiple *developments* and/or sites when located adjacent to a public right-of-way.

j) Surface parking areas *shall* not be located between a building and a public right-of-way.

8.1.1.3.5 UPTOWN LOCAL CORRIDOR DESIGNATION

8.1.1.3.5.1 OBJECTIVE

a) To accommodate lower *intensity* residential *development*, which *may* include small-scale commercial uses at grade that support the daily needs of the

immediate neighbourhood. Lands designated Uptown Local Corridor *shall* be located along Corporate Drive within the Uptown Urban Centre.

8.1.1.3.5.2 POLICIES

a) The following uses *may* be permitted on lands designated Uptown Local Corridor:

(i) residential uses with the exception of single detached dwellings;

(ii) retail and *service commercial* uses; and

(iii) *office* uses.

b) *Office*, retail and *service commercial* uses *may* be permitted, provided that:

(i) the use is located at grade level; and

(ii) the use is located within a building containing residential uses above the first storey.

c) Individual *office*, retail and *service commercial* uses *shall* have a maximum floor area of 500 sq. m.

d) Zoning By-law regulations affecting Uptown Local Corridor locations *shall* be based on the following:

(i) a maximum *floor area ratio* of 1.0:1; and

(ii) a maximum building height of four (4) storeys.

e) *Development should* be designed in a manner which allows for a continuous block face to be established across multiple *developments* and/or sites.

f) Buildings *should* be designed in such a manner that:

(i) they are located immediately adjacent to a property line shared with a public right-of-way, except where a publicly accessible open space is provided between a building and the public right-of-way;

(ii) the majority of the longest building façade is located along and parallel to a public right of way; and

(iii) the *primary public entrances* for each use located at grade are located adjacent to a public right-of-way.

g) Surface parking areas *shall* not be located between a building and a public right-of-way.

8.1.1.3.6 UPTOWN RESIDENTIAL - MEDIUM DENSITY DESIGNATION

8.1.1.3.6.1 OBJECTIVE

a) To preserve the existing established, lower *intensity* residential *neighbourhood* area located east of Appleby Line.

8.1.1.3.6.2 POLICIES

a) The policies contained in Subsection 8.3.3.1, and Subsections 8.3.6 through 8.3.9 of this Plan, *shall* apply to lands designated Uptown Residential-Medium Density.

b) Notwithstanding Subsection 8.1.1.3.6.2 a) of this Plan, single-detached dwellings *shall* not be permitted on lands designated Uptown Residential-Medium Density.

8.1.1.3.6.3 SITE-SPECIFIC POLICY

a) Notwithstanding the policies of Subsection 8.1.1.3.6.2 of this Plan, on the lands designated Uptown Residential-Medium Density on the west side of Lampman Avenue, south of Corporate Drive, only stacked townhouses and back-to-back townhouses *shall* be permitted. *Development* of the site must be undertaken consistent with Subsection 8.1.1.3.2 i).

8.1.1.3.7 UPTOWN BUSINESS CORRIDOR DESIGNATION

8.1.1.3.7.1 OBJECTIVE

a) To accommodate mixed use *development* in a *compact urban form* along major corridors, where the primary intent of the *development* is to accommodate *employment uses* which are *compatible* with adjacent *sensitive land uses*. A wide range small-*scale* retail and *service commercial* uses *may* be permitted at grade, which are intended to serve employees located within the same building and the immediate area.

8.1.1.3.7.2 POLICIES

a) The following uses *may* be permitted on lands designated Uptown Business Corridor:

(i)

(ii) *office* uses, including research, development and information processing uses;

(iii) light assembly and manufacturing uses *compatible* with abutting residential uses in buildings containing other permitted uses; and

(iv) hotel, conference and convention uses.

(v) *accessory* retail and *service commercial* uses, excluding *automotive commercial* uses;

b) *Accessory* retail and *service commercial* uses *may* be permitted provided that:

(i) the use is located at grade level; and,

(ii) the use is located within a building containing *employment* uses above the first storey.

c) Zoning By-law regulations affecting Uptown Business Corridor locations *shall* be based on the following:

(i) a maximum *floor area ratio* of 2.0:1; and

(ii) a maximum building height of eight (8) storeys.

d) Buildings *should* be designed in such a manner that:

(i) they are located immediately adjacent to a property line shared with a public right-of-way, except where a publicly accessible open space is provided between a building and the public right-of-way;

(ii) the majority of the longest building façade is located along and parallel to a public right of way; and

(iii) the *primary public entrances* for each use located at grade is located adjacent to a public right-of-way.

e) Surface parking areas *shall* not be located between a building and a public right-of-way.

f) The design and *development* of Uptown Business Corridor areas *shall* ensure a high degree of *compatibility* with adjacent residential uses. The following site design and *development* factors *shall* be considered for new and/or expanding Uptown Business uses:

(iv) loading areas *shall* be located to avoid conflict between pedestrian and vehicular traffic away from adjacent commercial and residential areas and adjoining roads;

(v) the number and location of vehicular access points *shall* be limited to minimize disruption to traffic flows;

(vi) lighting *shall* be directed to minimize impacts on adjacent residential uses;

(vii) the proposal provides convenient access to public transit services;

(viii) the proposal includes features to promote public safety;

(ix) off-street parking areas, loading areas and site service areas *shall* be screened and landscaped; and

(x) the proposal is consistent with the policies of Chapter 7, Design Excellence, of this Plan.

8.1.1.3.7.3 SITE-SPECIFIC POLICY

a) Any future *re-development* of the property at the north-west corner of Heron Way and Ironstone Drive (1830 Ironstone Drive) *shall* provide the longest building façade and the *primary public entrances* for uses located at grade along Heron Way.

8.1.1.3.8 UPTOWN BUSINESS DESIGNATION

8.1.1.3.8.1 OBJECTIVE

a) To preserve the *employment lands* west of Appleby Line and provide for a broad range of *employment* and *office* uses which are generally *compatible* with *sensitive land uses* located in close proximity.

8.1.1.3.8.2 POLICIES

a) The following uses *may* be permitted on lands designated Uptown Business:

(i) *office* uses;

(ii) research, development and information processing uses;

(iii) *industrial* uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution uses, communications, *utilities* and transportation uses, and service trades, provided these uses are located within an enclosed building and are unlikely to cause *adverse effects* related to noise, vibration, odours or dust.

b) A portion of the total floor area associated with an *industrial* or *office* use *may* be provided for the purpose of displaying, and/or providing for the retail sale of, products manufactured, processed, fabricated or assembled on the premises to a maximum of:

(i) 15 percent of the total floor area of the use to a maximum of 500 sq. m; or

(ii) 25 percent of the total floor area where the use's total floor area is less than 1,000 sq. m.

c) Zoning By-Law regulations affecting Uptown Business locations *shall* be based on the following:

(i) a maximum floor area ratio of 1.0:1; and

(ii) a maximum building height of four (4) storeys.

d) Notwithstanding Subsection 8.1.1.3.8.2 c) of this Plan, Zoning By-Law regulations affecting *office* uses *shall* be based on the following:

(i) a maximum floor area ratio of 1.5:1; and

(ii) a maximum building height of six (6) storeys.

e) The design and *development* of Uptown Business areas *shall* ensure a high degree of *compatibility* with residential and *commercial uses* located in close proximity. The following site design and *development* factors *shall* be considered for new and/or expanding Uptown Business uses:

(iii) loading areas *shall* be located to avoid conflict between pedestrian and vehicular traffic away from adjacent commercial and residential areas and adjoining streets;

(iv) the number and location of vehicular access points *shall* be limited to minimize disruption to traffic flows;

(v) lighting *shall* be directed to minimize impacts on adjacent residential uses;

(vi) the proposal provides convenient access to public transit services;

(vii) the proposal includes features to promote public safety;

(viii) off-street parking areas, loading areas and site service areas *shall* be screened and landscaped; and

(ix) the proposal is consistent with the policies contained in Chapter 7, Design Excellence, of this Plan.

8.1.1.3.9 NATURAL HERITAGE SYSTEM DESIGNATION

a) The objectives and policies for the Natural Heritage System within the Uptown Urban Centre are found in Section 4.2, Natural Heritage System, and Subsection 8.4.1, Natural Heritage System Designation, of this Plan.

8.1.1.3.10 UPTOWN MAJOR PARKS AND OPEN SPACE DESIGNATION

a) The objectives and policies for this designation are found in Section 3.3, Parks, Recreation and Open Space, and Subsection 8.4.2, Major Parks and Open Space, of this Plan.

b) Amenities will be *encouraged* within the *utility* corridor which serve the recreation needs of the Uptown Urban Centre residents and which are generally *compatible* with the lands' primary purpose as a *utility* corridor. Amenities *may* include, but are not limited to, community gardens, pedestrian and bike pathways and/or off-leash dog parks.

c) Notwithstanding the policies of Section 6.3, Utilities, of this Plan, surface parking areas *shall* not be permitted within a *utility* corridor.

d) Parks and open spaces *shall* provide linkages with the surrounding *neighbourhoods* in a manner that promotes efficient pedestrian and/or cycling access to and from the Uptown Urban Centre.

8.1.1.3.11 TRANSPORTATION

a) Transportation guidelines *shall* assist in the achievement of the Uptown Urban Centre policies and to provide criteria for the evaluation of specific *development applications*. These guidelines *may* be reviewed periodically and *may* be amended from time to time provided that any amendments *shall* conform with this Plan and *shall* be adopted by the *City.*

b) The *City shall* work collaboratively with the Region of Halton to ensure that Appleby Line and Upper Middle Road are designed in a manner which will balance the traffic demands of these roadways with the need to accommodate a variety of other *modes* of transportation, including transit, walking and cycling within the context of an emerging urban centre. As such, the *City shall* encourage the Region to incorporate the following into any future plans for those portions of Appleby Line and Upper Middle Road which are located within the Uptown Urban Centre:

(i) incorporating reduced lane widths compared to standard Regional guidelines to reflect the surrounding urban, pedestrian oriented context of the area;

(ii) maintaining, and expanding, existing landscaped medians;

(iii) introducing *transit priority measures* including, but not limited to, reserved lanes for buses or other higher-order transit and/or traffic signal priority at intersections;

(iv) wider pedestrian sidewalks;

(v) dedicated cycling facilities; and

(vi) pedestrian-oriented street furniture, including sitting areas and transit shelters.

c) The Uptown Urban Centre collector circulation road, consisting of Heron Way, Ironstone Drive and Imperial Way, *shall:*

(i) provide an optional route of travel through the primary intersection of Appleby Line and Upper Middle Road for automobiles and transit;

(ii) provide direct connections for pedestrians and cyclists between the four quadrants of the Uptown Urban Centre;

(iii) make provision for on-street parking and lay-bys for visitors and shoppers in the Uptown Urban Centre; and

(iv) consist of reduced lane widths to decrease *scale* and promote a pedestrian and retail-oriented street.

d) On-street parking *may* be permitted on any street in the Uptown Urban Centre.

e) Sidewalks *shall* be provided on both sides of all streets and oriented in a manner to maximize efficient and safe travel for all pedestrians.

f) Segregation of cycling lan*es* from the main roadway throughout the Uptown Urban Centre will be *encouraged*, where feasible, and *may* include cycle tracks or off-road pathways.

g) New public rights-of-way established through the subdivision of large parcels *shall b*e designed in a manner which provides for safe and efficient pedestrian and transit connections within the Uptown Urban Centre.

8.1.1.3.12 IMPLEMENTATION

a) Any Master Servicing Agreement *shall* have regard for the *development* of the lands to the east, bounded by Upper Middle Road, Burloak Drive, Mainway and the western edge of the valley of the main branch of the Sheldon Creek.

8.1.2 MOBILITY HUBS

Mobility hubs are an important component of the City's Urban Structure, Growth Framework and transportation network. Located in key areas served by the regional and local transit networks, *mobility hubs* are focal points for higher density and mixed use *development* that will accommodate a significant share of the City's future population and *employment* growth to 2031 and beyond.

The policies within this section are applied to *Mobility Hubs* shown on Schedule F, Downtown Burlington Mobility Hub, Schedule G, Burlington GO Mobility Hub, Schedule H, Aldershot GO Mobility Hub, and Schedule I, Appleby GO Mobility Hub, of this Plan. The objectives and policies in this section have been informed by the *City's* Mobility Hubs Opportunities and Constraints Study (2014) and are intended to supplement other applicable objectives and policies of this Plan.

The policies in this section do not provide land use designations; rather this section will serve a transitional role to guide new *development applications* which precede the development of *Area-Specific Plans* in each hub. Upon the completion of an *Area-Specific Plan*, all new objectives, polices and land use designations pertaining to *mobility hubs* will be found in this section.

8.1.2.1 OBJECTIVES

a) To develop *Area-Specific Plans* for each of Burlington's *mobility hubs.*

b) To develop the *mobility hubs* into compact, pedestrian, environmentally *sustainable* and *transit-supportive* places each with a distinct character.

c) To promote *intensification* in order to achieve transit-supportive residential and *employment* density targets.

d) To establish the *mobility hubs* as areas largely characterized by mixed use *development* that will strengthen the shop/live/work relationship and facilitate vibrancy day and night within the *mobility hubs.*

e) To provide a network of *complete streets* which provide for the efficient, accessible and safe movement of people and goods and which prioritize pedestrian, bicycle and transit activities.

f) To develop *mobility hubs* into effective *multi-modal* transit station areas that provide seamless connections between different *modes* of transportation, including the *frequent transit network*.

g) To ensure *mobility hubs* have strong and integrated *multi-modal* connections with adjacent areas.

h) To prioritize the *re-development* of surface parking lots and the *intensification* of underutilized lands and buildings.

i) To maintain exisiting and *encourage* new *employment* functions and uses which are compatible with other uses and serve to make *mobility hubs* an *employment* destination within the City.

j) To provide *mid-rise* and *tall building* forms, where appropriate, that support a variety of demographics in *mobility hubs.*

k) To provide opportunities for a range of small and medium-*scale* retail and *service commercial* uses that serve the needs of residents and employees in the *mobility hub.*

l) To ensure the provision of a range of open spaces and connections.

m) To ensure that there is an appropriate transition in *scale,* density, height, *massing* and spacing of *development* in the *mobility hubs* to respect the existing character of surrounding Established Neighbourhood Areas, as identified on Schedule B-1, Growth Framework, of this Plan.

n) To achieve design excellence in *mobility hubs* that will *encourage* long-term investment and the creation of high quality and *sustainable* built forms in the *public* and private *realm.*

o) To prioritize and implement innovative *sustainable* energy, water, landscape and waste management practices.

p) To target carbon neutrality in *mobility hubs* through the use of district energy, *sustainable* building measures and other innovative approaches.

q) To plan for and provide *public service facilities* that support future population and job growth.

8.1.2.2 DEVELOPMENT APPLICATIONS PRECEDING AN AREA-SPECIFIC PLAN

a) The applicable objectives and policies for Urban Centres in Subsection 8.1.1 of this Plan, and all other underlying land use designations and other policies of this Plan *shall* apply. In addition, the following policies *shall* apply for sites located within a Mobility Hub (as identified on Schedule F, Downtown Burlington Mobility Hub; Schedule G, Burlington GO Mobility Hub; Schedule H, Aldershot GO Mobility Hub; and Schedule I, Appleby GO Mobility Hub, of this Plan).

b) Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within *mobility hubs shall* have regard for the Mobility Hub Opportunities and Constraints Study (2014) and Provincial guidelines for *mobility hubs* and transit, and *shall* implement Regional and Provincial *major transit station area* policies.

c) All *development* proposals requiring a Transportation Impact Study *shall* address all *modes* of transportation, giving priority to *active transportation* and transit considerations, including the *frequent transit network*.

d) *Transportation demand management* measures *shall* be addressed, and form part of the *City's* evaluation of opportunities for reduced parking standards in all existing and proposed *development* within *mobility hubs,* subject to the policies of Subsection 6.2.10, Transportation Demand Management, of this Plan.

e) Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within *Mobility Hubs shall* submit and implement, to the *City's* satisfaction, an *urban design brief*. The brief *shall* demonstrate how the proposed *development* contributes towards achieving *mobility hub* objectives for design and how the *development* is consistent with the policies contained in Chapter 7, Design Excellence, of this Plan, any applicable urban design policies of the respective land use designations contained in Chapter 8, Land Use Policies – Urban Area, of this Plan, and any applicable *City design guidelines.*

f) All *development* within *mobility hubs shall* consider opportunities to provide improved walking and cycling connections.

g) Established Neighbourhood Areas within *mobility hubs* are subject to the policies contained in Subsection 2.4.2.3 of this Plan.

8.1.3 MIXED USE NODES AND INTENSIFICATION CORRIDORS

The lands identified as Mixed Use Nodes and *Intensification Corridors*, on Schedule C, Land Use – Urban Area, of this Plan, will provide locations where mixed *employment,* commercial and residential uses *shall* be developed and integrated in a *compact urban form* and at higher *development intensities,* encouraging the efficient use of physical resources and municipal *infrastructure.* The Mixed Use Nodes and *Intensification Corridors* vary significantly in permitted uses ranging from the broadest, most diverse range to more focused and employment-oriented in nature.

Mixed Use Nodes and *Intensification Corridors shall* occur in both linear and nodal forms, organized into a hierarchy of six land use designations: Mixed Use Commercial Centre, Neighbourhood Centre, Local Centre, Employment Commercial Centre, Urban Corridor and Urban Corridor-Employment; based on spatial distribution, the *scale* and *intensity* of the *development* allowed, the design standards that *shall* apply and the potential unacceptable impacts of these uses on adjacent uses.

The *City* will ensure that the *re-development* of Mixed Use Nodes and *Intensification Corridors* is *compatible* with adjacent uses, mainly residential. The design and *development* of these lands *shall* create and maintain a special community identity and a focal point for a variety of City-wide, community and neighbourhood functions, generally within *mid-rise* and *tall building* forms. These areas *shall* be pedestrian-oriented and highly accessible by public transit and *shall* foster community interaction by providing opportunities for *public service facilities* and open spaces.

8.1.3.1 GENERAL

8.1.3.1.1 OBJECTIVES

a) To *encourage* comprehensively planned mixed use *employment*, commercial and residential areas that provide for the integration of uses such as retail, *service commercial*, *office*s, *institutional* and *entertainment uses* with residential uses, *public service facilities*, cultural facilities, *institutional uses* and open space, while retaining *compatibility* with nearby land uses.

b) To ensure Mixed Use Nodes and *Intensification Corridors* are developed in a *compact urban form,* are pedestrian-oriented and highly accessible by public transit, and foster community interaction.

c) To establish for each element of the Mixed Use Nodes and *Intensification Corridors* the appropriate range of uses, scales of development and levels of intensity.

d) To ensure the proper integration of Mixed Use Nodes and *Intensification Corridors* with surrounding neighbourhoods.

e) To promote a high level of urban design treatment in Mixed Use Nodes and *Intensification Corridors* to create attractive pedestrian environments and great places to shop, live and work.

f) To promote and support an innovative and *sustainable* built environment that uses resources efficiently and *encourages* a high quality of life.

g) To provide amenities and services closer to where people live, with the objective of creating *complete communities.*

h) To ensure that *development* caters to the pedestrian by creating active and engaging spaces at-grade.

i) To ensure that *development* of Mixed Use Nodes and *Intensification Corridors* is offset by a range of open space areas in a manner that is appropriate to the local context.

j) To ensure that the uses, density, form, *massing*, height and spacing of *developments* are *compatible* with adjacent land uses and the surrounding area.

k) To ensure the layout and design of buildings contributes to create a distinct identity and have a role in definig the street edge and open spaces.

l) To *encourage* the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and to maximize personal safety.

m) To direct the phasing and/or expansion of municipal *infrastructure* and services to ensure the timely and orderly *development* of Mixed Use Nodes and *Intensification Corridors*.

8.1.3.1.2 GENERAL POLICIES

a) Mixed Use Nodes and *Intensification Corridors* identified on B, Urban Structure, *shall* be designated as either Mixed Use Commercial Centre, Neighbourhood Centre, Local Centre, Employment Commercial Centre, Urban Corridor or Urban Corridor-Employment on Schedule C, Land Use - Urban Area, of this Plan.

b) Lands designated as Mixed Use Commercial Centre on Schedule C, Land Use – Urban Area, *shall* be subject to the additional policies contained in Subsection 8.1.3.2 of this Plan.

c) Lands designated as Neighbourhood Centre on Schedule C, Land Use – Urban Area, *shall* be subject to the additional policies contained in Subsection 8.1.3.3 of this Plan.

d) Lands designated as Local Centre on Schedule C, Land Use – Urban Area, *shall* be subject to the additional policies contained in Subsection 8.1.3.4 of this Plan.

e) Lands designated as Employment Commercial Centre on Schedule C, Land Use – Urban Area, *shall* be subject to the additional policies contained in Subsection 8.1.3.5 of this Plan.

f) Lands designated as Urban Corridor on Schedule C, Land Use – Urban Area, *shall* be subject to the additional policies contained in Subsection 8.1.3.6 of this Plan.

g) Lands designated as Urban Corridor - Employment on Schedule C, Land Use – Urban Area, *shall* be subject to the additional policies contained in Subsection 8.1.3.7 of this Plan.

h) The design and *development* of Mixed Use Nodes and *Intensification Corridors shall* promote these areas as focal points for community activities that are characterized by a compact form of *development*, pedestrian-orientation, greater accessibility to public transit and higher *intensity development*.

i) The construction and expansion of municipal *infrastructure shall* provide for the *development* of Mixed Use Nodes and *Intensification Corridors* in an orderly and cost effective fashion.

j) Mixed Use Nodes and *Intensification Corridors shall* be priority locations for:

   (i) land assembly;

   (ii) *infrastructure/public service facility* improvements;

   (iii) creation and application of financial, regulatory and other incentives;

   (iv) new municipal *public service facilities*;

   (v) creation and application of *brownfield* and *greyfield re-development* strategies;

   (vi) preparation of comprehensive traffic and parking studies and strategies; and

   (vii) provision of higher levels of transit service compared with other areas of the City.

k) Zoning By-law regulations affecting Mixed Use Nodes and *Intensification Corridors shall* be based on the specific policies for individual Node and Corridor designations, contained in Section 8.1 of this Plan.

l) *Home occupation*s and *cottage industries may* be permitted in Mixed Use Nodes and *Intensification Corridors* subject to the policies of Subsection 8.3.8 of this Plan.

m) The *City shall* ensure the proper integration of Mixed Use Nodes and *Intensification Corridors* areas with surrounding neighbourhoods through measures such as pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.

n) For developed commercial sites within Mixed Use Nodes and *Intensification Corridors*, the minimum height and mixed use requirement, where specified under the specific land use designation, *shall* not apply for minor additions and renovations to existing buildings.

o) In residential buildings containing retail and *service commercial* uses at grade, *office* uses or uses *accessory* to residential uses *may* be required in the second storey to minimize the potential *adverse effects* of noise and vibration that could be generated by some types of retail and *service commercial* uses.

p) All *development* proposals *shall* be evaluated on the basis of the objectives and policies of Section 2.5, Development Criteria, of this Plan.

q) A *Transportation Demand Management* Plan and a Parking Justification Study *shall* be required*,* and form part of the *City's* evaluation of opportunities for reduced parking standards in all proposed and existing *developments* within Primary and Secondary Growth Areas in Mixed Use Nodes and *Intensification Corridors*, subject to the policies of Subsections 2.4.2.1 and 2.4.2.2 of this Plan.

r) The *City may* prepare an *Area-Specific Plan* prior to permitting the *development* of Mixed Use Nodes and *Intensification Corridor* lands, to provide a context for co-ordinated *development* providing greater direction on the mix of uses, heights, densities, built form, and design.

s) In Mixed Use Nodes and *Intensification Corridors*, *development* proponents considering the *re-development* of a site that contains an existing *supermarket/grocery store* use *shall* be required to retain the *supermarket/grocery store* use as part of the overall *development*.

t) In Mixed Use Nodes and *Intensification Corridors*, the zoning of individual sites *may* not allow for the full range of permitted uses or the full extent of *development intensity* permitted by the designation at every location, based on site-specific factors that *may* include, but not be limited to, traffic, land

use compatibility, market impact, *negative impacts* on the Natural Heritage System, and environmental factors such as soil contamination.

u) Proposals to expand any existing Mixed Use Commercial Centre, Neighbourhood Centre or Local Centre designation *shall* submit a market impact study, prepared by a *qualified person*, that demonstrates the need for the proposed expansion and assesses the impact of the expansion of Mixed Use Commercial Centre designation on a regional and City-wide basis, or the impact of the expansion of Neighbourhood Centre or Local Centre designation on a City-wide basis, in terms on the planned function the designation.

v) The design and *development* of any Mixed Use Nodes and *Intensification Corridor shall* promote a transit-supportive and pedestrian-oriented environment and *shall* ensure *compatibility* between the Node or Corridor and adjacent land uses, particularly residential. The following site design and *development* factors *shall* be considered in reviewing any new and/or expanding Node or Corridor proposals:

(i) buildings *shall* be sited generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and *should* be in close proximity to the street and transit services;

(ii) with the exception of the Mixed Use-Commercial Centre and Employment Commercial Centre designations, *primary public entrances* for each use located at grade *shall* be oriented towards a public right-of-way and located immediately adjacent to a public right-of-way, except where a publicly accessible open space is provided between the building and the public right-of-way;

(iii) the site plan promotes safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, and to and from transit stops;

(iv) the proposal provides appropriate transitions in form and *intensity* of uses to adjacent land uses, particularly residential;

(v) the site plan promotes public safety;

(vi) the site plan incorporates pedestrian pathways from parking areas to building entrances;

(vii) the number and location of vehicular access points *shall* be limited to minimize disruption to traffic flows and to minimize the impacts on

local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;

(viii) off-street parking *shall* be located in the side and/or rear yards, away from the street edge and *shall* be encouraged in parking structures;

(ix) off-street parking *shall* be located away from adjacent residential uses and away from the street edge and *shall* not abut an intersection;

(x) off-street parking areas, loading areas and service areas *shall* be screened and landscaped;

(xi) loading areas and service areas are located to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential areas and adjoining streets;

(xii) lighting *shall* be directed to minimize impacts on residential uses located on or adjacent to the site;

(xiii) outdoor storage areas *shall* be fenced and/or screened; and

(xiv) the proposal is consistent with the policies contained in Chapter 7, Design Excellence, of this Plan.

w) Notwithstanding Subsection 8.1.3.1.2 u) (viii) of this Plan, off-street parking will be *encouraged* in the side and/or rear yards, and/or in parking structures in Mixed Use Commercial Centre and Employment Commercial Centre lands.

8.1.3.2 MIXED USE COMMERCIAL CENTRE DESIGNATION

8.1.3.2.1 OBJECTIVES

a) To provide locations in the City for Mixed Use Commercial Centres that offer a wide range of retail and *service commercial* uses and *public service facilities* and are intended to serve a regional market as well as provide retail goods and services to residents in the immediate area and the City.

b) To recognize locations that are currently characterized by one or several space-extensive, automobile-oriented large retail uses on one or more properties, which have the potential to *re-develop* in the long-term in a more intensive, mixed use, pedestrian and transit oriented manner, but *may* generally retain their current character in the short and medium-term.

c) To retain a significant retail and *service commercial* presence within Mixed Use Commercial Centres, but in a more *compact urban form*, and protect the planned commercial function of the designation.

d) To *encourage* job creation and residential uses where appropriate, as well as *public service facilities* and public outdoor amenities for employees, residents and visitors.

e) To prioritize the *re-development* of surface parking lots and the *intensification* of under-utilized lands and buildings.

f) To ensure that *development* within Mixed Use Commercial Centres contributes to more walkable communities by providing an accessible and attractive pedestrian environment, with appropriate internal links, such as sidewalks and greenways, and connections to adjacent residential neighbourhoods.

8.1.3.2.2 POLICIES

a) The orderly *development* of Mixed Use Commercial Centre areas will be *encouraged* with the designation of Mixed Use Commercial Centres on Schedule C, Land Use - Urban Area, of this Plan.

b) Future *development* in a Mixed Use Commercial Centre *shall* be designed to contain a range of building heights and densities or *intensities,* including lands on more than one quadrant of an intersection. While these areas generally serve the travelling public, they *should* be designed to incorporate public spaces and facilities at central locations, with mixed use buildings having retail and *service commercial* uses at grade.

c) Mixed Use Commercial Centres are intended to provide for the unique and/or occasional goods and services needs of residents from across the City and adjacent municipalities. It is expected that these areas *may* also serve the day-to-day and weekly goods and service needs of future on-site residents.

d) The following uses *may* be permitted on lands designated Mixed Use Commercial Centre:

   (i) retail and *service commercial* uses;

   (ii) *automotive commercial uses*;

   (iii) residential uses with the exception of single-detached and semi-detached dwellings;

   (iv) *office* uses; and

   (v) *entertainment* and *recreation* uses.

e) A Mixed Use Commercial Centre area *shall* be at least 20 ha in size and *may* comprise more than one property.

f) The *City* will support a minimum building height of two (2) storeys. The maximum building height *shall* be twelve (12) storeys.

g) It is the intent of this Plan for the Mixed Use Commercial Centre areas to retain the planned retail and *service commercial* function set out in this Plan.

h) The floor area of a property devoted to freestanding residential, hospitality, *entertainment, recreation* and *office* uses, *shall* not exceed half of the total floor area on the property.

i) The ground floor frontage of buildings fronting a Major Arterial or Multi-Purpose Arterial Street, Industrial Connector Street or a public open space *shall* consist of retail and *service commercial* uses or other active uses that animate the street.

j) Retail and *service commercial* uses *may* extend below grade or into the second-storey of buildings to accommodate large-*scale* retail uses within a more *compact urban form*.

k) Residential uses will be *encouraged* in the upper storeys of commercial buildings and *may* be permitted in buildings exclusively used for residential use provided that:

   (i) the proposed *development* does not adversely impact the capacity of the Mixed Use Commercial Centre to provide for its retail and *service commercial* function function as established in this Plan;

   (ii) the residential building is part of an overall *development* of mixed residential/commercial building forms; and

   (iii) the recommended minimum building height is achieved.

l) Notwithstanding Subsection 8.1.3.2.2 d) iii) of this Plan, townhouses *may* only be permitted as a component of an overall *development* of mixed residential or residential/commercial building forms, where the townhouse portion of the *development*:

   (i) does not abut a Major Arterial, Multi-Purpose Arterial Street, Urban Avenue or Industrial Connector;

   (ii) is developed in conjunction with, a multi-residential building form; and

   (iii) does not compromise the long-term objectives for the Mixed Use Commercial Centre designation with respect to such matters as mix of uses, retail and *service commercial* function, site design, building form and *intensity*.

m) *Office* uses *shall* be located in freestanding buildings, within a shopping centre building, or on upper storeys of commercial buildings.

n) The *City* will *encourage* opportunities to create public outdoor amenity spaces, such as urban squares and parkette features that enhance the Mixed Use Commercial Centre as a public gathering place.

o) Mixed Use Commercial Centres *shall* be served by public transit services.

p) Notwithstanding Subsection 8.1.3.1.2 u) of this Plan, the following additional site design and *development* factors *shall* also be considered in reviewing proposals for new *small-scale motor vehicle dealerships* in Mixed Use Commercial Centre areas:

(i) vehicle storage areas *shall* be located at the side or rear of buildings;

(ii) outdoor vehicle storage and display areas *shall* be located at the side or rear of buildings and *shall* be *encouraged* in multi-storey structures and/or below grade;

(iii) only one curb cut *shall* be permitted to provide access to the site; and

(iv) the *adverse effects* of noise, vibration, odours or dust on adjacent residential uses *shall* be mitigated.

8.1.3.2.3 SITE-SPECIFIC POLICIES

a) Notwithstanding Subsection 8.1.3.2.2 e) of this Plan, the lands designated "Mixed Use Commercial Centre" on the north side of Plains Road East, west of the Queen Elizabeth Way, *may* have a minimum size of 5 ha.

b) Notwithstanding Subsection 8.1.3.2.2 e) of this Plan, the lands designated "Mixed Use Commercial Centre" on the east side of Appleby Line, south of Highway 407, *may* have a minimum size of 8 ha.

c) Notwithstanding the policies of Subsection 8.1.3.2.2 d) of this Plan, on the lands designated "Mixed Use Commercial Centre" in the north-east quadrant of Dundas Street and Appleby Line, and described as 3011 Appleby Line, the following policies *shall* apply:

(i) *supermarkets/grocery stores* and *department stores shall* not be permitted;

(ii) *sensitive land uses shall* not be permitted;

(iii) subject to the above, uses permitted in the Urban Corridor-Employment designation *shall* also be permitted.

d) On the lands designated "Mixed Use Commercial Centre" on the east side of Appleby Line, south of Highway 407, and described as 3215 Appleby Line and 3270 Harrison Crescent, the following additional policies apply:

(i) nothwithstanding the uses permitted under Subsection 8.1.3.2.2 d) of this Plan, one *large building supplies/garden store* use is permitted, and residential uses, *supermarkets/grocery stores, department stores, warehouse clubs,* and retailing of non-work related apparel are not permitted;

(ii) the total floor area of all buildings and structures on the lands *shall* not exceed 26, 670 sq. m.;

(iii) all parking areas are to be provided as surface parking. No above grade or below grade parking structures are permitted.

e) On the lands designated "Mixed Use Commercial Centre" at the north-east corner of Appleby Line and the southerly leg of Harrison Court, described as 3091 Appleby Line, the following additional policies apply:

(i) notwithstanding the uses permitted under Subsection 8.1.3.2.2 d) of this Plan, one *large building supplies/garden store* use is permitted, and residential uses, *supermarkets/grocery stores*, *department stores*, *large furniture and appliance stores, large home and auto supply stores* and *warehouse clubs* are not permitted;

(ii) notwithstanding the uses permitted under Subsection 8.1.3.2.2 d) of this Plan, *sensitive land uses shall* not be permitted;

(iii) the total floor area of all buildings and structures on the lands *shall* not exceed 8,593 sq. m. for commercial uses and 557 sq. m. for *office* uses;

(iv) all parking areas are to be provided as surface parking. No above grade or below grade parking structures are permitted.

8.1.3.3 NEIGHBOURHOOD CENTRE DESIGNATION

8.1.3.3.1 OBJECTIVES

a) To *encourage* the *development* of Neighbourhood Centres in the City that *shall* serve as areas of concentration for mixed use *development,* including pedestrian-oriented small and medium-*scale* retail and *service commercial* uses, *office* uses, residential uses, *public service facilities* and open spaces.

b) To provide opportunities for Neighbourhood Centres that serve as a focal point for community activities within and at the periphery of residential

neighbourhoods in locations that meet residents' day-to-day and weekly goods and service needs.

c) To create vibrant and attractive places with increased day and night activity through the introduction of residential *development* and the integration of uses and open spaces.

d) To ensure *development* within Neighbourhood Centres contributes to more walkable communities by providing an accessible and attractive pedestrian environment, with appropriate internal links, such as sidewalks and greenways, and connections to adjacent residential neighbourhoods and *Areas of Employment,* wherever possible.

e) To retain a significant retail and *service commercial* presence within Neighbourhood Centres, but in a more *compact urban form*, and protect the planned commercial function of the designation.

f) To ensure that *development* results in filling of surface parking lots and the *intensification* of under-utilized lands and buildings.

8.1.3.3.2 POLICIES

a) The orderly *development* of Neighbourhood Centres will be *encouraged* with the designation of Neighbourhood Centres on Schedule C, Land Use - Urban Area, of this Plan.

b) *Development* in a Neighbourhood Centre *shall* be designed to contain a range of land uses, largely in the form of mixed use buildings, including, in most cases, lands in more than one quadrant of an intersection, where applicable, in a form that enhances the area as a community gathering place and neighbourhood focal point. The unique characteristics of each Neighbourhood Centre will lend themselves to a range of built forms that is more appropriate at each location.

c) Lands designated Neighbourhood Centre are intended to provide for the day-to-day and weekly goods and services needs of residents within the Neighbourhood Centre and the surrounding neighbourhoods.

d) The following uses *may* be permitted on lands designated Neighbourhood Centre:

(i) retail and *service commercial* uses;

(ii) *automotive commercial uses*, excluding *large and small-scale motor vehicle dealerships*;

(iii) *residential uses* with the exception of single-detached and semi-detached dwellings;

(iv) *office* uses; and

(v) *entertainment* and *recreation* uses.

e) A Neighbourhood Centre *shall* be approximately 4 to 12 ha in size and *may* comprise lands in more than one quadrant of an intersection.

f) Notwithstanding Subsection 8.1.3.3.2 d) iii) of this Plan, townhouses *may* only be permitted as a component of an overall *development* of mixed residential or residential/commercial building forms, where the townhouse portion of the *development*:

(i) does not abut a Major Arterial or Multi-Purpose Arterial Street or Urban Avenue;

(ii) is developed in conjunction with, and is *accessory* to, a multi-residential building form; and

(iii) does not compromise the long-term objectives for the Neighbourhood Centre designation with respect to such matters as mix of uses, retail and *service commercial* function, site design, building form and *intensity*.

g) Zoning By-law regulations affecting Neighbourhood Centres *shall* be based on the following factors:

(i) the maximum *floor area ratio* of *development a*t any site *shall* be 2.5:1; and

(ii) the minimum building height *shall* be two (2) storeys and *the* maximum building height *shall* be six (6) storeys. Where required to ensure *compatibility* and a sense of pedestrian *scale*, buildings *may* be required to be terraced back from adjacent residential areas, and/or the street.

h) Notwithstanding Subsection 8.1.3.3.2 f) of this Plan, an increase in *floor area ratio* and/or building height *may* be considered by the *City* for a proposed *development* within a Neighbourhood Centre node; through a site-specific Zoning By-law amendment, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

(i) The *development* is located in:

a. the Neighbourhood Centre areas along New Street; or

a. the Neighbourhood Centre area along Lakeshore Road;

(ii) the maximum building height *shall* be eleven (11) storeys;

(iii) the criteria of Section 2.5, Development Criteria, of this Plan are satisfied;

(iv) a majority of the parking provided for new residential or *office* uses is located underground;

(v) community benefits are provided as deemed appropriate by the *City*;

(vi) the proponent submits and implements an *urban design brief* that demonstrates how the proposal's design helps to mitigate the impacts of the increase in density and/or building height on adjacent properties.

i) Notwithstanding Subsections 8.1.3.3.2 f) and g) of this Plan, the maximum eleven (11) storey building height *may* not be permitted at locations adjacent to areas designated Residential-Low Density.

j) Any proposed *re-development* of sites designated Neighbourhood Centre *shall* not result in a significant reduction of the existing total retail and *service commercial* floor area on site, unless a retail and *service commercial* needs assessment demonstrates how the proposed reduction of space maintains the viability of the Neighbourhood Centre to provide for the goods and services of the surrounding community, as well as for any new residents or employees associated with the *development.*

k) The ground floor frontage of buildings fronting a Major Arterial or Multi-Purpose Arterial Street, an intersection of Major Arterial and/or Multi-Purpose Arterial Streets, or a public open space, *shall* consist of retail and *service commercial* uses or other active uses that animate the street.

l) Residential and *office* uses will be *encouraged* in the upper storeys of commercial buildings and *may* be permitted in buildings exclusively used for residential or *office* use provided that:

(i) the building does not adversely impact the capacity of the Neighbourhood Centre node to provide for the retail and services needs of on-site residents and surrounding neighbourhoods;

(ii) the building is located to the rear of street-related retail and *service commercial* uses; and

(iii) the building is part of an overall *development* of mixed residential/commercial building forms.

m) Retail and *service commercial* uses *may* be permitted to a maximum individual floor area of 2,800 sq. m.

n) Uses located at grade *shall* contribute to a vibrant, active and walkable built environment in Neighbourhood Centres. The portion of an individual use's floor area located at grade *shall* not exceed 1,400 sq. m.

o) Notwithstanding Subsections 8.1.3.3.2 l) and m) of this Plan, *supermarkets/grocery stores shall* not be subject to the aforementioned size restrictions within designated Neighbourhood Centres. The design and *development* of *supermarket/grocery store* uses *shall* ensure *compatibility* with the character and form of the surrounding area and support an attractive, safe and walkable environment.

p) The *City shall* require the creation of public outdoor amenity spaces, such as urban squares and parkette features as part of the *re-development* of Neighbourhood Centres in a manner that is appropriate to the local context to enhance the Neighbourhood Centre's function as a public gathering place.

q) Neighbourhood Centres *shall* be served by public transit services.

8.1.3.3.3 SITE-SPECIFIC POLICY

a) Notwithstanding Subsections 8.1.3.3.2 f) and g) of this Plan, residential buildings to a maximum height of twelve (12) storeys *may* be permitted on the Neighbourhood Centre nodes located at the intersection of New Street and Appleby Line and the intersection of Guelph Line and Upper Middle Road, subject to the fulfillment of the following criteria:

(i) the criteria of Section 2.5, Development Criteria, of this Plan are satisfied;

(ii) a significant portion of the parking provided for new residential or *office* uses is located underground;

(iii) the proponent submits and implements an *urban design brief* that demonstrates how the proposal's design helps to mitigate the impacts of the increase in density and/or building height on adjacent properties.

8.1.3.4 LOCAL CENTRE DESIGNATION

8.1.3.4.1 OBJECTIVES

a) To *encourage* the *development* of Local Centres in the City that *shall* serve as small areas of concentration for mixed use *development*, including pedestrian-oriented retail and *service commercial* uses, residential uses, *office* uses, *public service facilities* and open spaces.

b) To provide opportunities for a limited range of small-*scale* retail and *service commercial* uses, and *public service facilities* in locations that meet residents' day-to-day and weekly goods and service needs.

c) To retain a significant retail and *service commercial* presence within Local Centres, but in a more *compact urban form*, and protect the planned commercial function of the designation.

d) To create vibrant and attractive places with increased day and night activity through the introduction of residential *development.*

8.1.3.4.2 POLICIES

a) The orderly *development* of Local Centre areas will be *encouraged* with the designation of Local Centres on Schedule C, Land Use - Urban Area, of this Plan.

b) *Development* in a Local Centre *shall* be designed to accommodate retail and *service commercial* uses, residential uses, amenities and *public service facilities* in a form that enhances the area as a neighbourhood gathering place and reinforces the character of the area.

c) Local Centre areas are intended to provide a limited range of retail and *service commercial* uses that serve the day-to-day and weekly needs of residents within and in close proximity to the Local Centre.

d) The following uses *may* be permitted on lands designated Local Centre:

(i) retail and *service commercial* uses;

(ii) *motor vehicle service stations*;

(iii) residential dwellings in the upper storeys of retail/commercial buildings;

(iv) *office* uses in the upper storeys of retail/commercial buildings.

e) A Local Centre area *shall* be approximately 1 to 4 ha in size.

f) The minimum building height *shall* be two (2) storeys and the maximum building height *shall* be four (4) storeys.

g) Any proposed *re-development* of sites designated Local Centre *shall* not result in a significant reduction of the existing total retail and *service commercial* floor area on site, unless a retail and *service commercial* needs assessment demonstrates how the proposed reduction of space *shall* not adversely impact the capacity of the Local Centre to provide for the goods and services needs of the neighbourhood.

h) Individual non-residential uses *may* be permitted to a maximum floor area of 1,200 sq. m.

i) Uses located at grade *shall* contribute to a vibrant, active and walkable built environment in Local Centres. The portion of an individual use's floor area located at grade *shall* not exceed 600 sq. m.

j) Notwithstanding Subsections 8.1.3.4.2 h) and i) of this Plan, *supermarkets/grocery store* uses *may* be permitted to a maximum floor area of 2,800 sq. m. The design and *development* of *supermarket/grocery store* uses *shall* ensure *compatibility* with the character and form of the surrounding area and support an attractive, safe and walkable environment.

8.1.3.4.3 SITE-SPECIFIC POLICIES

a) Notwithstanding the policies of Subsections 8.1.3.4.2 c) and d) of this Plan, the Local Centre area located on the lands on the south side of Queensway Drive, west of Guelph Line and described as 2404, 2412 & 2424 Queensway Drive, *shall* also permit *entertainment* and hospitality uses such as hotels and *accessory* restaurants.

b) Notwithstanding the policies of Subsections 8.1.3.4.2 d) and f) of this Plan, the two Local Centre areas within the Orchard Community *shall* be subject to the following:

(i) a maximum floor area of approximately 300 sq. m. per non-residential use;

(ii) the maximum building height *shall* be five (5) storeys for the Local Centre at Upper Middle Road and Sutton Drive, and six (6) storeys for the Local Centre at Dundas Street and Sutton Drive;

(iii) non-residential uses *shall* only be allowed on the ground floor of predominantly residential buildings, although *office*s *may* be allowed above the ground floor.

c) Notwithstanding Subsection 8.1.3.4.2 d) of this Plan, on the Local Centre located at 4125 Upper Middle Road, only *office* uses *shall* be permitted.

d) Notwithstanding Subsection 8.1.3.4.2 d) of this Plan, on the Local Centre located on the lands at 800 Burloak Drive, residential and other *sensitive land uses* are prohibited.

8.1.3.5 EMPLOYMENT COMMERCIAL CENTRE DESIGNATION

8.1.3.5.1 OBJECTIVES

a) To provide locations in the City in close proximity to designated Employment Lands, for a wide range of *employment uses*, as well as retail uses which have *employment* characteristics, such as:

(i) serving business uses to a large extent;

(ii) requiring expansive land areas which cannot be easily accommodated in mixed use *intensification* areas;

(iii) locating in or adjacent to Areas of Employment;

(iv) are not intended to serve the regular daily and weekly shopping needs of the surrounding residential and business community.

b) To recognize that Employment Commercial Centre areas will transition over time to *compact urban forms*, while retaining their current function.

8.1.3.5.2 POLICIES

a) The orderly *development* of Employment Commercial Centre areas will be *encouraged* with the designation of Employment Commercial Centres on Schedule C, Land Use – Urban Area, of this Plan.

b) The following uses *may* be permitted on lands designated Employment Commercial Centre:

(i) uses permitted within the General Employment designation;

(ii) commercial sales and services to the business community or those that have a significant processing, wholesaling or warehousing component;

(iii) retail uses that require significant land areas, many with outdoor sales and storage and characterized as infrequent shopping destinations;

(iv) home improvement and home décor sales uses which require large building areas, some of which have significant warehousing components and which are infrequent shopping destinations;

(v) hospitality uses; and

(vi) *recreational* uses.

c) *Sensitive land uses,* including residential, *shall* be prohibited.

d) The maximum *floor area ratio* of *development* at any site *shall* be 0.5:1.

e) The *City* will support a minimum building height of two (2) storeys.

f) Notwithstanding the maximum *floor area ratio* contained in Subsection 8.1.3.5.2 d) of this Plan, the *City* may consider a higher *floor area ratio* maximum for a proposed *development* through a site-specific Zoning By-Law amendment, without the need for amendment to this Plan, subject to the fulfillment of the criteria outlined in Section 2.5, Development Criteria, of this Plan, and the following conditions:

(i) a minimum two (2) storey building height is achieved; and

(ii) the proponent submits and implements an *urban design brief* that demonstrates how the proposal's design helps to mitigate the impacts of the increase in *intensity* on adjacent properties.

g) Each individual retail store in an Employment Commercial Centre designation *shall* have a minimum floor area of 1,000 sq. m.

h) Retail uses *may* extend into the second storey of buildings to accommodate larger retail uses within *compact urban forms.*

i) It is the general intent of this Plan that the designation of additional lands for Employment Commercial Centre purposes *shall* not be permitted.

8.1.3.5.3 SITE-SPECIFIC POLICY

a) Notwithstanding the uses permitted by this designation, *large furniture & appliance stores* and *warehouse clubs* are permitted on the lands located on the north side of the Queen Elizabeth Way, east of Guelph Line, south of the CNR and west of the Ontario Hydro Utility Corridor.

8.1.3.6 URBAN CORRIDOR DESIGNATION

8.1.3.6.1 OBJECTIVES

a) To *encourage development* along key Major Arterial or Multi-Purpose Arterial Streets that *shall* serve as areas of concentration for mixed use *development* with *residential*, retail, *service commercial*, *office*, *entertainment, public service facilities* and *institutional uses*, and open space uses.

b) To recognize the *development* of *Intensification Corridors* will occur over time, and that the timing of *re-development may* vary from one segment to another, depending on the existing built form, and *re-development* pressures.

c) To *encourage* higher *intensity*, *transit-supportive* and pedestrian-oriented mixed use *development* in a *compact urban form*, while retaining *compatibility* with nearby land uses.

d) To permit mixed use *development* on individual sites where various combinations of residential, retail, *service commercial*, *office* and other uses are located, or on sites where residential, retail, *office* and other uses are located next to one another.

e) To provide opportunities for a range of small and medium-*scale* retail and *service commercial* uses, and *public service facilities* in locations that meet residents' day-to-day and weekly goods and service needs.

f) To retain a significant retail presence within Urban Corridors, but in a more *compact urban form*, and protect the planned commercial function of the designation.

g) To ensure *development* along *Intensification Corridors* provides a safe, accessible and attractive pedestrian environment with connections to adjacent residential neighbourhoods and *Areas of Employment.*

8.1.3.6.2 POLICIES

a) The orderly *development* of Urban Corridor areas will be *encouraged* with the designation of Urban Corridors on Schedule C, Land Use - Urban Area, of this Plan.

b) *Development* in Urban Corridor areas *shall* be designed to incorporate a *compatible* and intense mix of retail, *office*, *employment* and residential uses, and amenities and *public service facilities,* and create and support vibrant pedestrian and transit-oriented urban places along Major Arterial or Multi-Purpose Arterial Streets and Industrial Connectors serving as major transit routes.

c) *Transit-supportive* and pedestrian-oriented design *shall* be required in the *development* of Urban Corridor sites.

d) Urban Corridor lands are intended to provide for the day-to-day and goods and service needs of residents and employees within and in close proximity to the Corridor and *may* also serve a broader City-wide market.

e) Urban Corridor areas *shall* be served by the *frequent transit network*.

f) The following uses *may* be permitted on lands designated Urban Corridor:

(i) retail and *service commercial* uses;

(ii) *automotive commercial uses*, excluding motor vehicle repair garages;

(iii) residential uses with the exception of single-detached and semi-detached dwellings;

(iv) *office* uses; and

(v) *entertainment* and *recreation uses*.

g) Notwithstanding Subsection 8.1.3.6.2 f) (iii) of this Plan, townhouses *may* only be permitted as a component of an overall *development* of mixed residential or residential/commercial building forms, where the townhouse portion of the *development*:

(i) does not abut the Major Arterial or Multi-Purpose Arterial Street;

(ii) is developed in conjunction with, and is *accessory* to, a multi-residential building form; and

(iii) does not compromise the long-term objectives for the Urban Corridor designation with respect to such matters as mix of uses, retail and *service commercial* function, site design, building form and *intensity*.

h) Zoning By-law regulations affecting Urban Corridors *shall* be based on the following factors:

(i) the maximum *floor area ratio* of *development* at any site *shall* be 2.0:1;

(ii) the minimum building height *shall* be two (2) storeys. The *maxim*um building height *shall* be six (6) storeys. Where required to ensure *compatibility*, four to six storey buildings *may* be required to be terraced back from adjacent residential areas and/or the street; and

(iii) the implementing Zoning By-law *shall* identify a minimum portion of all buildings abutting the corridor street to be located in close proximity to the corridor street. These setbacks *may* be modified for specific corridors following the completion of *City*-approved Area-Specific Corridor studies.

i) Notwithstanding Subsection 8.1.3.6.2 h) (i) of this Plan, an increase in *floor area ratio may* be considered by the *City* for a proposed *development* through a site-specific Zoning By-law amendment application, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

(i) the proposal does not exceed six (6) storeys in height;

(ii) the criteria of Section 2.5, Development Criteria, of this Plan are satisfied;

(iii) a significant portion of the parking provided on the site is located underground;

(iv) community benefits are provided as deemed appropriate by the *City;* and

(v) the proponent submits and implements an *urban design brief* that demonstrates how the proposal's design helps to mitigate the impacts of the increase in density on adjacent properties.

j) Higher density *development* and *mid-rise buildings* to a maximum of eleven (11) storeys *may* be permitted at certain Urban Corridor locations, subject to the fulfillment of the criteria outlined in Subsection 8.1.3.6.2 i) of this Plan, and the fulfilment of the following conditions:

(i) the *development* is located:

a. within the Aldershot Mobility Hub, Burlington Mobility Hub or Appleby Mobility Hub;

b. at the intersection of Fairview Street and Walker's Line; or

c. at the intersection of Fairview Street and Guelph Line.

(ii) a significant portion of the parking provided for new residential or *office* uses is located underground;

(iii) community benefits are provided as deemed appropriate by the *City;*

(iv) the proponent submits and implements, to the *City's* satisfaction, an *urban design brief* that demonstrates how the proposal's design helps to mitigate the impacts of the increase in density and building height on adjacent properties.

k) Notwithstanding Subsections 8.1.3.6.2 i) and j) of this Plan, the maximum eleven (11) storey building height *may* not be permitted at locations adjacent to areas designated Residential-Low Density.

l) Notwithstanding Subsections 8.1.3.6.2 f) iii) and g) of this Plan, townhouses *shall* be prohibited in Urban Corridor lands located within *mobility hubs* except where townhouses are integrated within the *podium* of a *mid-rise* or *tall building*.

m) A minimum of 30 percent of residential units contained within a *mid-rise* or *tall building development* in *mobility hubs shall* consist of units with two bedrooms or more in mixed use *developments* containing residential uses. An alternative target may be established through an *area specific plan.*

n) *Development* located on sites designated Urban Corridor *shall* contain a minimum of two permitted uses, as identified in Subsection 8.1.3.6.2 f) of this Plan.

o) Retail and *service commercial* uses and other pedestrian-oriented uses *shall* be located at street level in *office* or residential buildings and *may* be permitted above or below the first storey of buildings.

p) Notwithstanding Subsection 8.1.3.6.2 n) of this Plan, *development* located on sites designated Urban Corridor on Fairview Street *may* contain a minimum of one permitted use as outlined in Subsection 8.1.3.6.2 f) of this Plan, except in the following areas where mixed use buildings containing retail and *service commercial uses* and other active uses at grade *shall* be required:

(i) sites located at an intersection of the Urban Corridor with a Major Arterial Street or Multi-Purpose Arterial Street; and

(ii) sites located within an identified *mobility hub.*

q) *Development* along Urban Corridors *may* be required to provide a minimum floor-to-ceiling height at grade, as established in the Zoning By-law, to facilitate land use flexibility and adaptability over time.

r) Retail and *service commercial* uses *may* be permitted to a maximum individual floor area of 2,800 sq. m.

s) Uses located at street level *shall* contribute to a vibrant, active and walkable built environment in Urban Corridors. The portion of an individual use's floor area located at grade *shall* not exceed 1,400 sq. m.

t) Notwithstanding Subsections 8.1.3.6.2 r) and s) of this Plan, *supermarkets/grocery stores shall* not be subject to the aforementioned size restrictions within designated Urban Corridors. The design and *development* of *supermarket/grocery store* uses *shall* ensure *compatibility* with the character and form of the surrounding area and support an attractive, safe and walkable environment.

u) In accordance with the Urban Structure, infilling of existing, linear Urban Corridors will be *encouraged* rather than the designation of new areas.

v) In addition to the policies of Subsection 8.1.3.1.2 u) of this Plan, the following site design and *development* factors *shall* also be considered in reviewing proposals for new *small-scale motor vehicle dealerships* and/or expanding existing *small or large-scale motor vehicle dealerships* in Urban Corridor areas:

(i) where new buildings are erected or buildings are relocated, outdoor vehicle storage and display areas *shall* be located at the side or rear of buildings and *shall* be *encouraged* in multi-storey structures and/or below grade;

(ii) a landscaped buffer *shall* be provided along the edge of the site where existing parking areas or vehicle storage areas are located adjacent to the street;

(iii) a sidewalk *shall* be provided along the public right-of-way across private access driveways;

(iv) in new *motor vehicle dealerships*, only one curb cut *shall* be permitted to provide access to the site; and

(v) the *adverse effects* of noise, vibration, odours or dust on adjacent residential uses *shall* be mitigated.

w) Notwithstanding Subsection 8.1.3.6.2 u) above, new *small-scale motor vehicle dealerships* in Urban Corridor lands in *mobility hubs may* be permitted subject to the following criteria:

(i) *developments* containing a new *small-scale motor vehicle dealership shall* contain a minimum of two permitted uses and *shall* be located in multi-storey buildings;

(ii) the *motor vehicle dealerships shall* contribute to a vibrant, active and walkable built environment. The portion of a new *small-scale motor vehicle dealership's* floor area located at grade *shall* not exceed 1,400 sq. m.;

(iii) the portion of an individual *motor vehicle dealership's* floor area above or below the first storey *shall* have no maximum;

(iv) vehicle storage and display areas *shall* be prohibited at grade and only limited space for vehicle storage and service *may* be permitted below grade; and

(v) the *adverse effects* of noise, vibration, odours or dust on adjacent residential uses *shall* be mitigated.

8.1.3.6.3 SITE-SPECIFIC POLICIES

a) Notwithstanding Subsection 8.1.3.6.2 h) (ii) of this Plan, no minimum building height is required for the property located at the south-west corner of Fairview Street and Appleby Line (4460 to 4490 Fairview Street and 666 to 676 Appleby Line), for buildings less than 1,200 sq. m. in size.

b) Notwithstanding the policies of Subsection 8.1.3.6.2 of this Plan, the following policies *shall* apply to the property located at 4415 Fairview Street:

(i) this property is generally recognized for lower *intensity*, retail *development* intended to provide for the retail needs of the residents and business within the City and from adjacent areas;

(ii) residential and other *sensitive land uses*, and *supermarket/grocery store* uses, are prohibited;

(iii) retail uses that require either multi-tenant or freestanding buildings on sites that have significant needs for on-site storage and parking, such as garden centres, all *automotive commercial* uses, furniture and home furnishing uses and home improvement stores, *may* be permitted;

(iv) individual retail uses are permitted to a maximum floor area of 3,000 sq. m.;

(v) no minimum building height is required;

(vi) in new *development,* the majority of the on-site storage *shall* be located at the rear of buildings, away from public view.

c) Notwithstanding the policies of Subsection 8.1.3.6.2 of this Plan, the following policies *shall* apply to the property located at 101 Masonry Court:

(i) this property is generally recognized for lower *intensity*, retail *development* intended to provide for the retail needs of the residents and business within the City and from adjacent areas;

(ii) a limited number and range of large-*scale* retail and *service commercial* uses such as retail uses up to 5,600 sq. m. in gross floor area where food products are not the principal goods retailed, are permitted;

(iii) retail uses that require either multi-tenant or freestanding buildings on sites that have significant needs for on-site storage and parking, such as garden centres, *automotive commercial*, furniture and home furnishing uses and home improvement stores, *may* be permitted;

(iv) no minimum building height is required;

(v) in new *development,* the majority of the on-site storage *shall* be located at the rear of buildings, away from public view.

d) Notwithstanding the height and *floor area ratio* policies contained in Subsection 8.1.3.6.2 h) of this Plan, for the properties identified as 2089 and 2095 Fairview Street, the following policies *shall* apply:

(i) the maximum building height *shall* be seventeen (17) storeys. Additional height *may* be permitted if the proposed building is LEED certified (or equivalent to the satisfaction of the *City*);

(ii) there *shall* be a total site (at full build out) minimum *floor area ratio* of approximately 0.5:1 and the maximum 2.0:1 *floor area ratio shall* not apply.

e) Notwithstanding the uses permitted in Subsection 8.1.3.6.2 f) of this Plan, the *large-scale motor vehicle dealership* located on the south-west corner of Fairview Street and Brant Street, and identified as 834-850 Brant Street, *may* be expanded on the abutting property within the Urban Corridor designation by a maximum of 50 percent of the floor area existing on the date of adoption of this Plan, without an amendment to this Plan.

f) Notwithstanding the uses permitted in Subsection 8.1.3.6.2 f) of this Plan, on the lands on the north side of Fairview Street, east of Rambo Creek (known as 2065 Fairview Street), a single-storey *department store*, not exceeding 12,000 sq. m. of gross floor area, is permitted, provided that no greater than 15 percent (1,800 sq. m.) of the gross floor area within the *department store shall* be used for the sale of food products.

g) Notwithstanding Subsection 8.1.3.6.2 h) of this Plan, buildings to a maximum height of twelve (12) storeys *may* be permitted on the Urban Corridor lands identified as 110 Plains Road West, subject to the evaluation of site-specific criteria that *may* include, but not be limited to, traffic, *compatibility* and environmental factors.

8.1.3.7 URBAN CORRIDOR-EMPLOYMENT DESIGNATION

8.1.3.7.1 OBJECTIVES

a) To *encourage* the *development* of key locations along Major Arterial or Multi-Purpose Arterial Streets that are primarily intended for higher *intensity employment* uses.

b) To *encourage* higher *intensity*, *transit-supportive* and pedestrian-oriented mixed use *development* in a *compact urban form*, while retaining *compatibility* with nearby land uses.

8.1.3.7.2 POLICIES

a) The orderly *development* of Urban Corridor-Employment areas will be *encouraged* with the designation of Urban Corridor-Employment areas on Schedule C, Land Use - Urban Area.

b) *Development* in Urban Corridor-Employment areas *shall* be designed to incorporate a *compatible* mix of intense *employment*, *office* and limited retail uses, and amenities and *public service facilities*, and create and support vibrant pedestrian and transit-oriented urban places along Major Arterial and Multi-Purpose Arterial Streets and Industrial Connectors.

c) Transit-supportive and pedestrian-oriented urban design *shall* be required in the *development* of Urban Corridor-Employment lands.

d) The following uses *may* be permitted on lands designated Urban Corridor-Employment:

(i) *industrial* uses;

(ii) *office* uses;

(iii) a limited range of retail and *service commercial* uses which serve the day to day needs of employees;

(iv) *small-scale motor vehicle dealerships*; and

(v) *entertainment* and *recreation* uses.

e) Urban Corridor-Employment lands are intended to provide for the retail and *service commercial* needs of the *employment* uses and their employees within and immediately adjacent to the Corridor. In addition, retail uses related to home improvement *may* be permitted.

f) Zoning By-law regulations affecting Urban Corridor-Employment locations *shall* be based on the following factors:

(i) the maximum *floor area ratio* of *development* at any site *shall* be 2.0:1;

(ii) the maximum building height *shall* be six (6) storeys, except for *industrial* uses, where the maximum building height *shall* be two (2) storeys;

(iii) the implementing Zoning By-law *shall* identify a minimum portion of all buildings abutting the corridor street to be located in close proximity to the corridor street. These setbacks *may* be modified for specific corridors following the completion of *City*-approved *Area-Specific Plans.*

g) Notwithstanding Subsection 8.1.3.7.2 f) (i) of this Plan, an increase in *floor area ratio may* be considered by the *City* for a proposed *development* through a site-specific Zoning By-law amendment application, without the need for an amendment to this Plan, subject to the following criteria:

(i) the proposal does not exceed six (6) storeys in height;

(ii) the criteria of Section 2.5, Development Criteria, of this Plan are satisfied; and

(iii) the proponent submits and implements an *urban design brief* that demonstrates how the proposal's design helps to mitigate the impacts of the increase in density on adjacent properties.

h) Higher density *developments* and mid rise buildings *may* be permitted at locations where Urban Corridor-Employment areas intersect with Major Arterial and Multi-Purpose Arterial Streets, and in *mobility hubs*, subject to the fulfillment of the criteria outlined in Subsection 8.1.3.7.2 g) of this Plan, and the following conditions:

(i) the maximum building height *shall* be eleven (11) storeys;

(ii) the proponent submits and implements an *urban design brief* that demonstrates how the proposal's design helps to mitigate the impacts of the increase in density and/or building height on adjacent properties.

i) *Development* of lands designated Urban Corridor- Employment within *mobility hubs shall* achieve a higher *intensity* of *development* and consist of *transit supportive uses*, as called for and defined in the Growth Plan for the Greater Golden Horseshoe and the Provincial Transit Supportive Guidelines.

j) Residential uses and other *sensitive land uses shall* be prohibited in Urban Corridor-Employment locations.

k) Individual retail and *service commercial* uses *shall* be limited to a maximum size as set out in the Zoning By-law.

l) In addition to the policies of Subsection 8.1.3.1.2 u) of this Plan, the following site design and *development* factors *shall* also be considered in reviewing proposals for new *small-scale motor vehicle dealerships* and/or expanding existing *small or large-scale motor vehicle dealerships* in Urban Corridor-Employment areas:

(i) where new buildings are erected or buildings are relocated, outdoor vehicle storage and display areas *shall* be located at the side or rear of buildings and *shall* be *encouraged* in multi-storey structures and/or below grade;

(ii) a landscaped buffer *shall* be provided along the edge of the site where existing parking areas or vehicle storage areas are located adjacent to the street;

(iii) a sidewalk *shall* be provided along the public right-of-way across private access driveways; and

(iv) in new *small-scale motor vehicle dealerships*, only one curb cut *shall* be permitted to provide access to the site.

m) Notwithstanding Subsection 8.1.3.7.2 m) above, new *small-scale motor vehicle dealerships* in Urban Corridor-Employment lands in *mobility hubs may*

be permitted subject to the criteria outlined in Subsection 8.1.3.6.2 u) of this Plan.

8.1.3.7.3 SITE-SPECIFIC POLICIES

a) Notwithstanding the policies of Subsection 8.1.3.7.2 of this Plan, the following additional policies apply to lands designated "Urban Corridor-Employment" and located west of King Road, south of Highway 403, and described as 1200 King Road:

(i) no minimum building height is required;

(ii) should the sports arena and/or stadium facility referenced in Subsection 8.2.3.3 e) of this Plan, be constructed on the "General Employment" lands located to the south, additional retail and *service commercial* uses related to the sports arena and/or stadium facility and permitted in the Urban Corridor designation *may* be permitted. These uses *shall* consist of those uses permitted in the Urban Corridor designation, with the exception of residential uses, *supermarket/grocery store* and *large building supply store.*

8.2 EMPLOYMENT LANDS

The lands identified as "Employment Lands" on Schedule B, Urban Structure, of this Plan, help the *City* to fulfill its obligation to ensure all types of businesses can locate and thrive in the City. *Employment* land uses are provided for under two land use designations on Schedule C, Land Use – Urban Area, of this Plan: General Employment and Business Corridor. These designations are based on range of permitted uses, the *scale* and *intensity* of the *development* allowed, the design standards that *shall* apply and the potential *adverse effects* of these uses on adjacent uses.

A full range of manufacturing, warehousing and *office* uses *shall* be permitted in Employment Lands. Retail uses and other facilities *ancillary* to manufacturing, warehousing and *office* uses *may* be permitted, subject to the policies of this Plan.

The objective of the *employment* lands policies is to ensure opportunities to accommodate *employment* to the planning horizon of this Plan and beyond. Given that there will be very limited, if any, opportunities to designate additional *employment* land, future *employment* growth on employment lands, beyond 2031, will be accommodated primarily through infill and *intensification.*

8.2.1 GENERAL

8.2.1.1 OBJECTIVES

a) To maintain a sufficient supply of land within the Urban Area for *employment* in order to achieve the *employment* distributed to the City by the Region of Halton. An adequate supply of vacant *employmen*t land and an allowance for choice in terms of location, size of property and servicing needs *shall* be provided. It is the general intent of this Plan that this supply *shall* not be reduced through re-designation of *employment* lands to permit non-*employment uses*.

b) To *encourage*, through the implementation of site plan control and urban design policies, aesthetically pleasing *employment development* in the City, especially along arterial streets and Provincial freeway frontages.

c) To provide appropriate locations for *employment uses* that have features that are not *compatible* with other land uses.

d) To support *intensification* through redevelopment of *employment* lands.

e) To develop existing *employment* lands in a manner that efficiently uses existing *infrastructure* and land.

f) To maintain the primary function and long term viability of *employment* lands.

g) To enhance employee access to amenities that support the broader function of the employment areas.

h) To locate manufacturing uses so as to provide convenient access to *infrastructure* such as rail sidings, high voltage power lines, high pressure and capacity gas lines, and critical high tech *infrastructure* and heavy truck roadbeds and truck routes.

i) To expand access to *employment* lands with frequent and tailored transit service and the development of transit supportive employment facilities to respond to the needs of employees and businesses.

j) To implement the five-year Burlington Economic Development Corporation Economic Development Strategy.

8.2.1.2 POLICIES

a) A sufficient supply of land designated for *employment shall* be maintained within the Urban Area in order to meet anticipated short and long-term needs, including an adequate supply of serviced land and an allowance for choice in terms of location, size of property and servicing needs.

b) Limited display and/or retail sale of products manufactured, processed, fabricated, assembled or warehoused on-site, and located in the same premises as the primary use, *may* be permitted as follows:

(i) the proportion of the area of a building devoted to the display and/or sale of products *shall* be limited in the Zoning By-law, so that the space is *accessory* and clearly subordinate to the primary use of the building.

c) Proposals for the re-designation of lands to a General Employment or Business Corridor designation from another designation *shall* require an amendment to this Plan and *shall* be evaluated based on the fulfillment of the following criteria:

(i) the area has access to and from a Major Arterial or Multi-Purpose Arterial Street;

(ii) full municipal *infrastructure* including sewer, water and *utilities* are available;

(iii) *development* of the site *shall* be *compatible* with existing and proposed uses in the surrounding area;

(iv) the site has direct access to roads that can accommodate the anticipated traffic generated by the proposed *development*;

(v) the anticipated traffic *shall* not result in through traffic in surrounding residential areas;

(vi) efficient public transit service can be provided in the area; and

(vii) for Business Corridor designations only, the site is located in an area where there is visibility to the Queen Elizabeth Way, Highway 403 or Highway 407 or is adjacent to a freeway interchange.

d) Where *development* abuts existing or future residential areas, landscaping and other site plan design elements *shall* be required in order to create an aesthetically pleasing environment for the residents. *Development shall* be subject to the land use compatibility policies in Section 4.6, Land Use Compatibility, of this Plan.

e) The design and *development* of lands designated General Employment and Business Corridor *shall* ensure Land Use Compatibility between the lands designated for *employment* and adjacent land uses. The following site design and *development* factors *shall* be considered for new and/or expanding *uses*:

(i) off-street parking *shall* be located away from adjacent uses;

(ii) loading areas *shall* be located to avoid conflict between pedestrian and vehicular traffic away from adjacent residential areas and adjoining streets;

(iii) outdoor storage areas *shall* be fenced and/or screened;

(iv) the number and location of vehicular access points *shall* be limited to minimize disruption to traffic flows;

(v) lighting *shall* be directed to minimize impacts on adjacent residential uses;

(vi) the proposal provides convenient access to public transit services;

(vii) adequate pedestrian and cycling facilities to accommodate the intended use and support the broader active transportation network;

(viii) the proposal includes features to promote public safety;

(ix) off-street parking areas, loading areas and site service areas *shall* be minimized, screened and landscaped; and

(x) the proposal is consistent with the policies contained in Chapter 7, Design Excellence, of this Plan.

8.2.2 GENERAL EMPLOYMENT DESIGNATION

8.2.2.1 OBJECTIVES

a) To provide locations for existing, new and/or relocating manufacturing, assembly, distribution and service *industrial* uses.

b) To provide locations in the City for a broad range of *employment* and *office* uses.

c) To separate General Employment areas from other *sensitive land uses,* particularly residential, due to potential *adverse effects.*

d) To provide some locations in the General Employment designation for low-*intensity*, *industrial* uses, and *office*s that have a limited effect on the surrounding environment and that are generally small-scale. These uses can usually be located close to other *sensitive land uses,* including residential land uses, without significant *adverse effects* if appropriate site plan design features are used and if appropriate mitigation measures are incorporated.

8.2.2.2 POLICIES

a) The following uses *may* be permitted within the General Employment designation:

(i) *industrial* uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution uses, repair activities, communications, *utilities,* transportation, storage, service trades and construction uses; *office* uses; research and information processing; *automotive commercial* uses*;* and *large-scale motor vehicle dealership*s;

(ii) a limited range of *accessory* retail uses such as convenience stores, and a full range of *accessory service commercial* uses such as restaurants and banks, subject to the provisions of Subsection 8.2.3.2 d) of this Plan;

(iii) a limited range of *recreational* uses such as fitness centres and gyms, subject to the provisions of Subsection 8.2.3.2 e) and 8.2.3.2 f) of this Plan;

(iv) *adult entertainment* uses, subject to the provisions of Subsection 8.2.3.2 g) of this Plan;

(v) in locations adjacent to residential and other *sensitive land uses,* only uses that would have limited *adverse effects* on the surrounding area *shall* be permitted.

b) The zoning of individual sites *may* not allow for the full range of permitted uses or the full extent of *development intensity* at every location, based on site-specific factors that *may* include, but not be limited to, traffic, land use compatibility, market impact, *negative impacts* upon the Natural Heritage System, and environmental factors such as soil *contamination*.

c) The *City* will *encourage* the retention of existing manufacturing uses and permit a wide range of manufacturing uses at these locations.

d) The *accessory* retail and *service commercial* uses permitted under Subsection 8.2.3.2 a) (ii) of this Plan *shall* be subject to the following:

(i) such uses *shall* be *ancillary employment uses* as defined in Chapter 13, Definitions, of this Plan;

(ii) no more than 15 percent of the total floor area of any one building *shall* be used for *accessory* uses, except that a restaurant *may* occupy up to 100 percent of the total floor area of any one building if the total floor area of all buildings on the site is greater than 3,000 sq. m*.,* if the total floor area of all restaurants does not exceed 15 percent of the total floor area of all buildings on the site, and if the site abuts and has vehicular access to a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue, or Industrial Connector;

(iii) where *accessory* retail and/or *service commercial* uses are proposed on an existing occupied *employment* site that would exceed the provisions set out in Subsection 8.2.3.2 d) (ii) of this Plan, such a proposal *may* be considered by the *City* through a site-specific Zoning By-law amendment, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

a. the proposed use *shall* meet the definition of *ancillary employment use* as defined in Chapter 13, Definitions, of this Plan;

b. the proposed use *shall* maintain and support the *employment* function of the site and *shall* in no case exceed 30 percent of the total floor area of all existing buildings on the site;

c. the applicant *shall* demonstrate that there are no unacceptable *adverse effects* on the surrounding area related to noise, vibration, dust or odour, or impacts related to traffic and parking, and that the surrounding existing or permitted uses are *compatible* with the proposed use;

d. the proposed use *shall* be of a size and *scale* that is subordinate to, and will not undermine, the surrounding *Area of Employment;*

e. the proposed use *shall* have direct access to existing or planned transit; and

f. the proposed use is, or *shall* be, pedestrian and *active transportation* accessible.

e) The *recreational* uses permitted under Subsection 8.2.3.2 a) (iii) of this Plan *shall* be subject to the following:

(i) such uses shall meet the definition of *ancillary employment use* as defined in Chapter 13, Definitions, of this Plan;

(ii) the use *shall* be located within a building with existing or planned *employment* uses.

f) Where *recreational* uses are proposed in a separate building on the same lot as an existing occupied *employment* site, that would exceed the provisions set out in Subsection 8.2.3.2 e), the proposal *may* be considered by the *City* through a site-specific Zoning By-law Amendment, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

(i) the criteria established in Subsection 8.2.3.2 d) i) of this Plan;

(ii) the site has direct access to at least one Major Arterial or Multi-Purpose Arterial Street;

(iii) the site is located on the periphery of an *Area of Employment;*

(iv) the proposed use is *compatible* with surrounding uses; and

(v) the site *shall* be planned to support safe pedestrian access and access to transit.

g) Regulations relating to the location of *adult entertainment* establishments *shall* be included in the Zoning By-law and *shall* be based on the following:

(i) a separation distance of 400 m from land uses that are sensitive to *adult entertainment* uses, such as residential, schools, places of worship and assembly, retail and *service commercial* uses and day care centres;

(ii) properties containing *adult entertainment* establishments *shall* not abut a Provincial Freeway, Major Arterial or Multi-Purpose Arterial Street; and

(iii) restrictions on the number and size of establishments and the establishment of a separation distance between them, which *may* be reduced when they are separated by a major barrier such as a Provincial Freeway.

8.2.2.3 SITE-SPECIFIC POLICIES

a) Notwithstanding Subsection 8.2.3.2 d) of this Plan, freestanding restaurant uses *may* be permitted on property at 1195 Walker's Line.

b) Notwithstanding Subsections 8.2.3.2 a) and d) of this Plan, on the property at 4045 Harvester Road, one freestanding restaurant and one additional *office* or *industrial* building of a minimum 1,430 sq. m. in size, containing up to 30 percent of a limited range of retail and *service commercial* uses, *may* be permitted.

c) The following additional policies apply to those lands designated "General Employment" located south of Harvester Road, between Laurentian Drive and Cumberland Avenue:

(i) as part of the review of any *development* proposals, a north-south pedestrian connection *may* be provided across the Canadian National Railways tracks at Cumberland Avenue. The actual location and design details *shall* be determined by the *City* and Canadian National Railways;

(ii) as part of the *re-development* of lands west of Roseland Creek, a pedestrian and bicycle path *shall* be provided along the Roseland Creek south from Harvester Road and a pedestrian crossing access over the Roseland Creek *may* be provided near the southern extent of Laurentian Drive, subject to the approval of Conservation Halton.

d) Notwithstanding Subsection 8.2.3.2 a) of this Plan, the following additional policies apply to lands designated "General Employment" and located west of King Road, south of Highway 403, and described as 1200 King Road:

(i) *Recreation use* and *entertainment* uses, including a sports arena and/or stadium, *shall* be permitted only up to a maximum seating capacity of 9,000 persons. Any *recreation use* or *entertainment* uses(s) with a seating capacity in excess of 9,000 persons *shall* require a further amendment to this Plan;

(ii) the Zoning By-law *shall* contain provisions relating to *recreation* and *entertainment* uses, placing a Holding (H) zone prefix on these lands which prohibit a sports arena and/or stadium with a maximum

seating capacity of 9,000 persons, until the following is completed to the satisfaction of the *City:*

a. the submission of a parking and access study which demonstrates that site access and parking *shall* be adequate to meet the demands of the sports arena and/or stadium facility;

b. the proposed east-west service road extending from Waterdown Road to King Road has received all applicable approvals to permit its construction; and

c. adequate securities have been posted with the *City* to ensure that the construction of the entire east-west service road *shall* be completed concurrent with the completion of the sports arena and/or stadium facility.

8.2.3 BUSINESS CORRIDOR DESIGNATION

8.2.3.1.1 OBJECTIVES

a) To provide locations in the City for prestige-type *office*s and *industrial* uses that require good access and high visibility along major transportation routes.

b) To permit a wide range of *employment uses* including *office*, *industrial* and related uses.

c) To establish high design and *development* standards for Business Corridor lands.

8.2.3.2 POLICIES

a) The following uses *may* be permitted within the Business Corridor designation:

(i) a broad range of *office* uses; *industrial* uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution uses, research and information processing, *automotive commercial* uses; communications, *utilities* and transportation uses, and service trades, provided these uses are located within an enclosed building and are unlikely to cause significant noise, vibration, odours or dust; hotel, conference and convention uses;

(ii) a limited range of retail uses such as convenience stores, and a full range of *service commercial* uses such as restaurants and banks, subject to the provisions of Subsection 8.2.4.2 e) of this Plan; and

(iii) a limited range of *recreation uses* such as fitness centres and gyms, subject to the provisions of Subsections 8.2.4.2 f) and g) of this Plan;

(iv) *large scale motor vehicle dealerships*, subject to the provisions of Subsection 8.2.4.2 h) of this Plan.

b) The zoning of individual sites *may* not allow for the full range of permitted uses or the full extent of *development intensity* at every location, based on site-specific factors that *may* include, but not be limited to, traffic, land use compatibility, market impact, *negative impacts* on the Natural Heritage System, and environmental factors such as soil *contamination*.

c) A range of building heights and *development intensities shall* be permitted within areas designated as Business Corridor.

d) The *City* will *encourage* the retention of existing manufacturing uses and permit a wide range of manufacturing uses at these locations.

e) The retail, *service commercial* and *recreation use*s permitted under Subsection 8.2.4.2 a) (ii) of this Plan *shall* be subject to the following:

(i) such uses *shall* meet the definition of *ancillary employment use* as defined in Chapter 13, Definitions, of this Plan;

(ii) no more than 15 percent of the total floor area of any one building *shall* be used for *ancillary* uses, except that a restaurant *may* occupy up to 100 percent of the total floor area of any one building, if the total floor area of all restaurants does not exceed 15 percent of the total floor area of all buildings on the site and if the site abuts and has vehicular access to a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue or Industrial Connector;

(iii) where retail and *service commercial* uses are proposed on an existing occupied *employment* site that would exceed the provisions set out in Subsection 8.2.4.2 e) (ii) of this Plan, such a proposal *may* be considered by the *City* through a site-specific Zoning By-law Amendment, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

a. the proposed use *shall* meet the definition of *ancillary employment use* as defined in Chapter 13, Definitions, of this Plan;

b. the proposed use *shall* maintain and support the *employment* function of the site and *shall* in no case exceed 30 percent of the total floor area of all existing buildings on the site;

c. the applicant *shall* demonstrate that there are no unacceptable impacts on the surrounding area related to parking, traffic, noise, vibration, dust or odour, and that the surrounding existing or permitted uses are *compatible* with the proposed use;

d. the proposed use *shall* be of a size and *scale* that is subordinate to, and will not undermine, the surrounding *Area of Employment;*

e. the proposed use *shall* have direct access to existing or planned transit; and

f. the proposed use is, or *shall* be, pedestrian and *active transportation* accessible.

f) The *recreation* uses permitted under Subsection 8.2.4.2 a) (iii) *shall* be subject to the following:

(i) such uses shall meet the definition of *ancillary employment use* as defined in Chapter 13 of this Plan;

(ii) the use *shall* be located within a building with existing or planned *employment* uses.

g) Where *recreation* uses are proposed in a separate building on the same lot as an existing occupied *employment* site, that would exceed the provisions set out in Subsection 8.2.4.2 e) (ii) of this Plan, the proposal *may* be considered by the *City* through a site-specific Zoning By-law Amendment, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

(i) the criteria established in Subsection 8.2.4.2 e) (i) of this Plan;

(ii) the site has direct access to at least one Major Arterial Street or Multi-Purpose Arterial Street;

(iii) the site is located on the periphery of an *Area of Employment;*

(iv) the proposed use is *compatible* with surrounding uses;

(v) the site *shall* be planned to support safe *active transportation* access and access to transit.

(vi) the proposed *development* provides enhanced landscaping to frame the use, given the prestige nature of the lands; and

(vii) the proposed *development* incorporates excellence in urban design.

h) A *large-scale motor vehicle dealership may* be considered by the *City* through a site-specific Zoning By-law Amendment, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

(i) a minimum employment generation target of 45 jobs/hectare is met;

(ii) the site is located on a Major Arterial or Multi-Purpose Arterial Street or Industrial Connector;

(iii) enhanced urban design measures *shall* be provided, including upgraded building design, location, and treatment of highway exposures;

(iv) outside storage *shall* be limited (including the parking of vehicles), and any required outside storage *shall* be landscaped. Storage of vehicles *may* be permitted underground, or alternatively, off site; and

(v) other site plan considerations including, but not limited to, stormwater management and drainage and landscaping details.

8.2.3.3 SITE-SPECIFIC POLICIES

a) In addition to the other policies of this Plan, on the lands on the north side of the North Service Road, west of the hydro corridor east of King Road, lower *intensity development may* be permitted subject to the following:

(i) the open-space character of the area is to be maintained to the maximum possible degree;

(ii) outside storage of goods and materials is prohibited;

(iii) all uses except parking *shall* be enclosed;

(iv) parking facilities *shall* be landscaped and screened;

(v) landscaping, *tree* planting and berms to be provided within landscape areas abutting North Service Road and King Road;

(vi) the Natural Heritage System and other wooded areas, hedgerows and *trees shall* be protected to the maximum possible degree;

(vii) a maximum impervious coverage of 40 percent *shall* be provided for *lots* which generally front the North Service Road, save and except 1450 King Road, or as permitted in the zoning by-law;

(viii) the outside storage of finished brick materials is permitted on approximately 7.5 hectares of land consisting of the southernmost 4.8 hectares of 1570 Yorkton Court and approximately the westernmost 2.7 hectares of 1570 Yorkton Court; and

(ix) notwithstanding Subsections 8.2.4.2 e) and h) of this Plan, a *large-scale motor vehicle dealership* is permitted on land identified as 441 North Service Road. A limited amount of outside storage of motor vehicles for retail use is permitted, provided the storage area is screened from the North Service Road with landscaping and decorative features. Waste and refuse containers are permitted, provided they are screened from the North Service Road.

b) In addition to the uses permitted in Subsection 8.2.4.2 a) of this Plan, a retail furniture showroom in combination with a furniture warehouse is permitted on lands at 990 Fraser Drive, provided the retail showroom does not exceed 50 percent of the floor area of the building.

c) In addition to the uses permitted in Subsections 8.2.4.2 a) and h) of this Plan, *motor vehicle dealerships* are also permitted at 4111 North Service Road and at 4315 North Service Road.

d) In addition to the uses permitted in Subsection 8.2.4.2 a) of this Plan, freestanding restaurants are permitted on those lands identified as 3106, 3110, 3120, 3130 and 3140 South Service Road.

e) In addition to the uses and policies in Subsections 8.2.4.2 a), e) and f) of this Plan, within the Alton Community, outdoor storage is prohibited in yards adjacent to Highway No. 407. Outdoor storage in other locations *shall* be sited, fenced and screened so as not to detract from the character of the Business Corridor.

f) In addition to the uses permitted in Subsection 8.2.4.2 a) of this Plan, *development* of the lands at 3505 Dundas Street *shall* be subject to the following additional policies:

(i) up to 0.9 hectare of the lands *may* be used for freestanding *service commercial* uses including restaurants and *motor vehicle service stations* and a freestanding convenience store, provided the total floor area of these uses does not exceed 1,400 sq. m, excluding a *motor vehicle service station*; and

(ii) the remainder of the lands *shall* only be used in accordance with the uses permitted in Subsection 8.2.4.2 a) (i) of this Plan.

g) In addition to the other policies of this Plan, the following policies apply to *development* within the north-east and south-east quadrants of the intersection of Harvester Road and Guelph Line:

(i) this intersection is identified as a gateway to the City and *shall* consist of high quality, high rise *office development* fronting and facing

Guelph Line and Harvester Road. An urban plaza located at the south-east corner *shall* signal the entry into the corporate gateway;

(ii) the Zoning By-law *shall* contain provisions which *shall* permit the *development* of high quality, business corridor uses at the south-east corner of Guelph Line and Harvester Road, in order to act as visual landmarks and help establish the gateway to the City;

(iii) pedestrian access *shall* be provided from lands east of Roseland Creek, over the creek and through to Guelph Line, as part of the *re-development* of lands west of Roseland Creek;

(iv) *development shall* not proceed on the lands bounded by the Roseland Creek, Guelph Line, the CNR tracks and Harvester Road, until such time as the property owners sign a Master Servicing/Cost Sharing Agreement for future creek, servicing, traffic and *streetscaping* improvements in the area;

(v) all *development* within the lands bounded by the Roseland Creek, Guelph Line, the CNR tracks and Harvester Road, *shall* be evaluated within the context of a comprehensive site plan for the entire area that provides appropriate detail with respect to built form, land use mix, internal road pattern and pedestrian access.

h) In addition to the other policies of this Plan, the lands located at 3309 Harrison Crescent, *shall* be subject to the following policies:

(i) banks and similar uses as identified through the Zoning By-law, *shall* not be subject to the provisions of Subsection 8.2.4.2 e) of this Plan;

(ii) all parking areas *shall* be provided as surface parking. No above grade or below grade parking structures are permitted.

8.3 RESIDENTIAL NEIGHBOURHOOD AREAS

The lands identified as "Residential Neighbourhood Areas" on Schedule B, Urban Structure, within the Urban Area, are intended to provide for housing and other residential supportive land uses that are part of an urban residential environment. Housing *may* take many forms ranging from detached homes to *tall buildings* and will occur primarily in the form of infill or *intensification* within existing areas.

The City's Residential Neighbourhood Area is comprised of three land use designations: Residential – Low Density, Residential – Medium Density and Residential – High Density, identified on Schedule C, Land Use - Urban Area, of this Plan. Each designation is based on the function, land uses, location, density and *scale* of *development*.

New residential housing within the Residential Neighbourhood Area *shall* be accommodated primarily through the infill or *intensification* of existing areas, where *compatible*. The *City shall* address new housing demands, through the best use of existing *infrastructure* and *public service facilities* within the Urban Area.

8.3.1 GENERAL

8.3.1.1 OBJECTIVES

a) To *encourage* new residential infill *development* and residential *intensification* within the Residential Neighbourhood Area in accordance with Provincial, Regional and City growth management objectives, while recognizing that the density and form of new *development* must be balanced with other planning considerations, such as the availability of *infrastructure* and *public service facilities,* and also ensuring that new *development* achieves a high level of *compatibility* and integration within existing residential neighbourhoods.

b) To provide housing in a form and location that supports the existing, and the expansion of, the City's transportation network with emphasis on public transit and *active transportation.*

c) To *encourage* a strong *live/work relationship* within the City by providing housing that reflects the existing and future socio-economic, *employment* and demographic characteristics of local residents.

d) To provide, where *compatible*, housing opportunities in proximity to *areas of employment* and other land uses that support residential neighbourhoods, such as commercial and recreational activities, in order to improve access to places of work and neighbourhood amenities with a reduced dependence on private automobiles.

e) To provide opportunities for limited small-*scale* commercial uses within medium and high density residential neighbourhood areas, where *compatible*, which serve the day-to-day needs of residents without the need for a private automobile.

f) To *encourage* the integration of a wide range of housing types and tenures within Residential Neighbourhood Areas, including *assisted and special needs housing*, *affordable housing* and rental housing.

g) To ensure that *development* within the Residential Neighbourhood Area is *compatible* with surrounding properties and subject to the conditions outlined in Section 2.5, Development Criteria, of this Plan.

8.3.1.2 GENERAL POLICIES

a) In addition to the permitted uses of each land use designation, within Residential Neighbourhood Areas, the following neighbourhood support uses *may* be permitted:

(i) *assisted* and special needs *housing* such as *group homes*, retirement homes and *long-term care facilities*;

(ii) *office* conversions within existing single-detached dwellings, *home occupations* and *cottage industries*, which are *compatible* with, and complementary to, the primarily residential neighbourhood;

(iii) neighbourhood parks and open spaces.

b) *Development* within Residential Neighbourhood Areas *shall* comply with the policies contained in Section 2.5, Development Criteria, of this Plan, where applicable.

c) Land use in Residential Neighbourhood Areas *shall* comply with the land use designations contained on Schedule C, Land Use-Urban Area, of this Plan.

d) *Development* which proposes the creation of a new common roadway *shall* be *encouraged* to provide the roadway in the form of a public right-of-way.

e) The preservation and enhancement of on-site *trees* and vegetation will be *encouraged* in order to assist in maintaining the character of the surrounding neighbourhood.

f) Where there is a significant loss of existing *on*-site *trees* and vegetation*, appropr*iate compensation *shall* be provided.

8.3.2 RESIDENTIAL LOW-DENSITY

8.3.2.1 POLICIES

a) On lands designated Residential – Low De*nsity*, single-detached and semi-detached dwell*ings may* be permitted.

b) Notwithstanding Subsection 8.3.2.1 a) of this Plan, other forms of attached, *ground oriented dwellings may* be permitted on lands designated Residential – Low Density, provided that these forms meet the density as specified in Subsection 8.3.2.1 c) of this Plan, and provided that the *development* form is *compatible* with the *scale*, urban design and community features of the neighbourhood, including the provision of a functional common *amenity area* at grade.

c) On lands designated Residential – Low Density, *development shall* be permitted to a maximum density of 25 units per *net* hectare.

d) On lands designated Residential – Low Density, the maximum height of *development shall* be established through the implementing Zoning By-Law.

e) For development, *re-development* or infill *developments* on lands designated Residential- Low Density, the following additional criterion *shall* be considered when evaluating minor variance applications for increased height:

(i) the maximum building height *should* be comparable to the average height of the highest points of the rooflines of existing residential buildings on the immediately adjoining properties sharing lot lines with the lands under application.

8.3.2.2 SITE-SPECIFIC POLICY

a) Notwithstanding the policies of Subsections 8.3.2.1 a) to d) of this Plan, on lands in the Orchard Community, the maximum density of development *shall* be 30 units per *net* hectare. The permitted housing forms in the low and medium density areas *shall* include predominantly single-detached and semi-detached units, townhouses and street townhouses; duplexes, three-plexes and four-plexes are also permitted.

8.3.3 RESIDENTIAL-MEDIUM DENSITY

8.3.3.1 POLICIES

a) On lands designated Residential – Medium Density, g*round* and *non-ground oriented dwellings* including single-detached and semi-detached dwellings, townhouses, street townhouses, stacked townhouses, back-to-back townhouses and *low-rise* residential buildings *may* be permitted.

b) On lands designated Residential – Medium Density, *ground* or *non-ground oriented dwellings*, as specified in Subsection 8.3.3.1 a) of this Plan, *shall* be permitted at a density of 26 to 75 units per *net* hectare, subject to Subsection 8.3.3.1 c) of this Plan.

c) On lands designated Residential – Medium Density, *development may* be permitted to a maximum height of:

(i) three storeys for *ground-oriented dwellings* (not including rooftop *amenity*/outdoor areas); or

(ii) four storeys for *non-ground oriented* dwellings.

8.3.3.2 SITE-SPECIFIC POLICIES

a) Notwithstanding the policies of Subsection 8.3.3.1 a) of this Plan, *development* on lands described as 2290 Queensway Drive, *shall* be subject to the following:

(i) in addition to the uses permitted in Subsection 8.3.3.1 a) of this Plan, additional specialized retail and *service commercial* uses, as set out in the Zoning By-law, *may* be permitted on the property; and

(ii) the additional permitted retail and *service commercial* uses are permitted within the existing building only.

b) Notwithstanding the policies of Subsection 8.3.3.1 a) of this Plan, on the lands described as 1180 Unsworth Avenue, a Local Centre, including freestanding *office*s, *may* also be permitted. Such a centre *shall* have a maximum non-residential floor area of approximately 400 sq. m.

c) Notwithstanding the policies of Subsection 8.3.3.1 a) and Section 8.3.9 of this Plan, the lands located on the north side of Upper Middle Road, east and west of William O'Connell Boulevard, and described as 4107 & 4125 Upper Middle Road, *may* also be used for *office*s, subject to *compatibility* being provided with the abutting single detached residential *neighbourhood* to the north.

d) Notwithstanding the policies of Subsections 8.3.3.1 a) and c) of this Plan, on lands identified as 3095 New Street, a mixed-use building with *office* and residential uses *may* be permitted, and the maximum building height *shall* be three (3) storeys.

8.3.4 RESIDENTIAL-HIGH DENSITY

8.3.4.1 POLICIES

a) On lands designated Residential – High Density, *ground* and *non-ground oriented dwellings* including townhouses, street townhouses, stacked townhouses, back-to-back townhouses, attached housing and apartments, but excluding single-detached and semi-detached dwellings, *may* be permitted.

b) On lands designated Residential – High Density, g*round* or *non-ground oriented dwellings,* as specified in Subsection 8.3.4.1 a) of this Plan, with a density ranging between 76 and 185 units per *net* hectare, *may* be permitted.

c) Notwithstanding the density range identified in Subsection 8.3.4.1 b) of this Plan, *development* with a proposed density in excess of 185 units per *net* hectare, *may* be considered by the *City* through a site-specific Zoning By-law Amendment, without the need for an amendment to this Plan, subject to the fulfillment of the following criteria:

   (i) the property is located within 400 m of the justified *frequent transit network;*

   (ii) a majority of required parking provided on the site is located underground, to the satisfaction of the *City;*

   (iii) the *development shall* conform with all applicable minimum and maximum height requirements as stated in the Zoning By-Law;

   (iv) community benefits are provided as deemed appropriate by the *City*; and

   (v) the proposal meets all of the criteria contained in Section 2.5, Development Criteria, of this Plan.

d) On lands designated Residential – High Density, the maximum height of *development shall* be established through the implementing Zoning By-Law.

e) *Development* on lands designated Residential – High Density *shall* provide a functional outdoor common *amenity area* at grade level for use by residents.

8.3.4.2 SITE-SPECIFIC POLICIES

a) In addition to the other policies of this Plan, the following policies *shall* apply to *development* on lands located in the south-west quadrant of Guelph Line and Glenwood School Drive and described as 910 Guelph Line:

(i) this intersection is identified as a gateway to the City and any *development* abutting the intersection *shall* be in a compact, urban form;

(ii) the lands *shall* be developed with buildings that front and face the street, and building heights, *massing*, setbacks and landscape features *shall* be designed to enhance the gateway function of this intersection;

(iii) a maximum *floor area ratio* of 2.0:1 *may* be permitted, provided that the building height, *massing*, setbacks and landscaping features are designed to enhance the gateway function of the intersection in accordance with the approved Urban *Design Guidelines.*

b) Notwithstanding the density ranges identified in Subsections 8.3.4.1 b) and c) of this Plan, on the lands located at 1800 Tobyn Drive, apartment buildings and at least one retirement home with a combined *floor area ratio* of 2.2:1 *may* be permitted. In addition, the two buildings adjacent to the western property line are permitted to have a limited range of ground floor retail, *service commercial* and *office* uses provided these uses are *accessory* and complementary to the seniors' residential complex.

c) Notwithstanding the density ranges identified in Subsection 8.3.4.1 b) and c) of this Plan, on the lands located at 4100 Upper Middle Road, a retirement community consisting of a *long-term care facility*, apartment buildings and retirement home units, with a combined maximum *floor area ratio* of 1.9:1, *may* be permitted.

d) Notwithstanding the policies of Subsection 8.3.4.1 a) of this Plan, on the northern portion of the lands identified as 2051-2067 and 2077-2085 Prospect Street, only *ground-oriented housing units shall* be permitted, to ensure *compatibility* with the abutting single-detached residential neighbourhood to the north.

e) Notwithstanding the policies of Subsection 8.3.4.1 a) of this Plan, on the lands identified as 4880 Valera Road, the following additional policies *shall* apply:

(i) commercial land uses in the form of mixed use or stand alone buildings *shall* be provided fronting on Thomas Alton Boulevard; and

(ii) residential building height *shall* be transitioned to provide for a lower height fronting Valera Road and existing residential *development* to the south.

8.3.5 NEIGHBOURHOOD CHARACTER AREAS

Neighbourhood Character Areas are specific neighbourhoods within the City's Residential Neighbourhood Areas identified in Schedule B, Urban Structure, where only limited, *compatible development* is anticipated. *Neighbourhood Character Areas* are identified in the Zoning By-law.

8.3.5.1 OBJECTIVES

a) To maintain, protect and enhance *neighbourhood character* by ensuring that *development* and *re-development* within *Neighbourhood Character Areas* is *compatible* with and respectful of the *neighbourhood character.*

b) To manage change in Neighbourhood Character Areas through appropriate *development applications.*

c) To maintain and improve the *urban forest* in *Neighbourhood Character Areas* through the enhancement and/or replacement of *trees.*

8.3.5.2 POLICIES

a) *Neighbourhood Character Areas shall* be identified in the City's Zoning By-law.

b) The *City may* add or delete *Neighbourhood Character Areas* or alter the boundaries of existing *Neighbourhood Character Areas* from time to time through further amendment to the Zoning By-law, without the need for an Official Plan Amendment.

c) Notwithstanding the policies of Subsections 8.3.2.1 a) and b) of this Plan, permitted residential uses in *Neighbourhood Character Areas shall* be restricted to single-detached dwellings.

d) Proposed *development should* respect the existing *neighbourhood character* by incorporating built form and design elements, architectural features, building separations, lot coverage, *scale, floor area ratio*, and landscape qualities and characteristics that are prevalent in the *Neighbourhood Character Area.*

e) Healthy mature *trees* contribute to *neighbourhood character*. Development *shall* be consistent with the policies of Subsection 4.3

8.3.5.3 SITE-SPECIFIC POLICIES

a) Indian Point is a distinct historic *Neighbourhood Character Area* characterized by its lakeside location; few streets; large and mature *tree* canopy; spacious properties separated by large open spaces between houses and a variety of architectural styles. New *development shall* protect and enhance these *neighbourhood character* elements.

b) Roseland is a distinct *Neighbourhood Character Area* defined by its garden-like setting with large and mature *trees*, strong historic character, and homes with varied and unique architectural styles. Lots are spacious with dwellings that are well proportioned in relation to the property size and having a *scale* that is *compatible* with adjacent dwellings and which reinforces the open space character. Streets within the *Neighbourhood Character Area* contain wide landscaped boulevards and street lamps that complement the *neighbourhood character* of the private properties. New *development shall* protect and enhance these *neighbourhood character* elements.

8.3.6 ACCESSORY DWELLING UNITS

8.3.6.1 OBJECTIVE

a) To support the creation of *accessory dwelling units* in *ground-oriented* building forms within the Residential Neighbourhood Area to increase the supply of *affordable housing* options in the City, subject to certain conditions and standards as outlined in this section, the Zoning By-law and other applicable regulations, including, but not limited to, the Ontario Building Code and Fire Code.

8.3.6.2 POLICIES

a) *Accessory dwelling units may* be permitted within, or on the same property as the following principal dwelling forms: a single-detached dwelling, semi-detached dwelling, townhouse unit or street townhouse unit within any land use designation, in accordance with the implementing Zoning By-Law and The Planning Act.

b) A property *shall* not exceed a maximum of one (1) *accessory* residence consisting of either an *accessory dwelling unit* or *garden suite*.

c) An *accessory dwelling unit may* be located within or above an *accessory building or structure* where the building or structure also contains a garage or covered vehicle parking area associated with the principal residence on the same property.

d) The maximum density provisions of this Plan and those contained in the implementing Zoning By-Law, *shall* not apply to the *development* of an *accessory dwelling unit*.

e) Zoning Regulations relating to *accessory dwelling units* in residential zones *shall* be based on the following:

(i) the *lot* size and layout in terms of accommodating the unit without unreasonable loss of private outdoor *amenity area;*

(ii) the *compatibility* of the unit with adjacent residential properties and the surrounding residential *neighbourhood* in terms of *massing*, heights, visual appearance, privacy, open space *amenity areas*, *lot* size and *lot* coverage;

(iii) adequacy of municipal *infrastructure* to accommodate the unit;

(iv) adequacy of on-site parking; and

(v) health and safety standards or criteria are met.

8.3.7 HOME OCCUPATIONS AND COTTAGE INDUSTRIES

8.3.7.1 OBJECTIVE

a) To provide opportunities for limited, small-*scale,* home-based *office* and personal *service commercial* activity and *cottage industries* in residential areas, that are *compatible* with the main residential use and function of the area.

8.3.7.2 POLICIES

a) Regulations relating to the location of *home occupations* and *cottage industries shall* be included in the Zoning By-law.

b) Zoning By-law regulations relating to *home occupation*s and *cottage industries shall* be based on the following:

(i) persons employed by the *home occupation* or *cottage industry shall* be limited to residents of the household from which the *home occupation* or *cottage industry* is conducted;

(ii) the *home occupation* or *cottage industry* use *shall* be *accessory* to the primary residential use of the *dwelling unit*, and the size of the area devoted to the *home occupation* or *cottage industry shall* be restricted to a percentage of the size of the *dwelling unit*;

(iii) outside storage and display *shall* be prohibited, and exterior signage restricted; and

(iv) the *home occupation* or *cottage industry shall* be limited to those that are *compatible* with adjacent residential uses with respect to noise, odour, traffic levels and parking.

8.3.8 OFFICES

8.3.8.1 OBJECTIVE

a) To provide opportunities for limited, small-*scale office*s that serve the residential community and are *compatible* with the main residential use and function of the area.

8.3.8.2 POLICIES

a) Regulations relating to the location of *office*s *shall* be included in the Zoning By-Law.

b) Zoning regulations relating to *office*s in residential zones *shall* be based on the following:

(i) vehicular access to the *office should* be directly from a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue, or Main Street, as indicated on Schedule P-1, Classification of Transportation Facilities-Urban Area, of this Plan;

(ii) signage for *office*s *shall* be restricted to be in keeping with the residential character of the area;

(iii) where an existing building of heritage value is converted to *office* use, limited, architecturally *compatible* additions *shall* be permitted, provided they are sensitive to the character of the area;

(iv) the creation of the *office* within an existing residential building results in a residential character that is *compatible* with the surrounding residential neighbourhood in terms of *massing*, height, visual appearance, privacy, open space and *amenity areas;*

(v) adequate off-street parking is provided; and

(vi) adequate buffering is provided to adjacent residential properties.

8.3.9 RETAIL AND SERVICE COMMERCIAL USES

8.3.9.1 OBJECTIVE

a) To provide opportunities for limited, small-*scale* retail and *service commercial* uses that serve the residential community and are *compatible* with the main residential use and function of the area.

8.3.9.2 POLICIES

a) Retail and/or *service commercial* uses *may* be permitted within proposed residential *development* in Residential – Medium Density and Residential – High Density designations subject to the following criteria:

(i) on lands designated Residential – Medium Density, the proposed *development* achieves a minimum density of 51 units per *net* hectare;

(ii) the property is adjacent to a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue, or Main Street, as indicated on Schedule P-1, Classification of Transportation Facilities-Urban Area, of this Plan;

(iii) the retail and/or *service commercial* use is primarily intended to serve on-site residents and those located within immediate walking distance of the property;

(iv) the retail and/or *service commercial* uses are located at grade level within a building containing residential uses; and

(v) the total cumulative floor area of retail and/or *service commercial* uses on the site does not exceed:

a. 200 sq. m. on lands designated Residential – Medium Density; and

b. 400 sq. m. on lands designated Residential – High Density

8.4 NATURAL HERITAGE SYSTEM, PARKS AND OPEN SPACE

The Natural Heritage System (NHS), designated on Schedule C, Land Use – Urban Area, of this Plan, is made up of natural features, such as *woodlands* and *valleylands*, and the *linkages* and inter-relationships among them. The *woodlands*, *valleylands* and other natural features that make up the Natural Heritage System enhance the quality of life and environmental health of the Urban Area.

Parks and Open Space are an essential component of a healthy and sustainable urban area. The "Major Parks and Open Space" designation is intended for Community Parks and City Parks and other public and private open space lands.

8.4.1 NATURAL HERITAGE SYSTEM DESIGNATION

8.4.1.1 OBJECTIVES

a) To maintain, enhance or restore the long-term ecological health, integrity and biodiversity of the Natural Heritage System in the Urban Area and its *ecological* and hydrologic *functions.*

b) To maintain the *linkages* and functional interrelationships among natural heritage features, *surface and groundwater features* and hydrologic functions.

c) To direct *development* to locations outside *hazard lands*.

d) To reduce flooding, erosion and sedimentation.

e) To preserve examples of the landscape that display significant earth science features and their associated processes.

f) To enhance air quality.

g) To provide opportunities for scientific study, education and appropriate passive recreation.

h) To provide opportunities for passive outdoor recreational activities within the Natural Heritage System, where appropriate.

8.4.1.2 POLICIES

a) The Natural Heritage System is designated on Schedule C, Land Use –Urban Area, of this Plan. The Natural Heritage System is part of the broader, City-wide Natural Heritage System shown on Schedule N, The Natural Heritage System, of this Plan, which in turn is part of a much larger system extending far beyond the City's boundaries.

b) Section 4.2 of this Plan identifies the components of the Natural Heritage System in the City and sets out objectives and policies related to the Natural

Heritage System that apply throughout the City, including in the Urban Area. This section of the Plan contains additional policies that apply to the Natural Heritage System specifically within the Urban Area. The policies of this Section also *shall* be read in conjunctionwith the Natural Heritage System policies in Section 4.2 of this Plan and with the Water Resources objectives and policies contained in Section 4.4 of this Plan.

c) The following uses *may* be permitted in the Natural Heritage System designation, subject to the other policies of this Plan and to the applicable policies of the Greenbelt Plan:

(i) *existing uses*;

(ii) single-detached dwellings on existing *lots* created under The Planning Act*;*

(iii) non-intensive recreational uses such as nature viewing and pedestrian trails;

(iv) *forest, wildlife and fisheries management*;

(v) archaeological activities;

(vi) *essential* transportation and *utility* facilities;

(vii) *accessory buildings, structures* and facilities and site modifications to accommodate them, provided the effects on the *natural environment* are minimal;

(viii) *accessory uses* and site modifications to accommodate them, provided the effects on the *natural environment* are minimal;

(ix) *home occupations* and *cottage industries*; and

(x) *essential watershed management* and flood and erosion control projects either carried out or supervised by a *public authority*.

d) Non-intensive recreation uses and *essential watershed management* and flood and erosion control projects *shall* be permitted within the Natural Heritage System or within 30 m of the Natural Heritage System, only when the environmental *negative impacts* have been assessed and it has been demonstrated that there will be no significant *negative impacts* on the *natural heritage features and areas* or their *ecological functions*. The proponent *may* be required to submit an Environmental Impact Assessment prepared in accordance with Halton Region Guidelines.

8.4.2 MAJOR PARKS AND OPEN SPACE DESIGNATION

8.4.2.1 OBJECTIVES

a) To recognize parks and open space lands as valuable resources to the community, that play an important role in defining the character and lifestyle of the City's residents.

b) To ensure an adequate and equitable supply of parks and open space, and a full range of leisure opportunities, are available throughout the City.

c) To collaborate with other agencies such as the school boards, Conservation Halton and the Region of Halton, in the planning and development of parks and other recreation and leisure facilities.

d) To implement the park classification system established in the Parks, Recreation and Cultural Assets Master Plan, as amended from time to time, in order to effectively address the parks and recreational needs of City residents.

8.4.2.2 POLICIES

a) Uses permitted within the Parks and Open Space designation *may* include:

   (i) municipal parks and related *public service facilities*;

   (ii) *golf courses* and related facilities; and

   (iii) outdoor recreation uses.

b) New *golf courses* and golf driving ranges, and expansions to existing *golf courses* and driving ranges requiring additional land, *shall* not be permitted.

c) All City Parks and Community Parks are designated as Major Parks and Open Space on Schedule C, Land Use - Urban Area. Parkettes, Neighbourhood Parks and Special Resource Areas are not identified under a separate land use designation in the Urban Area.

d) A proposal to re-designate lands within the Major Parks and Open Space designation to permit urban development *shall* only be considered in conjunction with a *municipal comprehensive review*.

8.4.2.3 SITE-SPECIFIC POLICIES

a) Notwithstanding the other policies of this Plan, the lands designated "Major Parks and Open Space," south of Upper Middle Road, between Shoreacres Creek and the C.N.R. railway line, and north of and adjacent to the C.N.R. railway line, *shall* be subject to the following:

(i) the lands *shall* only be used as a private or public open space use separation buffer for residential *development* on the lands south of Upper Middle Road, between Walker's Line and Appleby Line, and the adjoining industries located to the south of the C.N.R. railway line;

(ii) permitted uses within this designation *shall* be limited to only one public health care (Wellness House) building, provided that no overnight health care accommodation is permitted; private open space, stormwater management and erosion control facilities, walking trails, nature viewing and parking lots.

8.5 MINERAL RESOURCE EXTRACTION AREA

The Mineral Resource Extraction Area designation on Schedule C, Land Use –Urban Area includes areas licenced pursuant to The Aggregate Resources Act. The objectives and policies of this Plan respecting the Mineral Aggregate Resource Extraction Area designation are contained in Section 4.10, Mineral Aggregate Resources, of this Plan, except as follows:

a) Notwithstanding the other policies of this Plan, the existing shale *quarry* operation located at 5235 Dundas Street *shall* be subject to the following:

(i) the *City shall* consider the shale *quarry* operation as an *interim* use and *encourage* its progressive *rehabilitation* for an appropriate after-use; and

(ii) where *rehabilitation* is being undertaken by reforestation, the after use *shall* aim to re-establish a functioning *ecosystem* similar in condition to the natural *ecosystem* in the region.

8.6 INFRASTRUCTURE AND TRANSPORTATION CORRIDORS

8.6.1.1 OBJECTIVE

a) To identify existing *infrastructure* and transportation corridors.

8.6.1.2 POLICY

a) The lands identified in this designation represent major existing corridors and *shall* be subject to the policies of Chapter 6 - Infrastructure, Transportation and Utilities, of this Plan.

8.7 SPECIFIC USE POLICIES

8.7.1 ACCESSORY DRIVE THROUGHS

Accessory drive-throughs are an automobile-oriented amenity which can alter the form, function and *compatibility* of a principal use. The addition of an *accessory drive-through* can result in otherwise permitted commercial uses becoming not *compatible* with the stated objectives for an area or designation.

8.7.1.1 OBJECTIVES

a) To ensure that principal uses which include an *accessory drive-through* adopt a form and function that responds to and supports the planned *development* of an area.

b) To prohibit new *accessory drive-throughs* in specific Mixed Use Intensification Areas which are intended to accommodate higher *intensity developments,* pedestrian and transit-oriented *development* and where a high level of *compatibility* amongst a wide range of uses, including *sensitive land uses* within a building, site or area, will be required.

c) To ensure that *developments containing accessory drive-throughs*, where permitted and appropriate*,* are developed with minimal impacts on the functionality, *compatibility and* urban design of a site or area.

8.7.1.2 POLICIE*S*

a) *Accessory drive-throughs* within the Downtown Urban Growth Centre, as identified on Schedule B, Urban Structure, *shall* be prohibited.

b) Within the Uptown Urban Centre and Mobility Hubs, as identified on Schedule B, Urban Structure, as well as lands designated Urban Corridor on Schedule C, Land Use – Urban Area, of this Plan, *accessory drive-throughs shall* be prohibited except where the proposed *accessory drive-through* is the subject of a Zoning By-Law amendment application and where the following criteria are met to the satisfaction of the *City*:

(i) the applicable Official Plan and Zoning By-law designations for the subject site do not permit residential or other *sensitive land uses*;

(ii) the *accessory drive-through* will not impede current or future opportunities for *intensification,* including the *development of sensitive land uses,* on or adjacent *to* the site;

(iii) the *accessory drive-though* will not impede the *development* of private or public *development* or facilities located on the same site,

adjacent sites or public rights-of-way which would contribute towards the creation of a transit and pedestrian supportive environment; and

(iv) the *accessory drive-through* does not conflict with or compromise the objectives or policies of the applicable land use designation as stated within Chapter 8, Land Use Policies-Urban Area, of this Plan.

c) Notwithstanding Subsection 8.7.1.2 b) of this Plan, an *accessory drive-through may* be permitted without a site-specific amendment to this Plan or the Zoning By-Law where:

(i) the *accessory drive-through* was existing or approved prior to the coming into force of this Plan; or

(ii) the *accessory drive-through* is associated with, and located within the same building as, a *motor vehicle service station*.

d) An *accessory drive-through shall* not be located between a building façade and a public right-of-way.

e) *Accessory drive-throughs shall* be designed in a manner which promotes pedestrian safety and accessibility.

f) *Accessory drive-throughs shall* be designed to address the following functionality, *compatibility* and urban design considerations through the site plan review process, to the *City's* satisfaction:

(i) sufficient dedicated vehicle queuing areas;

(ii) sufficient separation distances between an *accessory drive-through* and a site access/egress area shared with a private or public roadway;

(iii) sufficient separation distances, with respect to mitigating noise and/or emissions, between an *accessory drive-through* and current or future *sensitive land uses*, including residential uses, where identified as a permitted use on the subject site or adjacent sites through this Plan;

(iv) associated buildings and facilities that incorporate urban design that is *compatible* with the surrounding context or area; and

(v) site location which minimizes the presence and impact of the *accessory drive-through* on the surrounding *streetscape.*

Land Use Policies – Rural Area

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LAND USE POLICIES - RURAL AREA

This part of the Plan presents the objectives and policies for the Rural Area and for its specific land use designations. The objectives and policies *should* be read in conjunction with the objectives and policies in other parts of the Plan.

The Land Use Plan and designations for the Rural Area are set out in Schedule J, Land Use – Rural Area, of this Plan. Schedule J-1, Kilbride Settlement Area – Land Use, Schedule J-2, Lowville Settlement Area – Land Use, and Schedule J-3, Mount Nemo Settlement Area – Land Use, of this Plan set out more detailed land use designations within the Rural Settlement Areas. Schedule A-1, Provincial Plans and Land Use Designations, Schedule K, The Agricultural Land Base, Schedule N, The Natural Heritage System, and Schedule O, Identified Mineral Resource Areas, of this Plan contain additional information to be used in interpreting and applying the land use designations and policies.

9.1 THE RURAL COMMUNITY

Rural Burlington, located on the edge of a major urban area, faces significant pressures and challenges as a community, but also significant opportunities. The protection and strengthening of the rural community is the *City's* overarching goal in planning for the Rural Area. This means conserving the area's rural character and protecting and enhancing its *natural environment* while enabling the rural economy to evolve and change. The economic viability of farming is central to the future of the rural community.

The protection and strengthening of the rural community has been adopted as the policy framework guiding planning for the Rural Area and is to be applied in interpreting and applying the policies of this Plan in the Rural Area. It requires an integrated approach that addresses not only the individual elements that make up the rural community, such as *agriculture* or the *natural environment*, but also the inter-relationships among them.

9.1.1 OBJECTIVES

a) To maintain the open, rural landscape character of the Rural Area, with *agriculture* and natural heritage as *compatible* and complementary uses.

b) To enable the *agricultural* industry to adapt and grow.

c) To ensure that permitted land uses are *compatible* with, and do not *adversely impact* surrounding land uses or *negatively impact* the *natural environment.*

d) To protect, improve or restore the quality and quantity of *ground* and surface *water resources.*

e) To conserve *cultural heritage resources* and ensure that *development* does not detract from the heritage character of the area.

f) To support the creation of *accessory dwelling units* in appropriate locations within the Rural Area, subject to certain conditions and standards, in order to increase the supply of *affordable housing* options in the City.

g) To ensure that *major development,* including major *infrastructure development*, is consistent with the protection and strengthening of the rural community.

9.1.2 GENERAL POLICIES

a) Non-farm *development* in the Rural Area *shall* be directed to the Rural Settlement Areas of Kilbride, Lowville and Mount Nemo, as shown on Schedule J, Land Use-Rural Area, of this Plan, unless specifically permitted by the policies of this Plan.

b) Where *home occupations, cottage industries, bed and breakfast homes, animal kennels, veterinary clinics, agriculture*-related uses or *on-farm diversified* uses are permitted in Subsections 9.2.3 a) or 9.3.2 c) of this Plan, those uses:

   (i) *shall* not have unacceptable impacts on adjacent *agricultural operations* or other surrounding land uses, the rural character of the area, or on public *infrastructure*; or *negative impacts* on the natural environment;

   (ii) *shall* be located within or adjacent to the existing *building cluster*;

   (iii) *shall* be serviced by private on-site water and wastewater systems;

   (iv) *shall* have adequate on-site parking located and designed to be *compatible* with surrounding land uses and the rural character of the area; and

   (v) *shall* adequately screen outdoor storage, parking areas, and loading/unloading zones from neighbouring properties and public roads.

c) Subject to the other policies of this Plan, and the policies of the applicable Provincial Plans, outside the Rural Settlement Areas new *lots may* be only created:

   (i) for the purpose of acquisition by a *public authority*;

(ii) for the purpose of consolidating *lots*;

(iii) for adjusting *lot* lines provided that:

a. the adjustment is minor and for legal or technical reasons such as easements, corrections of deeds and quit claims; and

b. the proposal does not result in additional building *lots.*

(iv) for the purpose of creating a new *lot* for conservation purposes in accordance with Subsection 4.2.5 e) of this Plan.

d) Where a single detached dwelling is permitted on an existing *lot* outside the Rural Settlement Areas, the *development envelope shall* be located within 120 m of a municipal road and *shall* not exceed one hectare in area. The *development envelope shall* be located so as to minimize impacts on the viability of the current and future *agricultural* use of the *lot.*

e) *Development* and *site alteration* in or near *sensitive* surface water features and *sensitive ground water features shall* be restricted in accordance with the policies of Subsection 4.2.2 of this Plan, such that these features and their related *hydrologic functions* will be protected, improved or restored.

f) All *development shall* be based on private, individual well water supply and private, individual waste water treatment system that conform to Regional By-laws and standards, and to Provincial legislation, regulations and standards.

g) A single *accessory dwelling unit may* be permitted on an existing *lot* containing a dwelling unit provided that:

(i) it is not located in the Escarpment Natural Area or the Escarpment Protection Area as identified in the Niagara Escarpment Plan, in a *Key Natural Feature* or in a Mineral Resource Extraction Area;

(ii) it is contained within the existing *dwelling* or an addition to it or within an *accessory building or structure* located within or adjacent to the existing building *cluster* on the *lot;*

(iii) it will not have unacceptable impacts on nearby *agricultural operations,* other surrounding land uses or on the rural character of the area, *or negative impacts* on the *natural environment;* and

(iv) adequate parking will be provided on site and the *accessory dwelling unit* will be serviced by a private, individual on-site well water supply and a private, individual on-site waste water treatment system that conform to Regional By-laws and standards, and to Provincial legislation, regulations and standards.

h) Where a single *accessory dwelling unit may* be permitted on an existing *lot* under Subsection 9.1.2 g) of this Plan:

(i) the gross floor area of the *accessory dwelling unit shall* not be greater than 40 percent of the gross floor area of the existing *dwelling unit* on the lot to a maximum of 90 sq. m., excluding any basement and any attached garage;

(ii) the lot *shall* not contain a dwelling *accessory* to an *agricultural operation;*

(iii) the *accessory dwelling unit shall* not be located in a *group home* or a single dwelling containing a *bed and breakfast home*; and

(iv) a *home occupation, cottage industry, veterinary clinic*, *agriculture*-related use or *on-farm diversified use shall* not be permitted within the *accessory dwelling unit.*

i) *Cultural heritage resources shall* be identified and evaluated in accordance with the policies of Section 3.5, Cultural Heritage Resources, of this Plan. *Significant cultural heritage resources shall* be *conserved*, using the provisions of The Heritage Act, The Planning Act, The Environmental Assessment Act, The Funeral, Burial and Cremations Act and The Municipal Act.

j) The following policies *shall* apply to the location and construction of *infrastructure* and *utilities* and to expansions and extensions of such uses:

(i) new or expanded *infrastructure* and *utilities should* avoid *Key Natural Features,* Prime Agricultural Areas, *sensitive surface and ground water features,* and unacceptable impacts on *cultural heritage resources* and the rural community;

(ii) the proponent of new or expanded *infrastructure* or *utilities shall* be required to prepare the following studies to the satisfaction of the *City*:

c. an Environmental Impact Assessment (EIA), if the proposed project would be wholly or partially inside or within 120 m of the Natural Heritage System designated on Schedule N, the Natural Heritage System, of this Plan;

d. if the proposed project is located within the Agricultural Land Base as shown on Schedule K, Agricultural System-Rural Area, of this Plan, an Agricultural Impact Assessment (AIA) based on the guidelines adopted by Regional Council but broadened in scope to address impacts on the Agricultural System of this Plan;

e. a Cultural Heritage Landscape Impact Assessment prepared in accordance with Section 3.5 of this Plan if the proposed *infrastructure* or *utilities* project is a major development as determined by the *City* in consultation with the Region, and is located within the Cultural Heritage Landscape Study Area shown in Appendix G, Cultural Heritage Landscape Study Area, of this Plan; and

f. a Social Impact Assessment if the proposed *infrastructure* or *utilities* project is a major development, as determined by the *City* in consultation with the Region.

(iii) if one or more of the studies required under Subsection 9.1.2 j) (ii) of this Plan concludes that the proposed project will result in widespread and long-term unacceptable impacts or *negative impacts* that cannot be mitigated to the satisfaction of the *City*, and that other technically and financially feasible alternatives exist that would have more acceptable or fewer *negative impacts* on the Rural Area, the *City shall:*

a. not approve the proposed *infrastructure* project; or

b. if the project is proposed by another agency, not support the project in comments, submissions or recommendations;

(iv) where new or expanded *infrastructure* or *utilities* are to be located in the Rural Area, they *should* be planned, designed and constructed to minimize unacceptable impacts on the rural community, the Agricultural System, c*ultural heritage resources,* and on other existing and potential future City transportation and *utility* facilities; and *negative impacts* on the Natural Heritage System and *sensitive surface* and *ground water features*.

k) *Development* and *site alteration* within the Rural Area *shall* be subject to the following Provincial Plans as well as the objectives and policies of this Plan:

(i) The Niagara Escarpment Plan;

(ii) The Greenbelt Plan; and

(iii) The Parkway Belt West Plan.

l) Schedule A-1, Provincial Plan Areas and Land Use Designations, of this Plan, shows the boundaries of those Plans and their land use designations.

m) New *golf courses* and golf driving ranges, and expansions to existing *golf courses* and driving ranges requiring additional land, are not permitted.

9.1.3 SITE SPECIFIC POLICIES

a) Notwithstanding the general policies of Chapter 9, Land Use Policies – Rural Area, of this Plan, and subject to all applicable municipal by-laws, policies and site plan requirements, and the *development* criteria of the Niagara Escarpment Plan, the following site-specific uses are permitted:

(i) the operation of a seasonal *campground* with a maximum of 150 campsites on lands located in the northerly half of Lot 24, Concession 2, N.D.S at 4449 Millborough Line;

(ii) the operation of a seasonal *campground* with a maximum of 59 seasonal cottages and one permanent single-detached dwelling in addition to related recreational facilities at "Camp Sidrabene", located at 5100 Appleby Line;

(iii) the operation of a private, self-sustaining *development* with a maximum of 12 year-round residences and 82 seasonal cottages at the Cedar Springs Community located east of Cedar Springs Road and north of Britannia Road. The conversion of seasonal cottages to permanent year-round residences within the Cedar Springs Community *shall* not be permitted. For the purposes of this policy, the residency of a seasonal cottage for a period of greater than 60 days between November 1 and May 1 *shall* be considered a conversion of a seasonal cottage to a permanent year-round residence;

(iv) the operation of an institutional *campground* by the Boy Scouts of Canada on lands located at 4284 No. 2 Side Road;

(v) the operation of an existing *airport* located on lands at Bell School Line;

(vi) the *development* of the Beaufort Heights area south of Dundas Street and west of Brant Street mainly for single-detached dwellings with urban services; and

(vii) the operation of an 18-hole *golf course* at 6621 Guelph Line, including accessory facilities related to the *golf course* use and *accessory land uses* existing as of October 1, 2006;

(viii) greenhouses, stockpiling and processing of soil, processing and sale of local farm products, sale of garden centre or landscaping products, sale and storage of bulk firewood and hay, cold storage and fruit packing operation, and *accessory* facilities necessary to support these uses, on approximately 7.1 ha of land described as 2273 Dundas Street;

(ix) the use of lands located at Part of Lots 1 and 2, Concession 1, N.D.S., (3488 Tremaine Road) for mineral resource extraction *shall* be permitted, based on the provision of a private communal water system approved by the Region of Halton to properties identified by the Region of Halton having potential for well water interference from operation of a shale quarry at this location.

9.2 THE AGRICULTURAL SYSTEM

The health and prosperity of the Agricultural System is integral to maintaining and strengthening the rural Burlington community. The economic viability of farming is central to the future of the rural community. The stewardship activities of farmers protect the Agricultural Land Base while providing important environmental benefits, protecting natural heritage and water resources.

The Agricultural System includes: the Agricultural Land Base; farm operations; the *natural environment* (soils, climate and water) that farmers depend on; the network of businesses that provide the goods and services needed by farmers and that buy, store, package and process farm products; the *infrastructure* of roads and other services required by modern farming; government programs and regulations; and the interrelationships among them.

The City's Agricultural Policies are designed to develop and maintain a permanently secure, economically viable Agricultural System while protecting the rural, open space character and landscape of the Rural Area.

9.2.1 OBJECTIVES

a) To support and enhance the economic health and long term viability of the Agricultural System while preserving the rural, open space character and landscape of the Rural Area by:

(i) recognizing *agriculture* as the primary activity and land use within the Agricultural Land Base;

(ii) providing permanent protection for Burlington's *Prime Agricultural Areas*, as shown on Schedule K, The Agricultural System-Rural Area, of this Plan, for existing and future *agricultural use*;

(iii) reducing the fragmentation of the Agricultural Land Base and maintaining connectivity among the lands within the land base;

(iv) protecting farms from incompatible activities and land uses which would limit *agricultural* productivity or efficiency;

(v) protecting *normal farm practices* and the *right to farm;*

(vi) accommodating the development of a diverse, innovative and economically strong *agricultural* industry in the City;

(vii) providing flexibility for *agricultural operations* to adapt to economic and technological change and to adopt innovative new *agricultural* practices*;*

(viii) permitting *agriculture-related uses* and *on-farm diversified uses* that are *compatible* with *agriculture* and enhance the economic viability of the *agricultural* industry;

(ix) accommodating *agriculture-related tourism uses* and direct sales of farm produce and *accessory* products to support the economic viability of the *agricultural* industry; and

(x) supporting the development and maintenance of a strong *agriculture* support industry in the City.

b) To recognize existing rural non-farm uses and allow for their continuation in a manner *compatible* with the Agricultural System and the conservation of the *natural environment.*

c) To maintain the scenic values of lands in the vicinity of the Escarpment.

d) To provide a *buffer* for the more ecologically *sensitive* areas of the Escarpment.

9.2.2 GENERAL POLICIES

a) The Agricultural Land Base is identified on Schedule J, Land Use – Rural Area, of this Plan. It consists of:

(i) the Agricultural Area designated on Schedule J, Land Use – Rural Area, of this Plan; and

(ii) those parts of the Natural Heritage System (NHS) that are outside the *Key Natural Features* shown on shown on Schedule N, The Natural Heritage System, of this Plan, or where the only *Key Natural Feature* is a significant earth science *area of natural or scientific interest.*

b) While those lands within the Natural Heritage System are subject to the relevant objectives, and policies of this Plan respecting the Natural Heritage System*, agricultural operations* are *compatible* uses and are promoted and supported within these areas as part of the Agricultural System. *Agricultural uses, agriculture-related* and on-*farm diversified uses* are permitted in accordance with the policies of this Plan.

c) *Agriculture shall* be recognized, *encouraged* and protected as an important industry in the City and as the primary long-term activity and land use throughout the Agricultural Land Base by:

(i) protecting the Agricultural Land Base shown on Schedule K, The Agricultural System – Rural Area, of this Plan, giving highest priority to *Prime Agricultural Areas*;

(ii) ensuring that new land uses and *development* do not limit the ability of farmers to employ *normal farm practices*;

(iii) applying the *Minimum Distance Separation (MDS) formulae* and other relevant Provincial regulations in accordance with the Livestock Facility Guidelines adopted by Regional Council, to ensure that farm operations are protected from *incompatible* activities and land uses that would limit *agricultural* productivity or efficiency;

(iv) requiring that new land uses, including the creation of *lots*, and new or expanding livestock facilities within the Agricultural Land Base comply with the provincially developed *MDS formulae.* The Region's Livestock Facility Guidelines will be used to:

a. clarify the application of the *MDS formulae;*

b. provide further guidance to improve the co-existence of livestock facilities and non-farm uses; and

c. facilitate efficient and flexible *agricultural* practices that support the *right to farm.*

(v) requiring the proponent of any proposed non-*agricultural* land use or *development* that *may* have an unacceptable impact on adjacent *agricultural operations* or on the *Agricultural System* to carry out an Agricultural Impact Assessment (AIA), based on the guidelines adopted by Regional Council but broadened in scope to address impacts on the *Agricultural System*.

d) The Agricultural Land Base includes lands identified as *Prime Agricultural Area* as shown on Schedule K, The Agricultural System-Rural Area, of this Plan. Those parts of the Agricultural Land Base identified as *Prime Agricultural Area* are also subject to the policies of Subsection 9.2.4 of this Plan.

9.2.3 AGRICULTURAL AREA DESIGNATION

a) Subject to the other policies of this Plan, the applicable policies of the Greenbelt Plan and Niagara Escarpment Plan, the following uses *may* be permitted within the Agricultural Area designation:

(i) all types, sizes and intensities of *agricultural operations;*

(ii) *normal farm practices;*

(iii) *existing uses;*

(iv) single detached dwellings on existing *lots*, provided that the requirements of Subsection 9.1.2 d) of this Plan are met;

(v) dwelling unit(s) *accessory* to a *commercial farm* provided that the *accessory* dwelling(s) is required to house full time farm help; is located in the *cluster* of existing farm buildings, and will be serviced by a private, individual on-site well water supply and a private, individual on-site waste water treatment system that conform to Regional By-laws and standards, and to Provincial legislation, regulations and standards. The *accessory* dwelling *shall* not involve the creation of a new *lot* and shall be mobile or portable if located within the Niagara Escarpment Plan Area;

(vi) archaeological activities;

(vii) *essential* linear transportation and *utility* facilities subject to Subsection 9.1.2 j) of this Plan;

(viii) *accessory* buildings, structures or facilities;

(ix) *home occupation*s and *cottage industries* with a gross floor area not exceeding 100 sq. m. or 25 per cent of the residential living area, whichever is lesser;

(x) *bed and breakfast homes* with three (3) or less guest bedrooms;

(xi) *veterinary clinics*, only if located on a *commercial farm* secondary to the *farming* operation, and serving primarily the *agricultural* community;

(xii) *animal kennels*, only if located on a *commercial farm*, *accessory* to the *farming* operation, in conjunction with a single-detached dwelling;

(xiii) non-intensive recreation uses such as nature viewing and pedestrian trail activities, only if the lands are publicly owned or are part of the Bruce Trail;

(xiv) uses permitted in an approved Niagara Escarpment Park and Open Space Master/Management Plan, if the subject land is located within the Niagara Escarpment Plan Area;

(xv) *watershed* management and flood and erosion control projects carried out or supervised by a *public authority.*

(xvi) the following uses only if located on a *commercial farm* and secondary to the existing *agricultural operation*:

a. *home industries* with a gross floor area not exceeding 200 sq. m.;

b. retail uses with a gross floor area not exceeding 500 sq. m. and with the majority of the commodities for sale, measured by monetary value, produced or manufactured on the farm;

c. *agriculture-related tourism uses* with a gross floor area not exceeding 250 sq. m.;

d. small-scale businesses that provide supplementary income to the *farming* operation provided that:

i. their scale is minor and does not substantially alter the appearance of the *agricultural operation*;

ii. their impacts such as noise, odour and traffic on surrounding land uses are not significant;

iii. they will not hinder or unacceptably impact on surrounding *agricultural operations*; and

iv. they meet all Regional criteria as stated in the On-Farm Business Guidelines adopted by Regional Council;

(xvii) *horticultural trade* uses provided that:

a. the use meets all the criteria under Subsection 9.3.3 a) (xvi), d. of this Plan;

b. the farm property accommodating the use is at least 4 ha in size;

c. at least 70 percent of the arable area of the farm property accommodating the use is dedicated to the growing of horticultural plants;

d. the use is located within the existing farm *building cluster*, with only minor rounding out of the *building cluster* permitted provided that there are no *tree* removals;

e. the gross floor area for the use does not exceed 500 sq. m;

f. the outdoor storage area for the use does not exceed 1,000 sq. m;

g. the use including buildings, outdoor storage, parking areas, and loading/unloading zones is adequately screened from neighbouring properties and public highways; and

h. the use can be accommodated by the private water supply and waste water treatment systems located on the property.

b) On a *commercial farm* a limited number of special events *may* be held each year on lands located outside *Key Natural Features* and the Escarpment Natural Area if the events have been approved by the *City* through an amendment to the Zoning By-law, a Temporary Use By-law or a permit issued by the *City* and provided that:

(i) the events are directly related to the farm operation, to an *agriculture-related use* or to an *on-farm diversified use* producing value-added agricultural products on the property;

(ii) sufficient and appropriate traffic management and on-site parking are available;

(iii) adequate and appropriate on-site water and sanitary services are available;

(iv) the events will be *compatible* with, and not *adversely impact* on surrounding land uses; and

(v) the events will be in compliance with other municipal requirements.

9.2.4 PRIME AGRICULTURAL AREAS

a) *Prime Agricultural Areas* are identified on Schedule K, The Agricultural System- Rural Area, of this Plan. The purpose of Schedule O is to assist in interpreting the policies of this Plan.

b) The *Prime Agricultural Areas* shown on Schedule K, The Agricultural System – Rural Area, of this Plan, include lands in the Agricultural Area and Natural Heritage System designations. Together these lands support and advance the goal to maintain a permanently secure, economically viable *agricultural industry* and to preserve the open space character and landscape of the Rural Area.

c) Within the Greenbelt Plan Area, the re-designation of land within *Prime Agricultural Areas* to permit non-*agricultural* uses *shall* be prohibited, except where permitted by the Greenbelt Plan.

d) Outside the Greenbelt Plan Area, the re-designation of land within *Prime Agricultural Areas* to permit non-*agricultural* uses *shall* only be permitted where the following have been demonstrated through appropriate studies to the satisfaction of the *City* and the Region:

(i) the necessity for such uses within the planning horizon for additional land to be designated to accommodate the proposed uses;

(ii) the amount of land area needed for such uses;

(iii) the reasons for the choice of location;

(iv) no unacceptable impacts to the Agricultural System or to adjacent *agricultural operations,* or *negative impacts* to the *natural environment;*

(v) alternative locations have been evaluated; and

(vi) there are no reasonable alternatives that avoid *Prime Agricultural Areas* as shown on Schedule K, The Agricultural System – Rural Area, of this Plan;

(vii) there are no reasonable alternate locations of lower capability *agricultural* lands; and

(viii) the land does not comprise a *specialty crop area*.

e) Extraction of *mineral aggregate resources may* be permitted in *Prime Agricultural Areas* in accordance with Section 4.10, Mineral Aggregate Resources, of this Plan.

9.3 NATURAL HERITAGE SYSTEM

The Natural Heritage System (NHS) designated on Schedule N, The Natural Heritage System, of this Plan, is made up of natural features, such as *woodlands* and *valleylands,* and the linkages and interrelationships among them. In many areas, the Natural Heritage System overlaps with the Agricultural Land Base, as shown on Schedule J, Land Use – Rural Area, of this Plan, and include lands in *agricultural use. Agricultural operations* are recognized and supported as *compatible* and complementary uses.

The Natural Heritage System plays an important role in maintaining and enhancing the quality of life, environmental health and sustainability of the Rural Area. The Rural Natural Heritage System is part of the broader, City-wide Natural Heritage System shown on Schedule N, The Natural Heritage System, of this Plan, which in turn is part of a much larger system extending far beyond the City's boundaries. Section 4.2 of this Plan identifies the components of the Natural Heritage System in the City and sets out objectives and policies related to the Natural Heritage System that apply throughout the City, including in the Rural Area. This section of the Plan contains additional policies that apply to the Natural Heritage System specifically within the Rural Area. The policies of this Section also *shall* be read in conjunction with the Natural Heritage objectives and policies in Section 4.2 of this Plan and the Water Resources objectives and policies contained in Section 4.4 of this Plan.

9.3.1 OBJECTIVES

a) To protect and enhance the health and integrity of the Natural Heritage System, while accommodating the economic growth and evolution of *agriculture*.

b) To support *agriculture* as a complementary and *compatible* use in those parts of the Natural Heritage System outside the *Key Features*.

c) To recognize and support *agriculture* as a primary activity within *Prime Agricultural Areas* in the Natural Heritage System in accordance with Subsection 9.2.4 of this Plan.

d) To maintain and enhance the landscape quality and open space character of the Niagara Escarpment.

e) To provide a buffer to prominent Escarpment features.

f) To recognize and support *agriculture* as a primary activity and a complementary and *compatible* use within *Prime Agricultural Areas*, in accordance with the policies of Subsection 9.2.4 of this Plan.

g) To protect or enhance *Key Natural Features,* without limiting the ability of *agricultural uses* to continue.

h) To direct *development* to locations outside *hazard lands*.

i) To reduce flooding, erosion and sedimentation.

j) To preserve examples of the landscape that display significant earth science features and their associated processes.

k) To enhance air quality.

l) To provide opportunities for scientific study, education and appropriate passive recreation.

m) To provide opportunities for passive outdoor recreational activities within the Natural Heritage System, where appropriate.

9.3.2 POLICIES

a) The Natural Heritage System consists *of Key Natural Features* and *Enhancement Areas, Buffers and Linkages* as shown on Schedule N, The Natural Heritage System, of this Plan. The areas shown as *Enhancement Areas, Buffers* and *Linkages* play an important role in maintaining and enhancing the health of the Natural Heritage System and of the *Key Natural Features* within it.

b) Those parts of the Natural Heritage System outside the *Key Natural Features,* or where the only *Key Natural Feature* is a *significant* earth science *area of natural and scientific interest*, also are part of the Agricultural System. While these lands are subject to the goals and policies of the Natural Heritage System, *agricultural operations* are considered to be *compatible* and complementary uses and are supported.

c) The following uses *may* be permitted within the Natural Heritage System subject to other policies of this Plan and to the applicable policies of The Greenbelt Plan and The Niagara Escarpment Plan:

(i) existing *agricultural operations* within:

a. the Escarpment Natural Area; and

b. *Key Natural Features*.

(ii) An existing *agricultural use*, building or structure *may* expand or be replaced in the same location and of the same use;

(iii) all types, s*izes and intensi*ties of *agricultural operations* may be permitted elsewhere in the Natural Heritage System including, notwithstanding clause (i) above, in those parts of the Natural H*eritag*e System where the only *Key Natural Feature* is a *significant* earth science *area of natural and scientific interest*;

(iv) *normal farm practices*;

(v) *existing uses*;

(vi) single-detached dwellings on existing *lots* created under The Planning Act*;*

(vii) dwellings *accessory* to an *agricultural operation* provided that:

a. *the f*arm i*s owned and* operated by a *commercial farmer;*

b. *the dwelling is requ***i**red to house farm help; and

c. the dwelling is sited within the *building cluster* of existing farm buildings.

(viii) dwellings *accessory* to an *agricultural operation* are not permitted within the Escarpment Natural Area. Such dwellings located elsewhere in the Niagara Escarpment Plan Area *shall* be mobile or portable;

(ix) notwithstanding the other policies of this Plan, the maximum number of *dwelling unit*s on a farm *shall* be three;

(x) *home occupation*s and *cottage industries* with a gross floor area not exceeding 100 sq. m. or 25 percent of the residential living area, whichever is lesser;

(xi) *accessory* uses (and site modifications to accommodate them);

(xii) *forest, wildlife and fisheries management*;

(xiii) archaeological activities;

(xiv) *essential* linear transportation and *utility* facilities, subject to Subsection 9.1.2 j) of this Plan;

(xv) non-intensive recreation uses such as nature viewing and pedestrian trail activities. Non-intensive recreation *uses may* be permitted only when natural heritage features are preserved to the maximum possible degree; all proposed buildings and structures are minor in scale; minimal parking areas are required*;* and unacceptable impacts on adjacent *agricultural operations* are avoided;

(xvi) uses permitted in an approved Niagara Escarpment Park and Open Space Master/Management Plan;

(xvii) nature preserves owned and managed by a *City*-approved conservation organization;

(xviii) a second single dwelling on an existing *lot o*f record where there is an existing dwelling designated and an easement agreement registered under The Ontario Heritage Act for a dwelling of local *cultural heritage resource* value or interest or where the dwelling is considered to be of provincial or national heritage value or interest and:

a. in the opinion of the *City*, the allowance of the second single dwelling is the only viable way to preserve the local, provincial or national heritage value or interest of the existing single dwelling on the *lot*; and

b. the dwelling and *accessory uses shall* not be located within a *Key Natural Feature*; and

c. there is no conflict with other provisions of this Plan;

(xix) *essential watershed* management and flood and erosion control projects carried out or supervised by a *public authority* or, approved by this Plan, as of December 16, 2009. Stormwater management ponds are not permitted in *Key Natural Features* or in *buffers* to those features;

(xx) within the Natural Heritage System*,* the following uses only if on a *commercial farm* and *accessory* to the *farming* operation and located outside the Escarpment Natural Area and outside the *Key Natural Features,* other than those areas where the only *Key Natural Feature* is a significant earth science *area of natural and scientific interest*;

(xxi) *home industries* with a gross floor area not exceeding 200 sq. m.;

(xxii) retail uses with a gross floor are*a* not exceeding 500 sq. m. and the majority of the commodities for sale, measured by monetary value, produced or manufactured on the farm;

(xxiii) *agricultural-related tourism uses* with a gross floor area not exceeding 500 sq. m.;

(xxiv) small-scale businesses that provide supplementary income to the *farming* operation, provided that:

a. their scale is minor and does not change the appearance of the *farming* operation;

b. their impacts such as noise, odour and traffic on surrounding land uses is minimal and will not hinder surrounding *agricultural* uses;

c. they meet all Regional criteria as stated in the On-Farm Business Guidelines adopted by Regional Council.

(xxv) *horticultural trade* uses provided that:

a. the use meets all the criteria under Subsection 9.3.2 c) xxiv) of this Plan;

b. the farm property accommodating the use is at least 4 ha in size;

c. at least 70 per cent of the arable area of the farm property accommodating the use is dedicated to the growing of horticultural plants;

d. the use is located within the existing farm *building cluster*, with only minor rounding out of the *building cluster* permitted provided that there are no *tree* removals;

e. the gross floor area for the use does not exceed 500 sq m.;

f. the outdoor storage area for the use does not exceed 1,000 sq. m.;

g. the use including buildings, outdoor storage, parking areas, and

loading/unloading zones is adequately screened from neighbouring properties and public highways; and

h. the use can be accommodated by the private water supply and waste water treatment systems located on the property;

(xxvi) *veterinary clinics* serving primarily the *agricultural* community;

(xxvii) *animal kennels* in conjunction with a single-detached dwelling; and

(xxviii) *bed and breakfast homes* with three (3) or less guest bedrooms.

d) Non-intensive recreation *use*s and *essential watershed management* and flood and erosion control projects *shall* be permitted within a *Key Natural Feature* or within 30 m of a *Key Natural Feature*. The proponent *may* be required to submit an Environmental Impact Assessment prepared in accordance with Halton Region's Environmental Impact Assessment Guidelines.

e) On a *commercial farm* located outside the Escarpment Natural Area and *Key Natural Features,* a limited number of special events *may* be held each year if the events have been approved by the *City* through the issuance of a permit issued by the *City*, through an amendment to the Zoning By-law or through a Temporary Use By-law or and provided that:

(i) the events are directly related to the farm operation, to an *agriculture-related* use or an *on-farm diversified use* producing value-added *agricultural* products on the property;

(ii) sufficient and appropriate traffic management and on-site parking are available;

(iii) adequate and appropriate on-site water and sanitary services are available;

(iv) the events will be *compatible* with and not *adversely impact* on surrounding land uses; and

(v) the events will be in compliance with other municipal requirements.

9.4 MINERAL RESOURCE EXTRACTION AREA

The Mineral Resource Extraction Area designation on Schedule J, Land Use –Rural Area includes areas licenced pursuant to The Aggregate Resources Act. The objectives and policies of this Plan respecting the Mineral Aggregate Resource Extraction Area designation are contained in Section 4.10, Mineral Aggregate Resources, of this Plan.

9.5 RURAL SETTLEMENT AREAS

The lands identified as "Rural Settlement Area" on Schedule A, City System, of this Plan, have also been identified on Schedule J, Land Use - Rural Area, of this Plan. These lands comprise the areas of Kilbride, Lowville and Mount Nemo and represent locations in the Rural Planning Area where residential, commercial and *institutional* development *shall* be located. The population capacity for each of these Rural Settlement Areas is estimated to be approximately: Kilbride, 900 persons, Mount Nemo, 300 persons and Lowville, 325 persons.

9.5.1 OBJECTIVES

a) To provide limited opportunities for rural, non-farm residences in certain rural communities where most future residential growth will take place.

b) To direct rural, non-farm uses, including small-scale commercial and *industrial development* servicing *agriculture* and the rural community, as well as small-scale *public service facilities* and *institutional uses* such as postal outlets, maintenance buildings, and small meeting halls, to Rural Settlement Areas.

c) To protect, improve or restore the *quality and quantity of water resources.*

d) To maintain and enhance the Natural Heritage System within Rural Settlement Areas.

9.5.2 GENERAL POLICIES

a) Land Use designations within the Rural Settlement Area lands are identified on Schedule J-1, Kilbride Settlement Area; Schedule J-2, Lowville Settlement Area; and Schedule J-3, Mount Nemo Settlement Area. Lands within these areas are subject to policies of the Plan and the appropriate *development* criteria of The Niagara Escarpment Plan.

9.5.3 RESIDENTIAL LAND USE POLICIES

a) Single-detached dwellings within plans of subdivision and condominium is the preferred form of *development.* The creation of new lots through land conveyances *may* be considered when a plan of subdivision or condominium is not in the public interest.

b) Maximum dwelling sizes *may* be determined by the *City* and the Region of Halton, based on hydrogeological concerns and consideration of land use *compatibility* and other factors.

c) *Home occupations* and *cottage industries may* be permitted as an *accessory* use to a single-detached dwelling, provided the residential appearance of the property is maintained and subject to the policies of Subsections 9.1.2 b) and 9.2.3 a) (ix) of this Plan.

d) *Bed and breakfast homes* with three (3) or less guest bedrooms *may* be permitted.

9.5.4 COMMERCIAL LAND USE POLICIES

a) The Commercial Land Use designation provides that only uses that serve the daily retail and *service commercial* needs of the local community and the surrounding rural area are permitted. A *dwelling unit* or single-detached dwellling *may* also be permitted within this land use. Commercial uses serving the tourist trade *may* be permitted, provided their scale and *intensity* is *compatible* with surrounding land uses. *Service commercial* uses requiring outside manufacturing or processing with the use of machinery or equipment are not permitted.

b) An amendment to this Plan *shall* be required to permit commercial development at new locations.

c) New commercial uses *shall* be *encouraged* to locate near existing commercial uses.

d) Only commercial uses with a low level of water consumption and sewage generation, as approved by the Region of Halton, *may* be permitted.

e) Commercial uses *shall* be required to provide sufficient off-street parking for associated traffic.

f) Building design for commercial uses *shall* complement nearby *development* and the rural character of the Settlement Area. Suitable setbacks and buffers *shall* be required to ensure *compatibility* with other existing or proposed uses.

9.5.5 INSTITUTIONAL LAND USE POLICIES

a) In the Institutional land use designation, only low-*intensity public service facilities* and *institutional uses may* be permitted. A *dwelling unit* or a single-detached dwelling *may* also be permitted within this land use.

b) An amendment to this Plan *shall* be required to allow *institutional uses* at new locations.

c) New *institutional uses shall* be *encouraged* to locate near existing *institutional uses.* An amendment to this Plan *may* be required for the expansion of an existing *institutional use.*

d) Only *institutional uses* with a low level of water consumption and sewage generation, as approved by the Region of Halton, *may* be permitted.

e) *Institutional uses shall* be required to provide sufficient off-street parking for associated traffic.

f) Building design for *institutional uses shall* complement nearby *development* and the rural character of the Settlement Area. Suitable setbacks and buffers *shall* be required to ensure *compatibility* with other existing or proposed uses.

9.5.6 NATURAL HERITAGE SYSTEM AND PARK POLICIES

a) The lands designated as Park in the Rural Settlement Areas are intended to provide recreational opportunities for residents in each Settlement Area as well as other City residents. These lands *shall* be subject to the policies of Section 3.3 of this Plan.

b) Uses permitted within the Parks designation *may* include:

   (i) municipal parks and related *public service facilities;* and

   (ii) outdoor recreation uses.

c) *Development* and *Site Alteration* within the Natural Heritage System *shall* be subject to the Natural Heritage System objectives and policies in Section 4.2 and the Water Resources objectives and policies contained in Section 4.4 of this Plan.

d) Within the Natural Heritage System designation the following uses *may* be permitted , subject to the other policies of this Plan and to the applicable policies of the Niagara Escarpment Plan:

   (i) *existing uses*;

   (ii) single-detached dwellings on existing *lots* created under The Planning Act;

(iii) non-intensive recreational uses such as nature viewing and pedestrian trails;

(iv) *forest, wildlife and fisheries management*;

(v) archaeological activities;

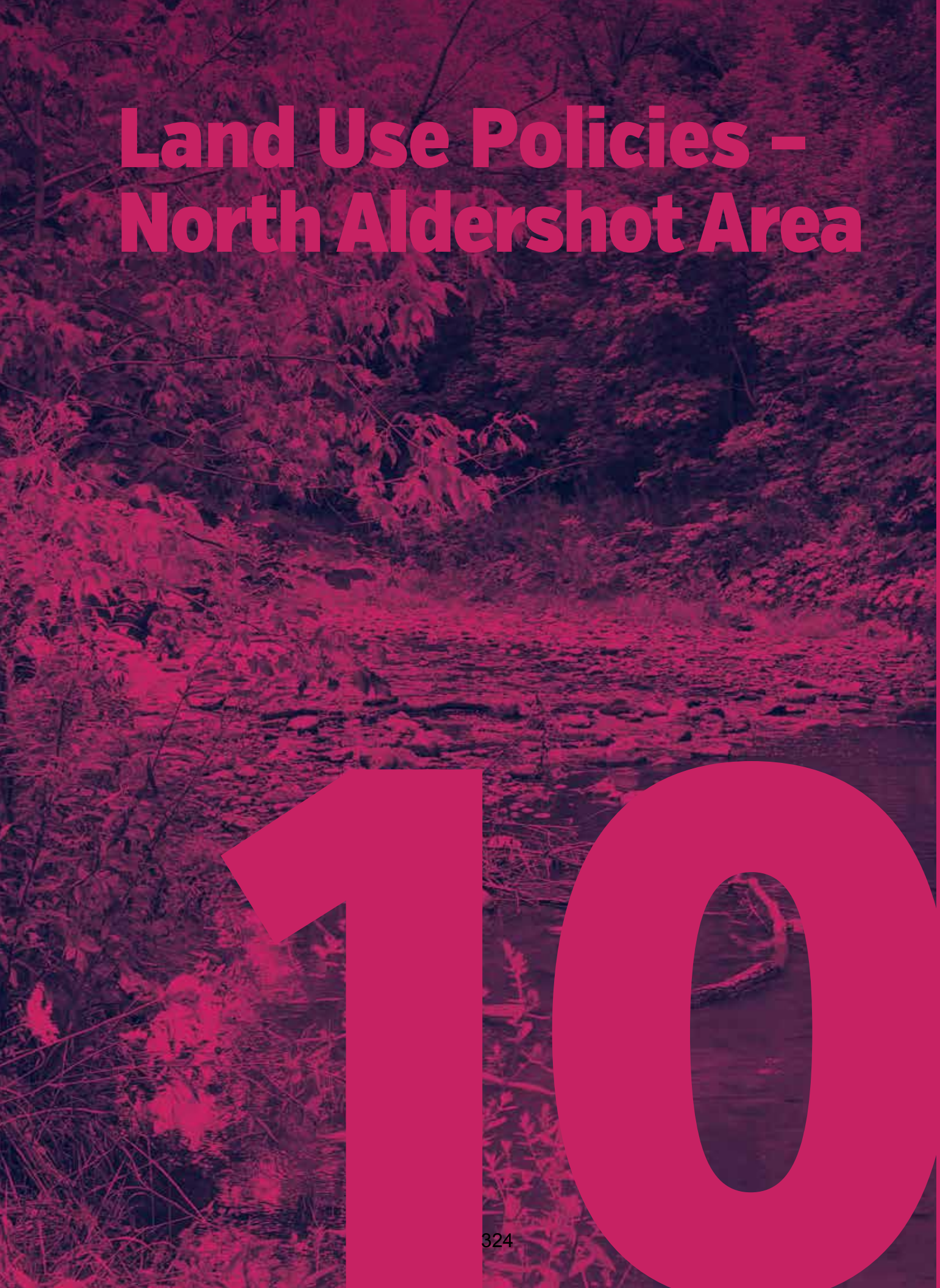
(vi) *essential* transportation and *utility* facilities;

(vii) *accessory* buildings, structures and facilities, and site modifications to accommodate them;

(viii) home occupations and cottage industries; and

(ix) *essential watershed* management and flood and erosion control projects either carried out or supervised by a *public authority.*

Land Use Policies – North Aldershot Area



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LAND USE POLICIES – NORTH ALDERSHOT

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LAND USE POLICIES – NORTH ALDERSHOT

This part of the Plan presents the objectives and policies for the land use designations identified on the City System and the Land Use Plan for North Aldershot. The objectives and policies for each land use designation *should* be read in conjunction with the objectives and policies in other parts of the Plan.

North Aldershot is identified in Schedule A, City System, of this Plan. This area is distinctive in that contains natural features of high environmental significance, where natural features and human settlement co-exist in a finely integrated fashion. The area separates two urban areas and it is a place where people enjoy a non-urban lifestyle.

North Aldershot boundary identifies these lands located north of Highway No. 403 and south of the City of Hamilton. The westerly limit is Highway No. 6 while the easterly limit is the Dundas-Burlington Ontario Hydro Transmission Line. North Aldershot is comprised of three sectors as outlined below.

The land use designations within North Aldershot are identified on Schedule L, Land Use - North Aldershot, of this Plan.

10.1 SECTORS

10.1.1 CENTRAL SECTOR

Lands identified as the Central Sector comprise an area of approximately 304 hectares where further *development* is permitted on the basis that the subject lands are outside of the City's Urban Area and that the location and *intensity* of *development shall* be determined by *compatibility* with the existing character, landscape and environment.

The Central Sector is bounded on the south by Highway No. 403, on the west by the Grindstone Creek Valley, on the north by the boundary of the City of Burlington and the City of Hamilton, and on the east by Old Waterdown Road and the Sassafras Woods Environmentally Sensitive Area. The Central Sector has an area of approximately 304 hectares.

10.1.2 EAST SECTOR

Lands identified as the East Sector comprise an area of approximately 488 hectares where various technical studies identified in the North Aldershot Inter-Agency Review must be completed to confirm the *development* potential for the area and to identify possible areas for *development*, which are described as Sub-Areas.

The East Sector is bounded on the south by Highway No. 403, on the west by Old Waterdown Road and the Sassafras Woods Environmentally Sensitive Area, on the north by the Dundas-Burlington Ontario Hydro Transmission Line, and on the east by the easterly boundary of the North Aldershot Planning District.

10.1.3 WEST SECTOR

Lands identified as the West Sector comprise an area of approximately 553 hectares where various technical studies identified in the North Aldershot Inter-Agency Review must be completed to confirm the *development* potential for the area and to identify possible areas for *development*, which are described as Sub-Areas.

The West Sector is bounded on the south by Highway No. 403, on the west by Highway No. 6, on the north by the Dundas-Burlington Ontario Hydro Transmission Line and on the east by the Grindstone Creek Valley.

10.2 PROVINCIAL PLANS

The Niagara Escarpment Plan provides for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous *natural environment*, and to ensure only such *development* occurs as is *compatible* with that *natural environment*. Lands located north of the Dundas – Burlington Transmission Line are subject to the Niagara Escarpment Plan and are not subject to the policies of Chapter 10 – North Aldershot, except as set out in Subsection 10.6 of this Plan. The Provincial Parkway Belt West Plan is intended to provide for a multi-purpose *utility* corridor and linked open space system. These lands are subject to the provisions of the Parkway Belt West Plan, 1978.

10.3 NORTH ALDERSHOT - GENERAL

The purpose of this section is to establish objectives and *policies* to guide further *development* of North Aldershot, identified as "North Aldershot" on Schedule A, City System.

North Aldershot is a distinctive area - it contains natural features of high environmental significance, it separates two urban areas and it is a place where people enjoy a non-urban lifestyle. The two essential aspects of the area, its natural features and its human settlement, are not separate but co-exist in a finely integrated fashion. This Plan is based on recognition of this character of the area and that any new *development* must fit into and build upon the special characteristics. Accordingly, the Plan:

a) identifies and protects *significant* environmental areas;

b) ensures that these environmental areas are appropriately linked;

c) maintains the general open space setting;

d) ensures that existing roads retain their present character; and

e) establishes policies to ensure that new *development* will be integrated with the existing topography and be *compatible* with the existing settlement character.

Further *development may* be permitted on the basis that the subject lands are outside of the City's Urban Area and that the location and *intensity* of *development shall* be determined by *compatibility* with the existing character, landscape and environment.

10.3.1 OBJECTIVES

a) To maintain the urban separator function between the Waterdown urban area of the City of Hamilton and the Urban Area of Burlington, performed by North Aldershot.

b) To confirm the North Service Road as Burlington's northern urban boundary in the west part of the City.

c) To retain North Aldershot as a distinct, identifiable area in the context of the City of Burlington and the surrounding built-up area to the north and south.

d) To ensure that *development* and *re-development* in North Aldershot retains and, where possible, enhances the special characteristics of the area and to ensure the preservation and enhancement of existing significant environmental and physical features.

e) To permit *development* and *re-development* which is *compatible* with the predominant characteristics of North Aldershot such that the scale and character of the existing community is respected and regard is had to the rural character of the existing roads.

f) To respect the topographical character of the area so that slopes are protected from major cutting, major filling and erosion.

g) To recognize and reflect the *built heritage resources* and *cultural heritage landscapes* of the area.

h) To limit the construction of additional major roads and the upgrading of existing roads.

i) To ensure that *development* and *re-development* have regard for wildlife corridors and linkages and minimize *forest* fragmentation.

j) To *preserve* the brow of the Niagara Escarpment as well as its visual and natural open space character.

k) To *preserve* significant views of the *Escarpment brow* as well as from the Escarpment.

l) To ensure that significant views of North Aldershot from outside the area reinforces its context as a distinct, identifiable area different from the surrounding urban area.

m) To require that *development* pay for growth-related costs.

10.3.2 GENERAL POLICIES

A secondary planning study was completed for North Aldershot in 1994, known as the North Aldershot Inter-Agency Review. This study concluded further *development* potential exists in North Aldershot, provided the unique natural setting is preserved.

The Ontario Municipal Board approved land use policies for the Central Sector in 1996. These policies are reproduced in this Plan. Land use policies for the East and West Sectors are also found in the General Policies in this section. Lands identified as 'North Aldershot Special Study Area' require further study in order to determine more precise *development* potential.

a) The policies in this section of the Plan are applicable throughout North Aldershot regardless of land use designation, unless otherwise indicated.

b) *Development* or *re-development shall* be permitted in accordance with the land use designations shown on Schedules L and M-1 to M-11, the maps applicable to the location of *development* or *re-development* and the policies of this Plan.

c) The following uses *may* be permitted in all designations in North Aldershot, subject to other *policies* of this Plan and applicable zoning by-laws:

   (i) *agricultural* uses and a dwelling *accessory* to an *agricultural operation* on the same property;

   (ii) legally *existing uses*;

   (iii) single detached dwelling on an existing *lot*;

   (iv) *forest, wildlife and fisheries management*;

   (v) non-intensive *recreational uses* such as nature viewing and pedestrian trail activities, only if the lands are publicly owned;

   (vi) archaeological activities;

(vii) transportation and *utility* facilities;

(viii) *accessory buildings, structures* and facilities and site modifications to accommodate them, provided the effects on the *natural environment* are minimal;

(ix) *accessory use*s and site modifications to accommodate them, provided the effects on the *natural environment* are minimal;

(x) small scale public uses;

(xi) *home occupations* and *cottage industries* with a gross floor area not exceeding 100 sq. m. or 25 per cent of the residential living area, whichever is less;

(xii) *bed and breakfast home accessory* to an existing dwelling or *agricultural operation* with a maximum of three guest bedrooms;

(xiii) veterinary clinics serving the agricultural community;

(xiv) *animal kennels* in conjunction with a single detached dwelling;

(xv) *watershed management* and flood erosion control projects carried out or supervised by a *public authority;*

(xvi) the following uses, only if located on a *commercial farm* and *accessory* to the *farming* operation:

a. *home industry* with a gross floor area not exceeding 200 sq. m.;

b. retail uses with a gross floor area not exceeding 500 sq. m. and the majority of the commodities for sale, measured by monetary value, are produced or manufactured on the farm;

c. *agriculture*-related tourism uses with a gross floor area not exceeding 250 sq. m.;

(xvii) on farm businesses that *may* not be related to *agriculture* provided:

a. their scale is minor and does not change the appearance of the *farming* operation;

b. their *adverse impacts* such as noise, odour and traffic on surrounding land uses is minimal and will not hinder surrounding land uses;

c. they meet all Regional criteria as stated in the On-Farm Business Guidelines adopted by Regional Council.

d) Schedule L, Land Use – North Aldershot of this Plan indicates the various land use designations in North Aldershot. The land use policies in this section

should be read in conjunction with the general policies and with the design and *development* criteria contained elsewhere in this Plan.

e) Density and location of *development* will be determined by such considerations as: the size and extent of the developable land, existing topography, *built heritage resources*, existing adjacent uses, visual impact, and the ability of the site to sustain the proposed *development*. Maximum land use intensity is subject to meeting all applicable policies and *may* not be attained in all circumstances.

f) Zoning provisions will be calculated on a developable area that excludes the Environmental Protection Area designation with the exception that the calculation of the maximum impervious surface for any Sub-Area *shall* include the buffer areas that are immediately adjacent to that Sub-Area in Schedules M-1 to M-11. The allocation of this impervious area on individual *lots* or blocks *shall* be approved by the *City* prior to the registration of any plan of subdivision in which the *lots* and blocks are located.

g) Impervious area *shall* mean an impermeable surface such as pavement or rooftop which prevents the infiltration of water into the soil, but excludes the wetted surface area of ponds or pools or those impermeable surfaces which are less than 10 sq. m. in area and separated hydraulically from any adjacent impermeable surfaces or drains by at least 3 m.

h) *Development* proposals *shall* provide such mitigative measures as required by *utility* agencies.

i) North Aldershot is subject to subdivision control and part-lot control.

j) North Aldershot – Central Sector *shall* develop on full municipal services. The West and East Sectors *shall* develop on private services (wells and septic systems), with the exception of the Bridgeview Community at Plains Road and Highway 6.

k) In North Aldershot, *institutional* uses *may* be permitted within all land use designations identified on Schedule L, Land Use– North Aldershot, with the exception of the Environmental Protection Area and North Aldershot Special Study Area land use designations, subject to meeting to the maximum possible degree, the following conditions:

   (i) the proposed uses of land, buildings or structures secure the open space character of the area by low density *development*;

   (ii) the Environmental Protection Area is preserved;

   (iii) the uses permitted enhance the open space character by landscaping, tree planting, berms and screening;

(iv) the location and design of buildings and structures are such that the open space character of the area is secured;

(v) non-intensive *recreation* uses *accessory* to a school use *may* be permitted;

(vi) the provisions of the Niagara Escarpment Plan are satisfied, where applicable;

(vii) a private medical clinic or *group home* is not defined as an *institutional* use;

(viii) impervious cover *shall* be minimized;

(ix) maximum impervious surface *shall* not exceed 40 per cent of the net developable area (lands within the site excluding the Environmental Protection Area and public roads);

(x) notwithstanding the foregoing, any elementary school site located in sub area 2B, Schedule M-2b, is permitted a maximum impervious surface of 60 percent. If an elementary school is not constructed, the 40 percent maximum impervious provision *shall* apply for all other building forms except for detached dwellings where the 20 percent maximum impervious provision *shall* apply;

(xi) maximum building height *shall* not exceed three storeys and *shall* not extend above the tree canopy;

(xii) *massing* and roof-line of buildings *shall* be *encouraged* to be *compatible* with the existing settlement pattern;

(xiii) the visual impact of internal roads and driveways *shall* be minimized by integrating their horizontal and vertical alignment with the existing topography;

(xiv) parking areas *should* be screened with dense, hardy native plant material that creates an effective visual barrier. Within the parking lot, buffer islands *shall* be employed to screen more than four rows of cars;

(xv) all plant material *shall* be protected and retained to the maximum extent possible;

(xvi) landscape buffers along the perimeter of the property boundary and within the grounds *shall* be employed to screen the visual impact of facilities from adjacent residences. The landscape buffers *shall* create a visual screen and be *compatible* with the natural landscape setting;

(xvii) new planting in restoration areas *shall* be *encouraged* to be native plant species and be consistent with surrounding natural landscape character. Invasive non-native plant species *shall* be discouraged;

(xviii) the extent of mowed turf grass *shall* be minimized;

(xix) *cemeteries* and associated uses and *structures shall* be screened from residential areas;

(xx) site lighting *shall* be low intensity, energy efficient fixtures. The illumination pattern *shall* not shine beyond the *lot* line, onto neighbouring properties or public roads; and

(xxi) the policies of Subsection 10.3.3 of this Plan are satisfied.

10.3.3 DESIGN POLICIES

a) Consistent with the permissions granted by the land use designations on Schedules L and M-1 to M-11 and the policies of this Plan, *encourage* all *development* proposals, to *preserve* existing significant *trees,* wooded areas and hedgerows, and plant additional *trees* in accordance with good *forestry* management practices.

b) Buildings and *structures shall* be designed and located so as to maximize their *compatibility* with the existing natural landscape, minimize their effect on the open space character of the area and maintain to the maximum possible degree an uninterrupted sight line between Highway 403 and the Niagara Escarpment consistent with the permissions granted by the land use designations on Schedules L and M-1 to M-11 and the policies of this Plan.

c) Regard *shall* be had for the visual and physical harmony of the location of buildings and the design and location of roads with the existing natural features.

d) Site design *shall* be compatible with and enhance the special setting provided by the Niagara Escarpment, Grindstone Creek and Sassafras Woods.

e) Site layout *shall preserve* key viewsheds from existing roads, such as views to the brow of the Niagara Escarpment, Burlington Bay, Hamilton, and Lake Ontario.

f) Views generally to the open landscape setting, including creek and stream valleys and associated vegetation, *shall* be provided.

g) Site design and location of buildings *shall* permit views between buildings.

h) Infill along existing roads *shall* permit views into the open landscape setting.

i) Site planning *shall encourage* and support the preservation, restoration and enhancement of existing *built heritage resources* such as identified homesteads and their associated landscapes.

j) The *massing* and location of adjacent *development should* be *compatible* with *built heritage resources* in order to establish a sense of visual continuity and *compatible* building scale.

k) Site design *shall* be *compatible* with both the open space character and the predominant settlement characteristics of the area.

l) *Lots should* not be uniform in size and shape across North Aldershot.

m) To ensure that valleys are protected, adjacent *development shall* be located in such a manner as to have adequate setbacks from the *lot* line.

n) Existing degraded drainage channels, declining plantations and remnant vegetation areas are *encouraged* where possible to be *rehabilitated*.

o) To ensure that passive storm water drainage techniques can be applied, the number of housing units that have *lot* lines bordering existing drainage channels, creeks and valleys *shall* be maximized.

p) The density, *massing*, form, setback and layout of the new *development shall* be compatible with the surrounding *structures*.

q) Building location *shall* integrate with the existing topography.

r) Building materials *shall* blend and harmonize with the natural landscape setting. Where practical, earth tones and natural materials such as stone, wood siding and clay brick *shall* be *encouraged*.

s) Except for *built heritage resources* pursuant to Subsection 10.3.3 i), and infill houses pursuant to Subsection 10.4.1.1 of this Plan, buildings *shall* face the road. Reverse frontage lotting patterns and the use of acoustical walls and fences *shall* not be permitted except when no other feasible alternative is available to meet Ministry of the Environment requirements for mitigating noise impacts from Highway 403.

t) Buffering measures such as vegetation *shall* be employed to screen non-residential *development* adjacent to residential uses.

u) The visual impact of site servicing, loading, air handling equipment and waste disposal *shall* not be visible from roadways or adjacent properties.

v) The needs of the physically challenged *shall* be considered in each *development*.

w) Site signs *shall* be at ground level and integrated with the landscape. Hanging or projecting signs will not be permitted.

x) *Significant trees,* wooded areas and hedgerows *shall* be retained wherever possible.

y) New planting in restoration areas *shall* be *encouraged* to be native plant species and be consistent with surrounding natural landscape character. Invasive non-native plant species *shall* be discouraged.

z) Consistent with the permissions granted by the land use designations on Schedules L and M-1 to M-11 and the policies of this Plan, site design and *development shall* integrate with the existing topography to maximize the preservation of significant existing *trees,* steep slopes (greater than 15 percent), and existing drainage patterns.

10.3.4 GROWTH MANAGEMENT POLICIES

a) Additional *development* of all forms and densities and/or any *re-development* proposal which exceeds the provisions of this Plan *shall* be considered as an amendment to this Plan and *shall* be undertaken as a comprehensive process characterized by the following:

(i) a clear definition of the undertaking;

(ii) an effective public consultation program involving the general public and all stakeholders throughout the review process;

(iii) the selection of criteria prior to the development of alternatives that are to be applied consistently throughout the review process to evaluate the alternatives;

(iv) a comprehensive assessment of the natural and human environment and the capacity of these environments to sustain *development*; and

(v) a comprehensive servicing assessment.

b) Consideration of an application for amendment to this Plan must take into account the need for the proposed use, the policies of the Parkway Belt West Plan, implications on *infrastructure*, *public service facilities,* and the natural and social environment, as well as fiscal impact.

10.3.5 ENVIRONMENT AND SUSTAINABILITY POLICIES

a) *Development* and *re-development shall* result in minimum damage to significant *trees,* wooded areas, and hedgerows, as identified by an Environmental Impact Assessment (EIA).

b) *Development shall* be designed so as to *preserve* the existing open-space setting of the Niagara Escarpment face, as well as all creek and stream valleys in the area.

c) The City *shall* require as a condition of *development* approval, the dedication of the greater of the *regulatory floodplain*, or the valley through which the *watercourse* flows including a conservation setback from stable *top-of-bank, regulatory floodplain*, or *meander belt allowance,* to the satisfaction of the City and Conservation Halton. Dedication of these lands *shall* not be considered part of the parkland dedication requirements of The Planning Act.

d) The City *may* require as a condition of *development* approval, in consultation with Conservation Halton, either the restoration or a contribution to restoration and enhancement of degraded sites within any such dedication areas.

e) *Watercourse*s regulated by Conservation Halton *should* be left in their natural state, unless approval to alter the *watercourse* is obtained from Conservation Halton, and every effort *should* be made to keep other *watercourse*s open and natural.

f) Functional drainage designs *shall* be prepared at the draft plan of subdivision stage, outlining preliminary designs and costs.

g) Storm water management *shall preserve* to the maximum possible degree the existing hydrologic cycle and water quality by promoting infiltration and retention of storm water runoff at source.

h) Storm water management *shall preserve* and utilize the natural drainage system where feasible. The use of natural swales to treat and convey storm water *shall* be used wherever appropriate and the use of storm sewers and storm water management ponds minimized.

i) The length of driveway culverts on the road allowance *shall* be minimized, to maximize the conveyance of storm water by open ditches on public roads.

j) Erosion and runoff siltation *shall* be minimized by preserving to the maximum possible degree existing topographic and natural features consistent with the permissions granted by the land use designations on Schedule L, Land Use– North Aldershot, and the policies of this Plan.

10.3.6 TRANSPORTATION POLICIES

a) Construction of major new roads and upgrading of existing roads will be limited.

b) New public roads will be built to rural standards.

c) The crossing of lands designated Environmental Protection Area by new roads will be restricted.

d) A Master Transportation Study Environmental Assessment will be undertaken to evaluate north-south and east-west traffic movements in North Aldershot, which *may* result in the need to further amend this Plan.

e) The re-design of existing roads and the design of new roads will promote their safe use by cyclists and pedestrians.

f) Cycling and pedestrian links will be provided between public open spaces and/or *public service facilities.*

g) Each landowner in North Aldershot who develops an *office* use of greater than 3000 sq. m. *shall* be required, prior to the occupancy and use of land, to establish with the City a *Transportation Demand Management* Plan and implementation strategy for each *development*. Priority *shall* be given to measures that are not capital intensive (e.g. flexible working hours, priority parking spaces for car pool vehicles) and which are feasible given the scale, ultimate ownership and location of the *development*.

10.3.7 MUNICIPAL SERVICES AND UTILITY POLICIES

a) Subject to the provisions of the Niagara Escarpment Plan, where applicable, private uses on lands zoned for transportation, *utility* or communication purposes that are *accessory* and *compatible* to their primary function *shall* be permitted without amendment to this Plan. These private *accessory* uses *may* include, but *shall* not be limited to, parking lots for purposes of providing parking over and above minimum by-law requirements, private rights-of-way and driveways, *agricultural* uses, *golf course*s and driving ranges, *community gardens*, the cultivation and storage of nursery stock in association with *horticultural trade uses* and garden centres, indoor and outdoor storage, and private services and *utilities.*

b) The private uses described above *shall* require an amendment to the Zoning By-law and *shall* be permitted only when the proposed use is *compatible* with the use of the land for a transportation, *utility* or communication function, visually and functionally *compatible* with existing and proposed uses on adjacent lands, and *compatible* with the policies of this Plan applying to the land use designations of the adjacent lands.

10.4 LAND USE DESIGNATIONS

10.4.1 RESIDENTIAL AREAS

10.4.1.1 INFILL RESIDENTIAL

a) Permitted Uses *shall* be: A single detached dwelling on a new *lot*, in association with existing settlement, subject to the following:

   (i) the existing and proposed *lots* front on an existing public road;

   (ii) the proponent of new *lots* proposed within the vicinity of lands designated "Mineral Resource Extraction Area" *shall* be required to demonstrate that the proposed *development* complies with Section 4.6, Land Use Compatibility, of this Plan.

b) New *lots* with municipal water and sanitary services, as identified in the Region of Halton Official Plan, *shall* have a minimum *lot* area of 0.3 ha, except within the urban serviced area of the Bridgeview Community in the vicinity of Plains Road West and Highway 6, where smaller *lot* sizes *may* be considered where they are in character with existing *development*.

c) The minimum *lot* size for the creation of a new *lot* without municipal water and sanitary services, as identified in the Region of Halton Official Plan, *shall* be determined based on a detailed site analysis submitted by the proponent, including a hydrogeological study conducted in accordance with the Halton Region Rural Servicing Guidelines and which addresses the impacts of the new *lot* on ground and surface water resources. The minimum *lot* size *shall* be 0.8 ha or as determined by site-specific hydrogeological studies, whichever is the greater.

d) New buildings *shall* be required to be compatible with surrounding houses in terms of characteristics such as height, *massing* and roof lines.

e) Additions to existing buildings *shall* be compatible with the existing homes.

f) Front yard and side yard setbacks and *lot* coverage *shall* be generally *compatible* with that of the adjacent settled area.

g) Rear yards of infill *lots shall* not abut a public road.

h) Garages *shall* be permitted only at the side or rear of the house.

i) Site regrading *shall* be limited to the immediate building area where feasible. Regrading *shall* be prohibited within 3 m of the rear property boundary.

j) Residential *development* on Gloucester Drive *shall* proceed on full municipal services and *shall* not exceed a maximum of six (6) units.

10.4.1.2 DETACHED RESIDENTIAL

a) Permitted uses *shall* be: detached dwelling.

b) New buildings *shall* be *encouraged* to be *compatible* with the surrounding settlement pattern in terms of formal characteristics such as height, *massing*, and roof lines.

c) Principal buildings *shall* be oriented towards the street. Where possible, garage doors *shall* be *encouraged* to be oriented to the side yards. If oriented towards the front yard, they *shall* be recessed from the front wall of the building.

d) The lotting pattern *shall* provide a diversity of *lot* sizes and configuration across North Aldershot.

e) Regrading will be prohibited within 3 m of the rear property boundary.

10.4.1.3 CLUSTER RESIDENTIAL

a) In addition to the uses permitted in the Detached Residential designation, this designation permits cluster residential *development* which is defined as a group of *dwelling units* which *may* be free-standing or attached to other *dwelling units* to a maximum of six attached units in any one building. The intent is to provide siting flexibility to maximize areas of open space and to take advantage of site conditions such as natural topography and existing vegetation, as well as to minimize obstruction of landscape views from public roads.

b) Cluster residential *development shall* be subject to the policies in Subsections 10.3.2, 10.3.3 and 10.4.1.2, where applicable, of this Plan.

c) New buildings *shall* be *encouraged* to be *compatible* with the surrounding settlement pattern in terms of the visual impact to the open landscape setting.

d) To the maximum extent possible, garage doors oriented toward the front of the house *shall* have the same setback as the front wall of the building.

e) Landscape buffers *shall* be maintained and enhanced to screen the visual impact from existing settled areas.

f) Outdoor parking *shall* be screened with landscape buffers.

g) Regrading *shall* be prohibited within 3 m of the rear property boundary.

h) The visual impact of internal roads and driveways *shall* be minimized by integrating their horizontal and vertical alignment with the existing topography.

i) Site lighting *shall* be low intensity, energy efficient fixtures. The illumination pattern *shall* not shine beyond the *lot* line, onto neighbouring properties or public roads.

10.4.2 NORTH ALDERSHOT OFFICE

a) Permitted uses *shall* be *offices* and accessory uses to *offices.*

b) Maximum impervious surface is not to exceed 60 percent of gross developable area, excluding The Environmental Protection Area and public roads, and subject to Subsection 10.3.2 f) of this Plan.

c) Maximum building height *shall* not exceed three storeys and *shall* not extend above the *tree* canopy.

d) *Massing* and roof line of buildings *shall* be *encouraged* to be compatible with the existing settlement pattern and maximize views to Sassafras Woods.

e) No outside storage of goods or materials is permitted.

f) The setback along Waterdown Road *shall* be *compatible* with the existing settlement pattern.

g) The visual impact of internal roads and driveways *shall* be minimized by integrating their horizontal and vertical alignment with the existing topography.

h) Parking areas *should* be screened with dense, hardy native plant material that creates an effective visual barrier from existing homes and generally from Waterdown Road and the North Service Road. Within the parking lot, buffer islands *shall* be employed to screen more than four rows of cars.

i) Site lighting *shall* be low intensity, energy efficient fixtures. The illumination pattern *shall* not shine beyond the *lot* line, onto neighbouring properties or public roads.

10.4.3 ENVIRONMENTAL PROTECTION AREA

a) Lands designated on Schedule L of this Plan as Environmental Protection Area *shall* meet one or more of the following criteria:

(i) Environmentally Sensitive Areas;

(ii) *significant creeks and streams* and their associated valleys including areas regulated by Conservation Halton pursuant to its Regulations, woodlots, hazard lands and areas of *wildlife habitat* which are identified as *significant* based on specific research and studies;

(iii) natural Escarpment features;

(iv) *Areas of Natural and Scientific Interest*;

(v) Provincially and Regionally *Significant wetlands*;

(vi) land below the staked top of bank or in ill-defined areas, as agreed to with the *City* and Conservation Halton;

(vii) land that is publicly owned and used for open space and/or conservation purposes;

(viii) *buffer* areas of 7.5 meters and Environmental Protection Area *buffers;* and

(ix) other areas of important natural and landscape interest.

b) The following uses *may* be permitted in the Environmental Protection designation:

(i) existing *agricultural operations* within the Environmental Protection designation *shall* be recognized and can continue. In interpreting the extent of existing *agricultural operations*, the history of such operations will be taken into consideration as well as any role the Environmental Protection features or functions *may* play in complementing the *farming* activity. The intent of the Environmental Protection designation on an active farm is not meant to restrict the operation nor to reduce the economic viability of the operation. If requested by the owner, the *City shall*, in consultation with the Region of Halton and the appropriate *public authorities* as necessary, undertake a site specific evaluation of the effective boundaries of the Environmental Protection designation on the property as they apply to the existing *agricultural operation*;

(ii) legally *existing uses*;

(iii) single detached dwellings on existing *lots* created in accordance with the provisions of Section 50 of The Planning Act;

(iv) non-intensive *recreational uses* such as nature viewing and pedestrian trails, only on publicly owned land;

(v) *forest, wildlife and fisheries management*;

(vi) archaeological activities;

(vii) *essential* transportation and *utility* facilities;

(viii) *accessory buildings*, *structures* and facilities and site modifications to accommodate them, provided the effects on the *natural environment* are minimal;

(ix) *accessory uses* and site modifications to accommodate them, provided the effects on the *natural environment* are minimal;

(x) *accessory* uses associated with an elementary school;

(xi) *essential watershed management* and flood control projects carried out or supervised by a *public authority*; and

(xii) non-intensive *recreation* uses *shall* be permitted only when natural features are *preserved* to the maximum possible degree; building and *structures* are minor in scale; and there is no or minimal parking provided on site.

c) Notwithstanding the provisions of Subsection 10.4.3 b), no *development shall* be allowed within the portions of the Environmental Protection designation containing: *Provincially Significant Wetland*s as identified through the Ministry of Natural Resources in accordance with Provincial policy, or areas regulated by Conservation Halton, unless permission has been received by Conservation Halton.

d) The proponent of any *development* of lands within the Environmental Protection designation *may* be required to prepare an Environmental Impact Assessment (EIA) subject to the Environmental Impact Assessment policies of Subsection 4.2.4 of this Plan, if the *development* would adversely affect the environment. Detached dwellings proposed for existing vacant *lots* and *agricultural* related uses such as barns and sheds would be exempt from this policy, although they *may* still be subject to the Regulations of Conservation Halton. An EIA is required for large-scale *agricultural* related uses such as secondary processing facilities.

e) The precise boundaries of the Environmental Protection Area *shall* be determined in conjunction with Regional Official Plan policies. Specific policies for the Environmental Protection Area are:

(i) the alteration of the physical and/or biological features *shall* be restricted;

(ii) with the exception of a detached dwelling or *agricultural* use, the proponent of any *development*, including public works, inside or within 60 m of the Environmental Protection Area *shall* prepare an Environmental Impact Assessment; and

(iii) the alteration of any condition or land use that may affect the Environmental Protection Area *shall* be subject to approval of the appropriate authority, based on site plans submitted by, and agreements entered into, with the developer.

f) Property owners and Government and other agencies are *encouraged* to enter into voluntary agreements regarding the protection of natural features.

g) The retention in private ownership of lands designated in Environmental Protection Areas which are not defined as creeks, associated valleys, *The* Environmental Protection Area and required *buffers* and which contain significant natural features *shall* be *encouraged* rather than the dedication of such lands to the *City* or the purchase of lands by the *City.*

h) Where retention by private landowners is not feasible or desirable, the dedication of natural features to the municipality *shall* be *encouraged*. The dedication of these lands *shall* not be considered as a fulfilment of parkland dedication requirements unless they provide needed passive or trail *recreational* activities.

i) The purchase of lands with significant natural features *shall* only take place in limited circumstances.

j) The policies of this section are to be read in conjunction with the storm water management objectives and policies contained in Subsection 4.4.3 of this Plan.

k) Private *development* on creek lands *shall* be prohibited except in accordance with the policies l) to u) below and only as approved by Conservation Halton.

l) Uses permitted on creek lands and associated valleys *may* include: non-intensive outdoor *recreation* uses; *essential* public utilities and services, flood and erosion control facilities; and *watershed management* works.

m) The precise limits of creeks, associated valleys and *buffers shall* be determined by the *City*, in conjunction with Conservation Halton.

n) New *development* adjacent to creeks, associated valleys and *buffers shall* be subject to a setback from these features.

o) The placement of fill and grading of lands in creeks and associated valleys *shall* be subject to the regulations administered by Conservation Halton.

p) As part of the *development* approval process, the dedication of creeks, associated valleylands and 15 or 7.5 m buffers to the *City* or Conservation Halton *shall* be required. Such dedication *shall* not be considered part of the parkland dedication requirements.

q) In order to ensure *sustainable* environmental management, the *City* and/or Conservation Halton, in consultation with private landowners, *shall* develop a management plan for lands designated Environmental Protection Area with particular emphasis on the enhancement and restoration of degraded areas.

r) A *buffer* area adjacent to the Grindstone Creek Valley Environmentally Sensitive Area and Sassafras Woods Environmentally Sensitive Area *shall* be established through Environmental Impact Assessments. For those lands adjacent to an Environmentally Sensitive Area for which an Environmental Impact Assessment has not been completed, a minimum *buffer* area of 15 m *shall* apply.

s) The Environmentally Sensitive Area *buffer shall* be dedicated to the *City* or Conservation Halton or else suitable arrangements *shall* be made for land stewardship under private ownership through a formal arrangement with an accredited agency. Precise *buffer* widths *shall* be established through the completion of an *Environmental Impact Assessment*.

t) A minimum *buffer* width of 15 or 7.5 m *shall* be dedicated to the *City* or Conservation Halton adjacent to staked tops of bank or in ill-defined areas, as agreed to with the *City* and Conservation Halton.

u) A detailed Environmental Implementation Report to the satisfaction of the *City,* the Region of Halton, the Ministry of Natural Resources and Conservation Halton, *shall* be submitted prior to any *tree* removal, grading or construction and prior to the final approval of any *development application* in the North Aldershot Central Sector. The Environmental Implementation Report *shall* include the following components:

(i) a *tree* survey and preservation plan;

(ii) mitigation and restoration measures; and

(iii) overall grading plan and *lot* grading plans.

10.4.4 NORTH ALDERSHOT COMMERCIAL

a) Permitted uses *shall* consist of smaller scale retail, *service commercial* and personal service uses; financial institutions and services; *offices*; standard restaurants, *recreation,* entertainment and *public service facilities* such as libraries and day care centres. Residential use is not permitted.

b) Zoning By-law regulations *shall* be based on the following factors:

(i) the maximum *floor area ratio* of *development* at any site *shall* be 0.3;

(ii) the maximum height of permanent *structures shall* be two storeys, and 8 m, to ensure views into North Aldershot are not obstructed;

(iii) the zoning of individual sites *may* not allow for the full range of permitted uses or the full extent of *development* intensity at every location based on, but not restricted to, site-specific factors that *may* include traffic, land use *compatibility*, market impact, environmental

and other factors.

c) Building design *shall* provide a *gateway* appearance into North Aldershot that conveys an open space, lower density appearance.

d) Building setback along Plains Road *shall* be *compatible* with the existing settlement pattern and front building elevations *shall* be oriented toward the street.

e) *Massing* and building roof lines *shall* be *compatible* with the existing settlement pattern and maximize views to the Niagara Escarpment.

f) Parking areas *shall* contain dense, hardy native plant material along *lot* lines to create an effective visual barrier.

g) Site lighting *shall* be low intensity, energy efficient fixtures. The illumination pattern *shall* not shine beyond the *lot* line, onto neighbouring properties or public roads.

h) The number and location of access points to Plains Road *shall* be limited to minimize disruption to traffic flows.

i) Off-street parking areas, loading areas and service areas *shall* be screened and landscaped.

j) Loading and service areas *shall* be located to avoid conflict between pedestrian and vehicular traffic and away from adjacent residential areas.

k) Outdoor storage areas *shall* be fenced and/or screened.

l) Commercial *development* in the Bridgeview Community *shall* occur on full urban services, as such services are determined by the Region of Halton Official Plan.

m) Notwithstanding Subsection 10.4.4 b) (i) of this Plan, for the properties located on the west side of Plains Road West opposite Oakdale Avenue, specifically the properties municipally known as 1410 to 1424 Plains Road West, a maximum *floor area ratio* of 0.45:1 *may* be permitted.

10.4.5 PARKWAY BELT WEST

a) These lands are subject to the provisions of the Parkway Belt West Plan, 1978.

b) The Parkway Belt West Plan designates the Grindstone Creek Valley, two Electric Power Facilities and two Utility Corridors as Public Use Area within North Aldershot. The purpose of the linear *utility* corridors is to provide for existing and future inter-regional linear facilities. One Utility Corridor, of approximately 30 m in width, is located south of Flatt Road and adjacent and

north of the Hydro Electric corridor (Mount Hope Transmission Line). The type of future *utilities* and the timing of their installation have not been determined. Until the Province makes a final determination of the use of this corridor, the policies of the Parkway Belt West Plan *shall* be used to guide land use activity in the area. No use of the corridor *shall* be permitted without the approval of the Ministry of Municipal Affairs and Housing or other authorized approving agencies. All of these lands remain subject to the Land Use Regulations of The Parkway Belt Planning and *Development* Act.

c) All other lands in North Aldershot are subject to municipal zoning, brought into effect in 1995 and 2008.

10.4.6 MINERAL RESOURCE EXTRACTION AREA

The Mineral Resource Extraction Area designation on Schedule L, Land Use– North Aldershot includes areas licenced pursuant to The Aggregate Resources Act. The objectives and policies of this Plan respecting the Mineral Aggregate Resource Extraction Area designation are contained in Section 4.10 of this Plan.

The following objectives and policies apply specifically to the Mineral Aggregate Extraction Area designation in North Aldershot. Where there is a conflict between the policies set out in this section of the Plan and the policies in Section 4.10, the policies in this section of the Plan *shall* prevail.

10.4.6.1 OBJECTIVES

a) To protect legally existing *pits* and *quarries* and new or expanded licensed aggregate operations from *incompatible* land uses.

b) To minimize the impact of mineral resource extraction and abutting land uses.

c) To ensure the progressive *rehabilitation* of *pits* and *quarries* to an appropriate after-use within the time frame of the license.

10.4.6.2 POLICIES

a) The following uses *may* be permitted:

(i) *agricultural operations* including *accessory buildings, structures* and facilities;

(ii) legally *existing use*s;

(iii) mineral aggregate extraction operations licensed pursuant to and in compliance with The Aggregate Resources Act;

(iv) *forest, fisheries and wildlife management*;

(v) archaeological activities;

(vi) non-intensive *recreation uses* such as nature viewing and pedestrian trail activities;

(vii) *essential utility* and transportation facilities;

(viii) *accessory buildings* and facilities normally associated with the mineral resource extraction operation, such as small scale offices, or crushing and washing facilities, but excluding asphalt plants; concrete plants, brick manufacturing plants and other similar uses;

(ix) incidental uses and site modifications to accommodate them, provided the impact on the *natural environment* is minimal;

(x) notwithstanding the other policies of this Plan, a brick manufacturing plant, provided the greater part of the materials used come from the licensed area.

b) In conjunction with the Provincial and Regional regulations, the City *shall* regulate the operation of *pits* or *quarries* to minimize *adverse impacts* on surrounding land uses and the Escarpment environment.

c) In conjunction with the Provincial and Regional regulations, the City *shall* regulate *pits* and *quarries* and *accessory* operations to ensure that environmental pollution is minimized, consistent with standards laid down in pertinent legislation and municipal regulations.

d) The City *shall* support the undertaking of hydrogeological studies in accordance with Provincial legislation and policies of the Region of Halton and Conservation Halton to ensure that surface and ground water resources are protected from the *adverse effects* of mineral resource extraction.

e) The City *shall* consider mineral resource extraction areas as a non-permanent use and require their progressive *rehabilitation* for an appropriate after-use.

f) Where *rehabilitation* is being undertaken by reforestation, the after use *shall* aim to re-establish a functioning *ecosystem* similar in condition to the natural *ecosystem* in the region.

10.4.7 RECREATION/OPEN SPACE

a) The following uses *may* be permitted in the Recreation/Open Space designation:

(i) parks & open space;

(ii) low intensity outdoor *recreational uses*; and

(iii) *golf courses* and associated buildings and *structures.*

b) Buildings and *structures* associated with *recreational use shall* be minor in scale and located in a manner that will secure the open space character of the surrounding area.

c) Major *natural heritage features* such as streams, valleys, *tree* stands, hedgerows, and orchards *shall* be *preserved*.

d) The impact of *recreational uses* on adjacent *agricultural uses shall* be kept to a minimum, through the preparation by the proponent of an Agricultural Impact Assessment to the satisfaction of the Region of Halton.

e) Only private water and waste water systems are allowed for any *recreational use* unless the site is within the area designated as "Eligible for Urban Services" in the Regional Official Plan. If a proposed *recreational use* involves significant taking of ground or surface water, the proponent must demonstrate, through a detailed study and to the satisfaction of the Region of Halton in accordance with the approved Regional Servicing Guidelines, the Ministry of the Environment, Conservation Halton and the Department of Fisheries and Oceans where appropriate, that the water resource in the general area will not be adversely affected;

f) Prior to an amendment being contemplated to permit a new or expanded *golf course*, including *accessory uses* to the *golf course* operation, supporting studies and plans *shall* be required. These studies *shall* include, but *shall* not be limited to, the following:

(i) Planning Justification Study and market evaluation;

(ii) draft site plans including cross sections;

(iii) water quality, water budget and conservation plan;

(iv) where adjacent or abutting lands in the Environmental Protection Area, a plan for enhancement to the natural lands.

10.4.8 NORTH ALDERSHOT SPECIAL STUDY AREA

a) To define land that *shall* remain undeveloped until necessary studies and other municipal requirements are met.

b) *Development* of North Aldershot Special Study areas *shall* not occur until the following steps have been completed:

(i) the following technical studies, as identified in the North Aldershot Inter-Agency Review Secondary Plan 1994, *shall* be completed for the area affected by the *development* proposal:

a. Environmental Evaluation;

b. Sub-watershed management Plan;

c. Financial Impact Analysis;

d. Private Water & Wastewater Serving Plan;

e. Transportation Study;

f. Community Services and Facilities Needs Assessment; and

g. *Built Heritage* Conservation Study.

(ii) the proposed *development shall* be screened against the Planning Principles and Evaluation Criteria outlined in the North Aldershot Inter-Agency Review Secondary Plan 1994;

(iii) based on the outcomes of the technical studies, and evaluation in (i) and (ii) above, Sub-Area maps and policies *shall* be developed for the affected North Aldershot Special Study Area land. These maps and policies *shall*:

a. refine the boundaries of the Sub-Area;

b. identify landscape features, slopes, remnant vegetation, and significant views to be *preserved*;

c. describe the existing *development* and land form character of the Sub-Area;

d. specify the form and intensity of new *development* to be permitted; and

e. identify areas of site plan or building envelope control.

(iv) the new Sub-Area policies and mapping *shall* be incorporated within this Plan via an Official Plan Amendment;

(v) residential, *institutional* or *recreational uses may* be considered as future uses within areas designated North Aldershot Special Study Area, subject to adherence to the above policies and the policies contained in each designation;

(vi) the affected area *shall* be re-designated and zoned to the appropriate North Aldershot residential, open space or recreational Official Plan designation and zoning. *Cemeteries may* include related facilities and structures; however, *crematoria* are permitted only if they are located in accordance with Provincial Land Use Compatibility Guidelines.

c) Notwithstanding Subsection 10.3.2 c) of this Plan, the following interim uses *may* be permitted in the North Aldershot Special Study Area designation:

(i) all *existing uses*, buildings or structures;

(ii) a *home occupation* in an existing single-detached dwelling; or

(iii) an *agricultural* or *farming* use.

d) All land designated North Aldershot Special Study Area *shall* develop on private services (wells and septic systems), as specified in Subsection 10.7.3 of this Plan.

e) the proponent of *development* proposed within the vicinity (as determined in consultation with Provincial D-6 guidelines) of lands designated "Mineral Resource Extraction Area" *shall* be required to undertake an analysis demonstrating *compatibility* with existing and proposed mineral resource extraction and processing activities by undertaking the appropriate studies in accordance with Provincial guidelines, as identified by the *City* and the Region. The conclusions of this analysis *shall* be incorporated into the Sub-Area maps and policies identified in Subsection 10.4.8 b) iii. above.

10.5 SUB-AREA POLICIES

10.5.1 AREA POLICIES – CENTRAL SECTOR

The purpose of this section is to establish goals, objectives and policies to guide further *development* of the Central Sector of North Aldershot.

The Central Sector is characterized by a rolling topography which slopes southerly from the Niagara Escarpment. The land is bisected by a number of valleys and associated streams which flow from north-west to south-east from the Escarpment to Burlington Bay. The largest of these *watercourses* is the Grindstone Creek located on the western edge of the subject lands. The creek occupies a valley which in some locations is up to 50 m deep. The *valley lands* contain a significant amount of natural vegetation. Most land not located in valleys has been cleared in the past and used at one time or another for *agricultural* purposes. Some lands are still used for this purpose.

With the exception of two small subdivisions, settlement has occurred on roads of long standing on an individual *lot* basis over many decades. The *lot* pattern is irregular and *lot* sizes vary from one half acre in size to many acres.

The goal of the policies for the Central Sector of North Aldershot is to permit further *development* on the basis that the subject lands are outside of the City's Urban Area and that the location and intensity of *development shall* be

determined by *compatibility* with the existing character, landscape and environment.

Various technical studies identified in the North Aldershot Inter-Agency Review were completed for the lands within the Central Sector. The studies confirmed the *development* potential for eleven areas within the Central Sector, which are described as Sub-Areas.

a) The Sub-Areas are identified on Schedule M which forms part of this Plan. Each map identifies the characteristics and features and proposed road locations which will influence the location, distribution and intensity of *development* or *re-development* on a particular Sub-Area. Each proposal for *development* and *re-development shall* integrate with the characteristics and features and proposed public and private road locations shown in the Sub-Area Maps and policies to the maximum extent possible. The following policies *should* be read in conjunction with Schedules M-1 to M-11, the Sub-Area maps. The natural features on Schedules M-1 to M-11 are shown for illustrative purposes only. The precise location, extent and significance of the natural features will be determined in accordance with Subsection 10.4.3 of this Plan.

b) Notwithstanding the above, road access from Flatt Road to Sub-Areas #9 and #10 is constrained by the Utility Corridor. Thus, the access and locations of roads within these Sub-Areas as shown on Schedule M-C9 and M-C10 are conceptual in nature. Prior to draft subdivision plan approval for any lands in these Sub-Areas, road access and locations southerly to Panin Road *may* be considered without amendments to this Plan. Such road proposals will provide an appropriate level of analysis to demonstrate that the policies of the Official Plan are met and that the roads will function in a safe and effective manner. Any use of the Utility Corridor is not permitted without the approval of the Ministry of Municipal Affairs and Housing or other authorized approving agencies. If any such approval is granted, it will not require an amendment to this Plan.

c) A maximum number of units in addition to existing *dwelling units* is indicated in those Sub-Areas which permit detached dwellings and/or cluster dwellings.

d) Maximum impervious surface for any residential Sub-Area cannot exceed 25 per cent.

e) New *development should* not be evenly distributed across the Central Sector.

f) Site design and *development shall* integrate with the existing topography to maximize the preservation of significant existing *trees*, steep slopes (greater than 15 per cent) and existing drainage patterns.

10.5.1.1 SUB-AREA #1 - HORNING ROAD (SCHEDULE M-1)

This Sub-Area, which includes Horning Road, abuts the mature *forest*s of the Grindstone Creek Valley at the northern end of the Central Sector. The Valley forms the western boundary of the Sub-Area, the north and east boundaries are defined by existing residential *development*. The southern edge generally follows *valley lands* included in the environmental protection area. Access is from Horning Road. The Sub-Area can be considered in two sections: north and south.

The northern section includes the existing Horning Road, a short residential street that branches off Waterdown Road. Horning Road is lined with modest single family homes on large *lots.* The homes are generally one to one and a half storeys in height, and are set in mature gardens under a canopy of *trees.* An historic homestead is nestled into the edge of the Grindstone Creek valley at the elbow of the road. From the north end of Horning Road and from the existing residences, there are prominent viewsheds to Hamilton and Burlington Bay.

The south section of the Sub-Area is separated from the northern section by a wooded valley and cleared *utility* corridors. The south and east sides of this sub-area are bordered by a mature wooded valley system. An existing trail along the rim of the Grindstone Creek Valley links the north and south portions of the Sub-Area. The south section is undeveloped consisting of a relatively flat plateau, incised with drainage corridors. The plateau is contained by steep slopes and remnant vegetation that include a scotch pine plantation, fruit *trees* and successional areas. Because the general gradient of the land drops to the south-west, there are prominent views to Burlington Bay, the Burlington Skyway Bridge and Lake Ontario. Views to the north-east and the brow of the Niagara Escarpment are also present.

a) Detached residential to a maximum of 44 units is permitted.

b) A servicing easement for water and wastewater service *may* be extended north to Sub-Area #1 from Sub-Area #6. The nature of these services *shall* minimize the disturbance to existing vegetation, slopes and drainage channels.

c) Water and sewer service *may* be provided from Waterdown Road along the new Horning Road right-of-way.

d) Road A on Schedule M-1 *shall* extend southward and *shall* observe the Environmental Protection Area buffer area along the Grindstone Creek Valley. The construction of this road *shall* be contingent upon the prevention of negative impacts on the adjacent Environmental Protection Area.

e) The existing road will remain in its current location to provide access and minimize disturbance to the existing homes.

f) Vehicular access *may* not connect to other Sub-Areas.

g) Site design *should* be *encouraged* to minimize the visual impact of new *development* from surrounding residences.

h) Remnant vegetation, including successional vegetation is *encouraged* to be protected to the maximum extent possible.

i) The degraded valley feature between Sub-Areas 1 and 6 *should* be *rehabilitated*.

j) Building Envelope Control *shall* be imposed on *lots* south of the TransCanada Pipeline Easement in order to facilitate key views and to provide some staggering of building setbacks to achieve an improved streetscape. Site Plan Control *shall* be imposed on two *lots* on the east side of this Sub-Area to protect the existing drainage feature.

10.5.1.2 SUB-AREA #2A AND 2B - WATERDOWN ROAD CORRIDOR (NORTH OF FLATT ROAD) (SCHEDULES M-2A AND M-2B)

Sub-Area #2 includes the Waterdown Road corridor north of Flatt Road. The steep winding roadway is lined by rural residential homes in an open landscape setting. This relationship is the *essential* character of the Central Sector experienced by most people.

In the south eastern section of the Sub-Area, the houses lining Waterdown Road are modest brick and wood *structures*, one to one and a half storeys in height and set on relatively narrow *lots* with mature *trees* and gardens. The housing sites are located on a narrow plateau between the edge of the Sassafras Woods and Waterdown Road. Mature *trees* and gardens are associated with the homes and views penetrate between the buildings to natural landscape beyond. The valley behind the houses is deeply incised.

The northern and eastern edges of the Sub-Area are developed with detached homes in a gently rolling landscape. Small cul-de-sac streets branching from Waterdown Road provide access to these internal clusters of houses. The Sub-Area extends north to Mountain Brow Road, where the dramatic rise in topography leads to the brow of the Niagara Escarpment.

In the south-western section of the Sub-Area, the south-sloping gradient provides dramatic views from Waterdown Road of the Burlington Bay, Lake Ontario and the natural setting; including the gently rolling fields, wooded valley features, and discrete clusters of houses.

The western edge of this area is defined by a mature wooded valley feature. The Sub-Area ends at Flatt Road where Sassafras Woods is a dominant landscape feature.

a) Infill residential and detached residential is permitted. Detached residential *shall* not exceed 42 units.

b) On Schedule M-2b, Road C intersects with Waterdown Road in the southern section of the Sub-Area. Road D on Schedule M-2b intersects with Road C and provides access to the *development* area in the south-west corner of the Sub-Area.

c) Road E on Schedule M-2a permits access from Waterdown Road to Sub-area 3. Access to the infill property (south of Ireson Road) *shall* be from Waterdown Road along the current driveway alignment for that property.

d) Sub-Area #2 *shall* be fully serviced. A servicing easement *shall* link the Road D on Schedule M-2b easement to Flatt Road.

e) Key viewsheds from Waterdown Road to Lake Ontario, Hamilton Harbour and the Brow of the Escarpment *shall* be *preserved*.

f) Infill houses along Waterdown Road *shall* face Waterdown Road.

g) The row of vegetation associated with the old farm laneway south of Road C and the drainage corridor to the south of Road C and west of Road D *shall* be *encouraged* to be *preserved*.

h) The existing drainage feature east of Woodview School *shall* be *preserved* and the natural vegetation pattern restored.

i) Remnant vegetation, including existing mature *trees* is *encouraged* to be *preserved*.

j) Building Envelope Control *shall* be imposed on *lots* west of Road D to protect views by ensuring that buildings are placed to accommodate a larger side yard on every other *lot*.

k) Site Plan Control *shall* be imposed on *lots* at the intersection of Road D and Road C, and on the infill *lots* along Waterdown Road to the east of Road D to protect views of the ravine areas to the west and existing landscape features including vegetation.

10.5.1.3 SUB-AREA #3 - EAST OF WATERDOWN ROAD (SCHEDULE M-3)

This Sub-Area consists primarily of an open hay field, sloping gradually from north to south. Views from the north extend over open fields to the *forest*ed areas of the Sassafras Woods and Burlington Bay. From both Waterdown Road and Old Waterdown Road there are filtered views into the site.

The north-western portion of the site is adjacent to Waterdown Road. A *tree*-lined lane provides access from Waterdown Road to two existing houses at the north end of the property, they include a one and a half storey brick dwelling set in a mature garden and a traditional two storey brick dwelling sited prominently on a rise of land at the northern end. Views from this location are uninterrupted, extending south across Sassafras Woods to Burlington Bay.

A third single-storey home is located at the south-west end of the Sub-Area. The eastern edge of the Sub-Area is defined by a deeply incised valley feature that links with the Sassafras Woods. The western edge of the Sub-Area is defined by the existing settlement pattern associated with Waterdown Road: a variety of housing styles, graciously spaced, and set amongst scattered mature *trees*.

a) Detached residential to maximum of 20 units is permitted.

b) Road E from Waterdown Road *shall* follow the existing lane alignment; all houses within the Sub-Area *shall* be accessed by Road E on Schedule M-3.

c) Sub-Area # 3 *shall* be fully serviced. A servicing easement *may* be required to link the Road E sewer to the Waterdown Road sewer.

d) New houses *shall* be located along the edge of the wooded area to mitigate visual impacts from Old Waterdown Road and Waterdown Road.

e) House sites *shall* be sensitively integrated with existing settlement pattern.

f) The proposed house along Waterdown Road *shall* not impede the views from the north.

g) The remnant mature *trees* within the Sub-Area *shall* be protected and *preserved*, including the hedgerow adjacent to the entrance lane.

h) All of Sub-Area #3 *shall* be subject to Building Envelope Control to address views and streetscape issues.

10.5.1.4 SUB-AREA #4 - OLD WATERDOWN ROAD (SCHEDULE M-4)

The Sub-Area currently supports some ribbon *development* on the west side of Old Waterdown Road. The one and two storey wood and brick homes are discretely sited against the wooded valley edge. In the south end of the Sub-Area, Old Waterdown Road ends at Sassafras Woods. Views of the brow of the Niagara Escarpment and the houses on Rennick Road are visible from the north portion of Old Waterdown Road. Steep grades associated with a valley feature, and remnant vegetation, divide the Sub-Area in half. The east and south edges of the Sub-Area are defined by Sassafras Woods.

a) Infill residential is permitted.

b) The existing alignment of Old Waterdown Road *shall* provide access to all proposed houses.

c) A decision regarding servicing is deferred pending a Local Improvement Area study by the Region of Halton.

d) No new *development shall* be permitted west of Old Waterdown Road.

e) The proposed houses and driveways must be constructed on the non-constrained areas of the site.

f) Site design *should* be *encouraged* to minimize the visual impact of new *development* from surrounding residences.

g) The existing remnant vegetation *shall* be *preserved* where possible.

h) The existing drainage corridor *shall* be *preserved* and the natural vegetation patterns restored.

i) The slopes associated with the adjacent valley features *shall* be *preserved* and naturalised.

j) Those portions of Sub-Area #4 east of Old Waterdown Road *shall* be subject to Building Envelope Control to protect existing vegetation and slopes.

10.5.1.5 SUB-AREA #5 - FLATT ROAD EXTENSION (SCHEDULE M-5)

This Sub-Area is generally located along Flatt Road Extension with its western edge along the Grindstone Creek Valley. It is characterized by the rolling topography associated with numerous drainage corridors, open fields and successional plant communities. Views within the Sub-Area penetrate into adjacent areas due to the degraded nature of the valleys and drainage channels. Panoramic views from Flatt Road Extension are important: north-east to the Niagara Escarpment and south to Hamilton and to the industry across the bay.

Four distinct plateaux are located in the Sub-Area. The Flatt Road Extension plateau is defined on both the east and west sides of the road by degraded drainage features. Steep slopes and mature vegetation define the plateau. Flatt Road Extension has a rural cross-section, narrow pavement and is lined with hedgerows and bisects the plateau. Two existing homes face the road; both are modest, brick, one and a half and two storey dwellings. The south-west plateau is also narrow, defined by valleys on the east and west sides. An historic two storey red brick Georgian farmhouse with a garden dominates this area. The west plateau extends to the edge of the Grindstone Creek Valley. The plateau is scattered with remnant vegetation, linking it visually with the adjacent wooded areas to the north. The northern plateau contains a handsome well-*preserved* historic homestead, accessed by a tree-lined lane. Mature *trees*, a remnant pear orchard, extensive lawn area and small *wetland* comprise the garden setting.

a) Detached residential to a maximum of 52 units, and cluster residential to a maximum of 36 units is permitted.

b) Sub-Area #5 *shall* be fully serviced.

c) Flatt Road Extension *shall* provide access to the proposed houses in the central plateau area. Road F on Schedule M-5 connects the west plateau area with Flatt Road Extension.

d) The existing laneway accessing the Quinn farmstead *shall* provide access to the north plateau and the existing homestead.

e) The historic *built heritage resources* (houses and structures) designated pursuant to The Ontario Heritage Act *shall* be protected in accordance with that Act.

f) The proposed houses *shall* be sensitively integrated with the existing homestead buildings.

g) The remnant vegetation in the west plateau *shall* be *encouraged* to be *preserved*, restored, and integrated with the proposed houses.

h) The tributary and associated valley feature bisecting the Sub-Area *shall* be *preserved* and restored.

i) The significant *trees* and wooded areas *shall* be *encouraged* to be *preserved*.

j) New *lots* in the northern portion of the Sub-Area *shall* be subject to Building Envelope Control to protect existing vegetation. *Lots* north of Road F on Schedule M-5 which front onto Road F *shall* be subject to Building Envelope Control to protect existing vegetation.

k) Cluster units south of Road F *shall* be subject to Site Plan Control. One *lot* south of Road F on Schedule M-5 *shall* be subject to Site Plan Control to protect the existing drainage feature and facilitate compatible design with the existing heritage building.

10.5.1.6 SUB-AREA #6 - CENTRAL AREA (SCHEDULE M-6)

East of Flatt Road Extension, this Sub-Area is largely isolated from the existing settlement. Three of the four sides are defined by deeply incised wooded valley features. The valley on the west side has been degraded through *agricultural* activities. Views from Flatt Road Extension penetrate into this area. Most of the Sub-Area consists of a flat plateau. A mature hedgerow bisects the south portion of the Sub-Area and provides some screening of the plateau from the existing residences on Flatt Road Extension. The north section of the Sub-Area is characterized by small plateau areas bisected by steep slopes. Remnant vegetation dots the landscape. The north portion of the Sub-Area links the valley

features to the east and west.

a) Cluster residential *development* to a maximum of 132 units is permitted.

b) Sub-Area #6 *shall* be fully serviced.

c) Access into the Sub-Area *shall* be from the Flatt Road Extension on Road F on Schedule M-6. Road F *shall* cross the valley feature east of the Flatt Road Extension once.

d) Housing clusters *shall* consist of 2-6 units in accordance with the policies of Subsection 10.4.1.3 a) of this Plan.

e) Common driveways *shall* be used to reduce the extent of impermeable surfaces.

f) For cluster residential, landscape restoration areas *shall* be established between multi-unit buildings to integrate the *development* with the surrounding natural areas.

g) The existing hedgerow, partially bisecting the Sub-Area in a north-south direction, *shall* be protected and enhanced.

h) Mature *trees* north of Road F *shall* be *encouraged* to be protected and integrated with the proposed *development*.

i) Sub-Area #6 *shall* be subject to Site Plan Control.

10.5.1.7 SUB-AREA #7 - GRINDSTONE CREEK VALLEY/FLATT ROAD (SCHEDULE M-7)

This Sub-Area is located north of Flatt Road where it meets the Grindstone Creek Valley. The topography in this Sub-Area steadily falls from north to south. The Sub-Area is defined on the west side by the wooded edge of the valley, and on the east by a wooded ravine. An area of remnant vegetation adjacent to the east valley edge extends into the Sub-Area, providing a subtle spatial division within the Sub-Area.

A prominent knoll at the north-west corner can be seen all the way from Waterdown Road and provides a promontory for views to Burlington Bay and the surrounding rural landscape. The top of the knoll is covered with remnant vegetation, linking it visually and physically to the Grindstone Creek Valley.

a) Detached residential to a maximum of 54 units is permitted.

b) The Sub-Area *shall* be accessed by Road H on Schedule M-7 from Flatt Road. The access road *shall* wind through the centre of the Sub-Area avoiding steep slopes and remnant vegetation.

c) Sub-Area #7 *shall* be fully serviced.

d) Buildings and roads *shall* not be constructed on the steep slopes.

e) The knoll at the north-west corner of Sub-Area *shall* be *preserved* as a prominent landscape feature. Buildings *shall* be constructed on the lower portions of the knoll because of its visual prominence.

f) Existing significant *trees* and wooded areas adjacent to the Environmental Protection Area buffer area *shall* be maintained and enhanced. Existing mature *trees* in the Sub-Area *shall* be retained.

g) The remnant vegetation on the top of the knoll *shall* be maintained. The remnant vegetation at the south-east corner of the Sub-Area *shall* be *preserved*.

h) Site Plan Control *shall* be imposed on the *lot* that includes the knoll to the west of Road H on Schedule M-7 to protect the slope and existing vegetation. Site Plan Control *shall* also be imposed on the *lots* that include the remnant vegetation and drainage feature on the east side of Road H.

i) Building Envelope Control *shall* be imposed on specified *lots* west of Road H on Schedule M-7 to facilitate key views and to provide some staggering of building setbacks to achieve an improved streetscape.

10.5.1.8 SUB-AREA #8 - FLATT ROAD/FLATT ROAD EXTENSION INTERSECTION (SCHEDULE M-8)

This small enclosed Sub-Area forms an intimate gateway feature at the intersection of the Flatt Road Extension and Flatt Road. The topography within the Sub-Area slopes to the south-west. The Sub-Area is defined on all but the south side by wooded valley features. The south edge of the Sub-Area is defined by Flatt Road with the existing one and two storey residences on the south side plus the landscape nursery and associated works yard. Flatt Road Extension bisects the Sub-Area.

a) Detached residential to a maximum of 15 units is permitted.

b) All access within the Sub-Area *shall* be from the existing roads including the Flatt Road Extension and Flatt Road.

c) Sub-Area #8 *shall* be fully serviced.

d) Proposed houses *shall* face Flatt Road Extension and Flatt Road and *shall* be compatible with the surrounding residential *development*. The orientation of the homes on the corner *lots shall* acknowledge both streets but must face Flatt Road.

e) Existing drainage patterns and vegetation *shall* where feasible be maintained to the maximum extent possible.

10.5.1.9 SUB-AREA #9 - SOUTH OF FLATT ROAD, WEST (SCHEDULE M-9)

This Sub-Area is located south of Flatt Road, north of Panin Road, adjacent the *forest*ed edge of the Grindstone Creek Valley. The land has a gentle steady slope from north to south. The northern edge is defined by the hydro corridor and the existing houses along Flatt Road. Two historic homes on the south side of Flatt Road are of special interest. And a very large home is located just south of the hydro corridor. The active nursery use dominates the visual character of the area. A north/south valley feature running through the nursery property has been lost due to filling and regrading. On the adjoining property to the south, the undisturbed portion of this ravine and *watercourse* continues through to Panin Road. Two gently sloping plateaux flank either side of the former valley. A wooded ravine and creek valley also forms the east edge of the Sub-Area. To the south-east, the Christian and Missionary Alliance building is set into the landscape. At the very south are existing homes with access from Panin Road, including a historic building.

a) Detached residential to a maximum of 48 units is permitted.

b) Access shown on Schedule M-9, Sub-Area 9 to the north or the south, is conceptual only. Access is to be determined, as described in the second paragraph of Subsection 10.5.1 b) of this Plan, prior to approval of any *development* applications in this Sub-Area.

c) Provision of access will include the consideration of emergency access to Panin Road.

d) Sub-Area #9 *shall* be fully serviced.

e) The proposed *development* must be sensitively integrated with the existing settlement pattern north of the Hydro corridor.

f) The degraded central ravine feature bisecting the Sub-Area, north south, *shall* be restored, the creek unearthed and the banks re-vegetated. The degraded zone in the valley to the east *shall* be restored.

g) One road crossing of the degraded central ravine *shall* be permitted.

10.5.1.10 SUB-AREA #10 - SOUTH OF FLATT ROAD, EAST (SCHEDULE M-10)

The land in this Sub-Area slopes gradually and evenly from north to south. A small cluster of modest one and two storey wood and brick homes line Flatt Road. From the hydro corridor, south to the existing hedgerow, views are limited and the land is scattered with remnant pear *trees*. The Sub-Area is divided by a small *wetland* feature and *forest*ed edge between the Taylor and Castiglione properties. The east and west edges of the Sub-Area are defined by wooded valleys. There are views in from Sub-Area 11. Existing vegetation provides a natural buffer between Highway

403/Panin Road and the *development* area in the south portion of the pod.

a) Detached residential to a maximum of 62 units is permitted.

b) The northern section of the Sub-Area is accessed from Flatt Road.

c) Road access from Panin Road must be located to minimize regrading and disruption to the vegetation.

d) Sub-Area #10 *shall* be fully serviced.

e) A natural buffer exists between Highway 403, Panin Road and the *development* area in the south section of the Sub-Area. A visual separation *shall* be provided between the *development* and the transportation corridor.

f) One infill property *shall* be permitted in the northern section of the Sub-Area.

g) The Environmental Protection Area designation affecting the *lot* containing the existing home to the south of Flatt Road *shall* be taken as an easement for drainage purposes rather than a dedication.

h) Regard *shall* be given to the existing remnant hedgerow in the northern section of the Sub-Area and Site Plan Control *shall* be imposed on *lots* containing this hedgerow. The remnant pear *trees shall* be incorporated into the new *development* wherever possible.

i) The wooded area feature separating the north and south sections of the Sub-Area, *shall* be *preserved* and restored wherever possible.

j) Building Envelope Control *shall* be imposed on *lots* fronting on the south side of Road L on Schedule M-10 in order to protect existing vegetation.

10.5.1.11 SUB-AREA #11 - WATERDOWN ROAD/NORTH SERVICE ROAD INTERSECTION (SCHEDULE M-11)

Sub-Area #11 includes the Waterdown Road corridor south of Flatt Road. The Sub-Area is characterized by detached homes on moderate and large *lots* accessed directly or on short cul-de-sacs from Waterdown Road. The roads are lined with mature *trees* and landscape gardens. The eastern edge of the Sub-Area is enclosed by Sassafras Woods, views of which dominate the corner of the North Service Road and Waterdown Road, especially for people northbound from urban Burlington. The Sub-Area slopes toward the south. The western edge of the Sub-Area is defined by a wooded creek valley feature. The North Service Road and Highway 403 form the southern edge of the Sub-Area. Long views are possible south to Burlington Bay from Waterdown Road. Views of Sub-Area 10 are possible from Nevarc Drive.

a) Infill residential use on the west side of Waterdown Road and North Aldershot Office use on the east side of Waterdown Road is permitted.

b) Sub-Area #11 *shall* be fully serviced.

c) Infill houses on realigned Panin Road or Nevarc Road must face the road.

d) New houses must be compatible in character with the adjacent residences.

e) The prestige *office* area *shall* incorporate areas of landscape restoration to screen parking and to reduce the visual impact on Waterdown Road and Panin Road.

f) Site Plan Control *shall* apply to the *office development*.

g) The proposed *office* buildings *shall* be located adjacent to the existing valley edge; a 10 m setback from the *buffer* edge *shall* be incorporated.

h) A detailed visual assessment will be required for the prestige *office development* to determine the maximum geodetic elevations to protect views of the *Escarpment* brow and Sassafras Woods.

i) The parking *shall* be screened from adjacent residences by a vegetated landscape buffer.

j) The visual prominence of Sassafras Woods feature at the corner of the North Service Road and Waterdown Road *shall* be *preserved* as a gateway feature.

k) The degraded valley feature along the west edge of the Sub-Area *shall* be restored.

10.5.2 SUB-AREA POLICIES – EAST SECTOR

The purpose of this section is to establish goals, objectives and policies to guide further *development* of the East Sector of North Aldershot.

Various technical studies identified in the North Aldershot Inter-Agency Review must be completed for the lands within the East Sector. The studies must confirm the *development* potential for the East Sector and *should* identify possible areas for *development* within the East Sector, which are described as Sub-Areas. These Sub-Areas will be incorporated into this Plan by future amendment.

10.5.3 SUB-AREA POLICIES – WEST SECTOR

The purpose of this section is to establish goals, objectives and policies to guide further *development* of the West Sector of North Aldershot.

Various technical studies identified in the North Aldershot Inter-Agency Review must be completed for the lands within the West Sector. The studies must confirm the *development* potential for the West Sector and *should* identify

possible areas for *development* within the West Sector, which are described as Sub-Areas. These Sub-Areas will be incorporated into this Plan by future amendment.

10.6 NIAGARA ESCARPMENT PLAN

a) Within the area identified as the North Aldershot Policy Area on Schedule L of this Plan, the lands are subject to the policies governing the North Aldershot Policy Area in the Niagara Escarpment Plan. These lands are subject to Niagara Escarpment Development Control.

b) Subject to the Permitted Uses and the *Development* Criteria of the Niagara Escarpment Plan, and the policies governing the North Aldershot Policy Area in the Niagara Escarpment Plan, new *lots may* be created in accordance with Sub-Area Policies of Subsections 10. 5.1, 10.5.2 and 10.5.3 of this Plan to the extent that these policies do not conflict with the Provincial Plans.

c) The lands identified as Greenlands (Escarpment Plan Area), and Escarpment Protection Area on Schedule L, Land Use - North Aldershot, of this Plan are subject to the policies of those designations in The Niagara Escarpment Plan. These lands are also subject to Niagara Escarpment Development Control.

10.7 IMPLEMENTATION

10.7.1 HOLDING ZONES

a) In North Aldershot, removal of an "H" (Holding) prefix *shall* depend on meeting the following:

(i) approval by the *City* of a subdivision or condominium plan in accordance with this Plan;

(ii) completion of a signed Site Plan Agreement if necessary;

(iii) signing of any other agreements with *public authorities*;

(iv) payment of any outstanding costs to *public authorities*;

(v) approval for access;

(vi) provision of adequate *infrastructure* and *community infrastructure* to the satisfaction of the City and the Region; and

(vii) completion of a signed Residential Development Agreement for cluster *development*.

10.7.2 SITE PLAN CONTROL

a) The *City shall* require site plan approval for *development* and *re-development* in accordance with *City* policy, and in addition on specified lands including single detached dwelling *development* on individual *lots* in accordance with Section 41 of The Planning Act*,* and any other applicable legislation.

b) Site plan control *shall* be used to protect landscape features, slopes, remnant vegetation or significant views. Lands affected by such site plan control are shown on Schedules M-1 to M-11**.** The *lots* and blocks subject to site plan control as generally indicated on the aforementioned maps will be identified at the time of draft approval. The *City shall* use the policies of this plan in assessing proposals for *development* and *re-development.*

c) The *City shall* require Building Envelope Control for *development* and *re-development* on specified lands. *Lots* subject to Building Envelope Control are identified in Schedules M-1 to M-11. Proposals for *development* or *re-development* on *lots* subject to building envelope control will be circulated to Conservation Halton for comment.

d) On those *lots* subject to Building Envelope Control, the building envelope and driveways will be located so as to avoid steep slopes and vegetation features identified in the Environmental Impact Assessment, and/or to provide view access and/or reduce visual impact of *dwelling unit*s on the *streetscape*. The specific use of Building Envelope Control will be as described in the Official Plan Sub-Area policies outlined in Section 10.5 of this Plan. Building Envelope Control does not exempt *lots* or buildings from conforming to the Zoning by-Law.

10.7.3 INFRASTRUCTURE

a) In North Aldershot, *infrastructure* for any *development shall* be provided only in accordance with the Water and Wastewater Treatment policies of the Region of Halton and in particular those policies which prohibit private connections to existing and future trunk watermains, wastewater mains and water reservoirs situated outside the Urban Planning Area, except those which comply with relevant legislation or legally executed or binding agreements existing at the time of the adoption of the Region of Halton Official Plan.

b) In North Aldershot, the *development* pattern established in this Plan is based on the fact that the Region of Halton has determined that it is prudent and feasible to provide water and wastewater *infrastructure* to portions of the subject area as defined in the Regional Official Plan.

10.7.4 PLANS OF SUBDIVISION AND CONSENTS

a) In North Aldershot, subdivision of land *should* take place by plan of subdivision. Consents *shall* be permitted:

   (i) for technical or legal purposes; or,

   (ii) where the *City* is satisfied that the consent will not prejudice implementation of the Sub-Area plans outlined in Section 10.5 of this Plan and/or the ultimate subdivision of land; and

   (iii) where the factors as set out in Subsection 12.1.3.2.2.1 e) of this Plan are met.

b) For lands subject to the Niagara Escarpment Plan and Development Control, *lot* creation is also subject to the policies of the applicable designations of the Niagara Escarpment Plan.

Public Participation and Engagement

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PUBLIC PARTICIPATION AND ENGAGEMENT

11.1 PUBLIC AND AGENCY PARTICIPATION 11-6

11.1.1 OBJECTIVES 11-6

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11.3.1 PROCEDURES 11-9

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PUBLIC PARTICIPATION AND ENGAGEMENT

The *City* has identified the critical importance of public involvement. In 2013 the *City* established an Engagement Charter and a Charter Action Plan with the aim of making public involvement a part of everyday practice within the City of Burlington.

The Burlington Community Engagement Charter is an agreement between and among Burlington *City* Council and the citizens of Burlington concerning citizen engagement with *City* government that establishes the commitments, responsibilities, and fundamental concepts of this relationship.

At the core of democratic government are two pillars that also form the basis of effective citizen engagement:

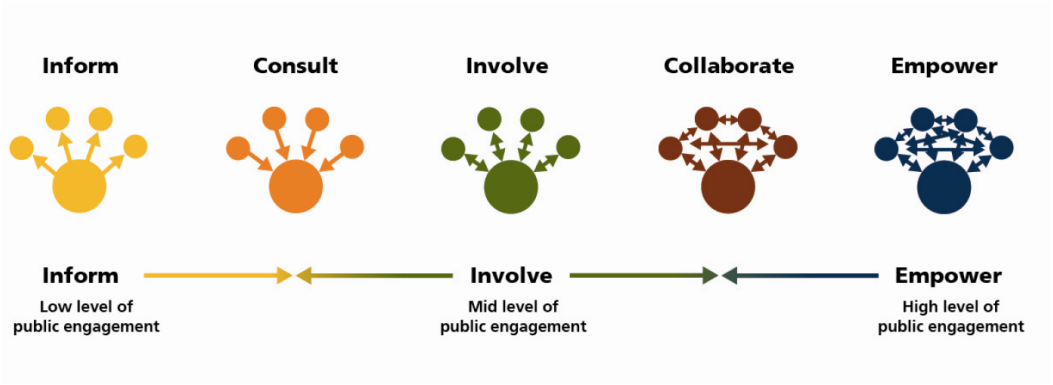
1. That government belongs to the citizens within its political boundaries, and
2. That the inhabitants of a city are citizens with the rights and responsibilities of citizenship based on justice, human rights, fundamental freedoms and rule of law.

Engaging people on issues that affect their lives and their city is a key component of democratic society. Public involvement encourages participation, actions and personal responsibility. The goal of community engagement is to lead to more informed and, therefore, better decision-making.

The Engagement Charter's over arching objective is to enhance communications and access to information for citizens, and to facilitate and enable meaningful engagement.

The Strategic Plan identified as one of its four strategic directions that the *City* will be an Engaging City. This means that community members are engaged, empowered, welcomed and well served by their *City*. This commitment to engagement is part of the daily activities at the *City* and in particular, is important in the planning and decision making process.

The planning process is a cycle of policy and plan making, implementation and monitoring. Public engagement throughout this cycle is fundamental to decision making as a means of demonstrating accountability. The role of the public in any given planning process will depend upon the goals, timeframe, resources, audience, level of concern and the scale of the issue. The International Association for Public Participation (IAP2) Spectrum of Participation will be used in the *City's* community engagement activities.



Graphic 11-1. IAP2 Spectrum of Public Engagement.

The spectrum shows the increasing level of public impact progressing through the spectrum beginning with inform through to empower. The *City* in its engagement charter has made commitments in support of providing active and meaningful engagement in the *City* using all elements of the spectrum, as appropriate. Mutual respect for citizens, staff and members of *City* Council provides the basis for the development of constructive relationships and successful citizen engagement.

11.1 PUBLIC AND AGENCY PARTICIPATION

The *City* will ensure that community members are engaged, welcomed and well-served by their *City.* The *City* is known for its sound decision-making processes. The *City* actively encourages and welcomes collaboration with residents and stakeholders in the decision-making process.

11.1.1 OBJECTIVES

a) To actively seek input of individuals, community and special interest groups, public boards, commissions and *public authorities* on planning and related matters.

b) To inform, consult, involve, collaborate, or empower, as appropriate, through effective consultation and engagement processes.

c) To ensure that the community goals are reflected in land use planning decision making, by encouraging public participation.

d) To explore, pilot and implement innovative tools and processes for engagement.

e) To demonstrate a commitment to accountable and transparent government by making data freely available to the public, helping ensure that the citizens,

agencies and other stakeholders of the City are informed and engaged in an open and accessible government.

11.2.1 GENERAL POLICIES

a) The *City shall* provide opportunities for public, agency and stakeholder input during:

(i) the review of this Plan, and the development of new policies;

(ii) monitoring of the effectiveness of the policies of this Plan;

(iii) the review of by-laws and the development of new regulations;

(iv) *development application* review processes, where applicable;

(v) the preparation and/or review of *Area-Specific Planning* studies, *Community Improvement Project Plans* and other planning studies; and

(vi) any other planning or *development* situation where the *City* desires public involvement.

b) Opportunities for public, agency and stakeholder participation *shall* be in accordance with this Plan, The Planning Act, The Environmental Assessment Act, The Accessibility for Ontarians with Disabilities Act and other relevant legislation, policy and regulations.

c) The *City shall* engage, consult and partner, as appropriate, with First Nations and Métis Nation communities when considering planning matters and planning applications that may affect their interests.

d) Consultation will take place in a timely manner to ensure an accountable and transparent decision-making process on land use planning matters.

e) When preparing materials for public consumption, the *City* will ensure that graphics, legibility and presentation mediums *shall* be consistent with the *City*'s standards and the standards of The Accessibility for Ontarians with Disabilities Act.

f) The *City* is committed to communication in plain language on land use planning matters.

g) The *City* will provide responses to feedback received, including how feedback has been incorporated into the matter being addressed.

h) City Council *shall* establish a Committee of Council to conduct public meetings pursuant to The Planning Act.

i) When a public open house or community meeting is required, the *City shall* carefully consider venues for these events. The locations *shall* be consistent with the standards of The Accessibility for Ontarians with Disabilities Act and will include places which are accessible to a broad cross section of stakeholders including, but not limited to:

(i) gathering places such as community centres, libraries, galleries or other cultural facilities and recreational facilities such as arenas, pools or parks;

(ii) places of commerce such as malls and Downtown Burlington;

(iii) special events where people congregate, such as festivals, cultural events and *farmers markets*; and

(iv) where possible, geographically appropriate and convenient to the area of the City most impacted by the land use planning matter under consideration.

j) The *City* will employ appropriate tools and techniques which are consistent with the intended consultation and engagement goals of a given land use planning matter. Where the goal of the engagement is to:

(i) **INFORM**: the *City* will provide the public with balanced and objective information. Suitable tools and techniques include, but are not limited to, fact sheets, web sites and open houses;

(ii) **CONSULT:** the *City* will obtain public feedback on analysis, alternatives and/or recommendations. Tools and techniques suitable include, but are not limited to, public comment sheets, surveys, focus groups and public meetings;

(iii) **INVOLVE:** the *City* will work directly with the public throughout the process to ensure public concerns and aspirations are consistently understood and considered. Tools and techniques suitable for involving the public include, but are not limited to, workshops, digital engagement tools and deliberate polling;

(iv) **COLLABORATE:** the *City* will partner with the public and stakeholders in the decision making process, including the development of alternatives and the identification of the preferred solution. Tools and techniques suitable for collaborating with the public include, but are not limited to, citizen advisory committees, participatory decision making or consensus building processes;

(v) **EMPOWER:** the *City* will place final decision making power in the hands of the public, through utilizing tools and techniques suitable for empowering the public including, but not limited to, citizen juries, ballots, and Council delegated decisions.

11.3.1 PROCEDURES

a) The procedure to inform and obtain public and agency input regarding a *development application*, where applicable, *shall* include the following steps:

(i) a sign *shall* be placed on the subject property by the applicant, indicating the basic details of the application for a site-specific amendment to the Official Plan or Zoning By-law and/or a plan of subdivision. A site-specific amendment *may* involve a map designation change and/or policy change which applies to a block of land. The wording, design and placement of the sign is to be approved by the *City*;

(ii) a webpage *shall* be set up containing details of the application, technical supporting materials, and meeting details. This page will be updated throughout the process;

(iii) a preliminary notification of the application for amendment(s) to the Official Plan or Zoning By-law and/or a plan of subdivision, including basic details, *may* be given at least 30 days prior to the Council meeting to consider approval of the proposed amendment(s) and/or subdivision. For site specific amendments and subdivisions the preliminary notification *shall* be sent by prepaid first class mail or personal service or email to every owner of land within 120 m of the subject area, within the Urban Area boundary as outlined on Schedule C, Land Use - Urban Area, of this Plan, and within 300 m of the subject area within the Rural Area boundary as outlined on Schedule J, Land Use – Rural Area, of this Plan, and within North Aldershot as outlined on Schedule L, Land Use– North Aldershot, of this Plan, and *may* be sent to every tenant. For amendments that generally apply to the City, a notice *shall* be placed in a local newspaper approved by the City Clerk, that has a general circulation in the area;

(iv) the details of the proposed amendment(s) to the Official Plan or Zoning By-law and/or a plan of subdivision *shall* be circulated for comments to all boards, commissions and agencies that are considered to have an interest in the matter and a reasonable period given for comments;

(v) a neighbourhood information meeting *may* be held to inform the community about the *development* proposal and answer questions about the technical supporting materials provided by the applicant;

(vi) a statutory public meeting *shall* be held by the Planning and Development Committee of Council. Notice of the statutory public meeting to inform and obtain comments from the public *shall* be given at least 14 days prior to the date of the meeting, when a preliminary public notification has been given. When this preliminary public notification has not been given, notice of the public meeting *shall* be given at least 30 days prior to the date of the meeting. For an Official Plan or Zoning By-law amendment that applies generally to the City, notice of the public meeting *shall* be placed in the local newspaper;

(vii) for a site specific amendment or a plan of subdivision, notice of the statutory public meeting *shall* be placed in a local newspaper and/or sent by mail or personal service to every owner of land within 120 m of the subject area, within the Urban Area boundary as outlined on Schedule C of this Plan, and within 300 m of the subject area within the Rural Area boundary as outlined on Schedule J of this Plan and North Aldershot as outlined on Schedule L of this Plan**,** and *may* be sent to every tenant and to any parties who have requested notification of any meetings on this particular matter, provided the request is received before notices are issued;

(viii) notice of a public meeting *shall* include, where applicable, information regarding the power of the Ontario Municipal Board to dismiss an appeal if an appellant has not provided Council with oral submissions at a public meeting or written submissions before a plan is adopted or a by-law is passed;

(ix) in the case of a Plan amendment, adequate time *may* be allowed after the statutory public meeting for staff to analyze all public comments before the staff report and the proposed amendment is dealt with by Council, except in the case of a housekeeping amendment or an amendment for which there is no public interest. In the case of a Zoning By-law amendment and/or plan of subdivision, or where it is determined that adequate time has been provided for analysis of the comments on an Official Plan Amendment, a decision and recommendation to Council on the approval of the application *may* be made by the Committee at the meeting, if appropriate;

(x) notification of the Council decision regarding the proposed amendment and/or the plan of subdivision *shall* be given to the applicant and persons who expressed an interest in the matter, by the *City* Clerk;

(xi) where a *development application* is deemed to have a potentially significant impact*,* the *City may* require an expanded public consultation process, including additional neighbourhood meetings; and,

(xii) when *development applications* for amendments to both the City and Regional Official Plans are made to permit *development* on the same property, *City* Council *may* hold a joint public meeting with the Region of Halton to consider both applications concurrently, in order to eliminate duplication of processing and to streamline *a*nd simplify public consultation.

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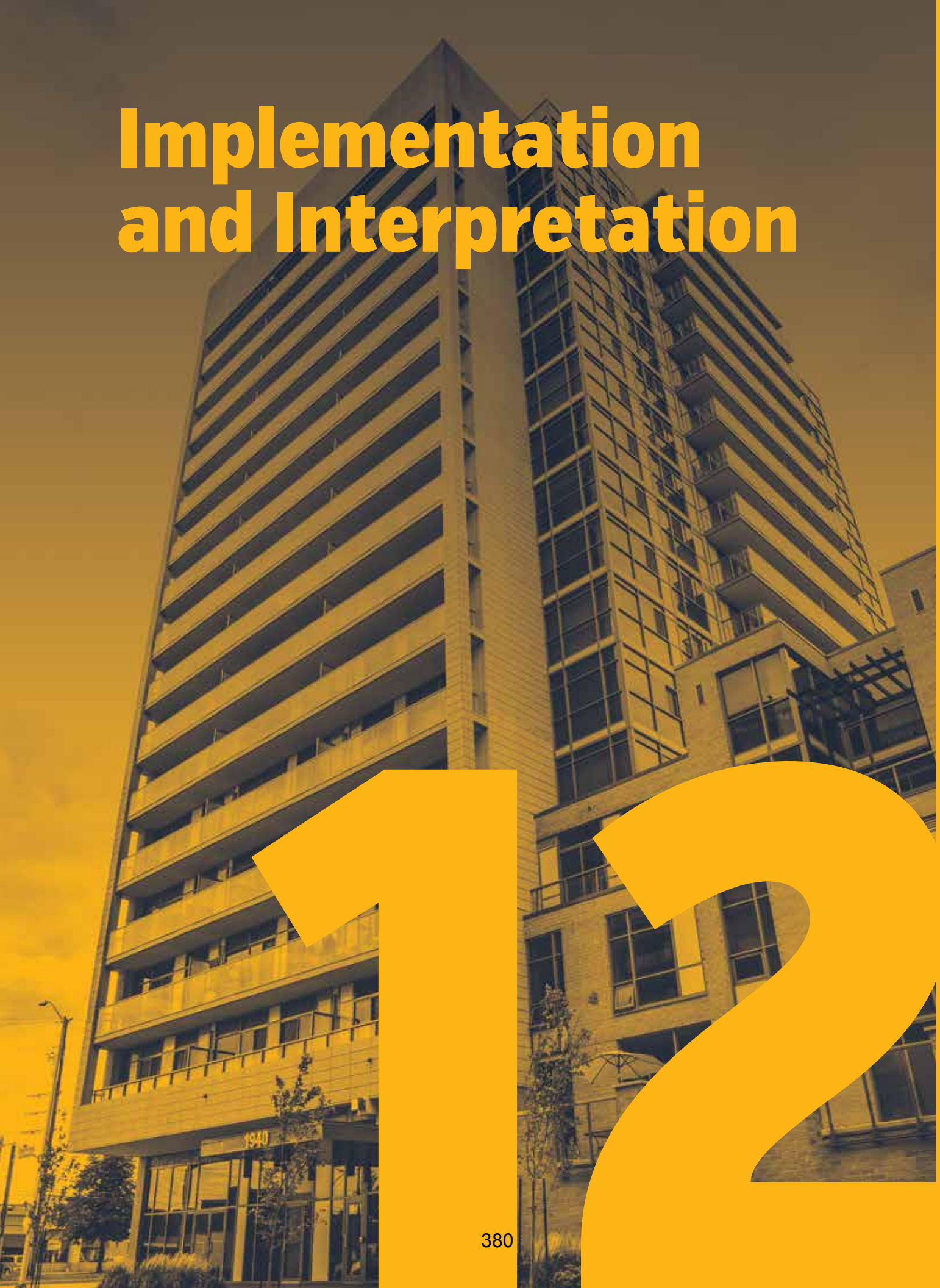
Implementation and Interpretation



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IMPLEMENTATION AND INTERPRETATION

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IMPLEMENTATION AND INTERPRETATION

Meeting the objectives of this Plan will require an ongoing commitment to implementation. This commitment is reflected in the employment of tools and the development of a budget that responds to the objectives of this Plan.

Traditional tools such as Official Plans and Official Plan Amendments, Zoning By-laws, Plans of Subdivision, Plans of Condominium and Part Lot Control, *Area-Specific Planning,* minor variances and consents and other tools are described.

This section also provides guidance in understanding and making clear the intent and application of the policies and schedules of this Plan.

Implementation of this Plan will be through means of the powers conferred upon the *City* by The Planning Act*,* The Municipal Act*,* The Town of Burlington Act and other Provincial statutes and regulations that may apply. These means include the enactment of by-laws, conditions of approval on *development,* including entering into *development* agreements, the construction of public works and the acquisition of lands.

12.1 IMPLEMENTATION

12.1.1 GENERAL OBJECTIVES

a) To provide for the use of a full range of regulatory mechanisms for the purpose of implementing the land use, growth management and *infrastructure* objectives and policies of the Official Plan.

b) To coordinate the *City's* capital works and budget to maximize benefits to the City's physical, natural, economic and social environment.

12.1.2 GENERAL POLICIES

a) This Plan *shall* be implemented by both public and private *development* in accordance with the policies of this Plan and other regulatory mechanisms. Municipal by-laws, including zoning by-laws, public works and public undertakings *shall* conform to this Plan.

b) The decisions and actions of the *City*, including public investment in services, service delivery and *infrastructure*, *shall* be guided by this Plan. The policies of the plan will inform the *City* capital budget process. This Plan acknowledges that a number of critical city building services are provided to the City by other levels of government.

c) The *City* has approved a Development Charges By-law based on a detailed background study. The Development Charges By-law will be amended regularly to ensure that the by-law responds to forecast growth, that the services and capital facilities and *infrastructure* required to support the forecast growth are considered, and that growth pays for growth to the fullest extent of the Development Charges Act, as amended.

d) Development charges *shall* assist in providing the *infrastructure* investments required by future *development.*

e) Land *may* be acquired and/or held by the *City* for the purposes of implementing any part of the Plan.

f) The *City shall* ensure that any public works, public or private *development* and agreements regarding land division, condominiums, site plans and building conform with this Plan.

g) The *City shall* complete *Area-Specific planning* studies for specific areas or to address a specific planning issue. These planning studies *shall* be approved by resolution of *City* Council and *shall* be incorporated by way of an amendment to this Plan.

12.1.2.1 OFFICIAL PLAN

a) The *City may* make amendments to this Plan at any time, or revise it and/or incorporate new objectives, policies and specific designations.

b) The *City shall*, no less frequently than every ten years, review the Plan as a whole to ensure that it is responding to the needs of the community. A *municipal comprehensive review*, such as the statutory Official Plan Review, is the only time the *City may* consider the following:

(i) Urban Boundary expansions;

(ii) *employment* land conversions; and,

(iii) modifications to the Urban Structure as shown on Schedule B, Urban Structure, of this Plan.

c) Notwithstanding Subsection 12.1.2.1 b) of this Plan, minor modifications to the Urban Structure, as shown on Schedule B, Urban Structure, *may* be considered outside of a *municipal comprehensive review* where permitted by the policies of this Plan.

d) The City shall monitor the implementation of the Growth Framework polices of this Plan and *may* determine if a review is required.

e) At the time of the next Official Plan Review, the *City* will consider the requirements of The Planning Act and any other relevant matters.

f) Any privately or *City*-initiated Official Plan Amendment *shall* be evaluated on the policies of this Plan that apply and *shall* be assessed against the following:

(i) consistency with the intent of the Urban Structure, growth framework and objectives and policies of this Plan;

(ii) consistency with Provincial and Regional plans, policies and legislation;

(iii) *compatibility* with the surrounding area;

(iv) existing *infrastructure* and *public service facilities* such as parks, schools and others, can accommodate the proposed use without costly expansion, upgrading or required deferral of other planned improvements to *infrastructure* and *public service facilities*, to the satisfaction of both the *City* and the Region;

(v) the degree to which the amendment, if approved, would establish an undesirable precedent; and

(vi) in the case of major *development* proposals and/or re-designations, the cost and revenue implications to the *City* and the Region, to the satisfaction of both.

12.1.3 LAND USE CONTROLS AND IMPLEMENTATION TOOLS

12.1.3.1 ZONING BY-LAW

Section 34 of The Planning Act enables the development of Zoning By-laws to regulate land use. Where the Official Plan provides high level direction on land use, built form and density ranges, the Zoning By-law provides specific direction on location, orientation and form of buildings as well as density, height, parking requirements and coverage, among other considerations. The full range of uses permitted in the Plan *may* not be permitted in a given zone. This Plan and the Zoning By-law *shall* be used in conjunction.

12.1.3.1.1 OBJECTIVES

a) To define the uses permitted in specific locations within the City and the specific *development* regulations relating to those uses.

b) To define a non-*development* zone where the ultimate use of lands is undetermined.

12.1.3.1.2 POLICIES

a) The *City shall* complete a comprehensive review of the City's Zoning By-law, within three years of the adoption of this Plan or any future Official Plan Review. The existing Zoning By-laws *shall* remain in effect during the review period. Any amendments to the by-laws during the review period *shall* be required to conform with this Plan.

b) The Zoning By-law *shall* establish:

(i) zoning regulations that apply to all lands within the City;

(ii) land use zones, their permitted uses and their geographic extent;

(iii) *development* standards relative to *City*-wide regulations and specific zones; and

(iv) any other regulations required to implement the Plan.

c) Where there are land uses that do not conform to the Plan, the *City may* amend the zoning to permit either the *existing uses* or new uses that represent a shift or transition in use toward the use designated in the Plan.

d) The Zoning By-law *may* include detailed maps that define the location, size and shape of the land, the location and dimensions of areas occupied by buildings or structures, the yard, parking and loading areas, the access to the land and other similar siting arrangements.

e) Some areas designated for urban uses *shall* remain undeveloped until municipal *infrastructure* becomes available and other municipal requirements are met. During this interim period, these undeveloped areas *shall* be zoned for *agriculture* or open space uses to *preserve* them for their designated urban uses. These zones *shall* be referred to as Development Zones.

f) The *City may*, in conjunction with a Zoning By-law passed pursuant to The Planning Act, impose one or more prescribed conditions on the use, erection or location of buildings or structures and *may* require an owner of land to which the by-law applies to enter into an agreement with the *City* relating to the condition(s). This agreement *may* be registered against the lands to which it applies and the *City may* enforce the agreement against the owner and any and all subsequent owners of the land.

g) The *City may* consider the use of form-based zoning to implement the objectives and policies of this plan.

12.1.3.1.3 HOLDING ZONES

The Planning Act allows municipalities to specify the use to which lands, buildings and structures *may* be put at such time in the future as the holding symbol is removed. The placement of a Holding or H zone is subject to a formal public process; however, once the specified conditions are met, the process requires only that the owner request that the H be lifted. There is no public process, nor means to appeal, except by the property owner.

12.1.3.1.3.1 OBJECTIVE

a) To identify the uses that are ultimately intended for specific lands, but to delay their actual *development* until a future date when certain conditions are met.

12.1.3.1.3.2 POLICIES

a) The *City may* designate a holding zone with the prefix H, and specify the future uses of these lands that, at the present time, are considered premature or inappropriate for *development* and require the demonstration of resolution of conditions related to any one or more of the following reasons:

   (i) *infrastructure* and *public service facilities* such as sanitary sewers, storm water management facilities, water supply, and parks are insufficient to serve the proposed *development*;

   (ii) transportation facilities are inadequate or inappropriate based on anticipated traffic;

   (iii) the number and location of access points to the site are inadequate and incapable of functioning safely and efficiently;

   (iv) where *development* relies upon other matters occurring first, such as the consolidation of land ownership to ensure the orderly *development* of the project and to secure funding for *infrastructure*, services or outstanding *development application* processing costs;

   (v) supporting studies are required on matters related to traffic, soils, protection of any site features, environmental constraints, design features or market impact analysis prior to *development* approval;

   (vi) the presence of known site *contamination;* and

   (vii) *development* agreements are required to guide the appropriate *development* of the site and their relevant conditions have been, or will be, met.

b) Removal of the "H" prefix *shall* depend on meeting the specific *City* conditions identified by the Holding Zone By-law.

c) Where a holding zone is in effect, no building or structure *may* be built on the site, unless permitted by the *City,* or until the holding zone designation is removed.

d) The Zoning By-law *shall* identify lands subject to holding provisions and specify the land uses permitted and any regulations applying in the interim. The following uses *may* be permitted while a holding provision is in effect:

(i) all *existing uses*, buildings or structures;

(ii) a *home occupation* in an existing single-detached dwelling;

(iii) a public or private park, provided no permanent buildings or structures are built; and

(iv) an *agricultural* or *farming* use.

12.1.3.1.4 MINOR VARIANCES

The Planning Act establishes the ability to set up a Committee of Adjustment. The Committee *shall* consider applications for minor variances to the Zoning By-law.

12.1.3.1.4.1 OBJECTIVE

a) To ensure that proposed *development* that involves adjustment(s) to by-laws, conforms to the general intent of the Official Plan and Zoning By-law.

12.1.3.1.4.2 POLICIES

a) The Committee of Adjustment, in granting an application for minor variance from the Zoning By-Law, *shall* be satisfied that the variances:

(i) is minor in nature;

(ii) is desirable for the appropriate *development* or use of land;

(iii) maintains the general intent and purpose of this Plan;

(iv) maintains the general intent and purpose of the Zoning By-law;

(v) meets any additional criteria prescribed by the Province; and

(vi) meets any additional criteria established by the *City*.

b) In commenting to the Committee of Adjustment on a proposal requiring multiple minor variances from the Zoning By-law, if the *City* determines that the *cumulative impact* of the proposed variances is not considered to be minor, it will be recommended that the proposal should be processed by way of rezoning.

c) For lands in *Neighbourhood Character Areas*, minor variance applications for *development* and *re-development* of a single detached dwelling *shall* be evaluated based on the following additional criteria:

(i) *compatibility* with *neighbourhood character*;

(ii) on properties that are located at the end of a terminating street, dwellings *should* be designed and located to reinforce a framed focal point; and

(iii) dwellings located on corner lots *should* create a strong connection to both *streetscapes* through attractive facades and landscaping facing each street.

12.1.3.1.5 COMMUNITY BENEFITS

Community benefits are an integral part of community and city building in an intensifying city. Section 37 of The Planning Act provides the *City* with the opportunity to secure facilities, services or matters that are either new features that are Development Charge ineligible or that represent an enhanced level of service. These support quality of life of new and existing residents and provide services and facilities that the *City* would otherwise be unable to provide.

This tool is one way the *City* can contribute to meeting its City building objectives including growth through *intensification,* while mitigating the costs to existing tax payers when increased service levels are required to support the community. It also provides an opportunity for the community to tangibly share in the benefits that landowners accrue from achieving increased height and/or density permissions on their lands.

Community benefits provisions pursuant to Section 37 *may* be used by the *City* to authorize increases in height and/or density of *development* otherwise permitted by the by-law. In return the landowner will provide, or contribute to facilities, services, or matters of public benefit.

The community benefit *shall* be greater than the *City* would typically achieve through standard requirements and must demonstrate a reasonable, proportional relationship to the increase in height and or density.

12.1.3.1.5.1 OBJECTIVE

a) To consider permitting increases in height and/or density otherwise permitted in this Plan, or as contained in a Zoning By-Law, in return for the provision of facilities, services or other matters as indicated in this Plan to achieve public benefits beyond the statutory requirements of The Planning Act or this Plan.

12.1.3.1.5.2 POLICIES

a) Council may authorize an increase in the building height and/or density of *development* otherwise permitted by the Plan or in a Zoning By-Law in return for community benefits in the form of facilities, services or matters provided that:

(i) the *development* proposal constitutes good planning, and is consistent with the policies of this Plan;

(ii) the community benefits bear a reasonable planning relationship to the increase in building height and/or density of the proposed *development*; and

(iii) there is adequate *infrastructure* to support the increase in building height and/or density.

b) The *City may* require the use of community benefits provisions with regard to the following matters, which *shall* be greater than that which would be achieved through the requirements of this Plan, other City standards, The Planning Act or The Development Charges Act:

(i) provision of *special needs*, *assisted* and *affordable* housing as defined by the Regional Official Plan, in the form of land, residential units or cash contributions to be transferred to the Region of Halton or to a non-profit housing provider, free of cost, (including maintenance and condominium fees if applicable);

(ii) provision of parks, trails and open space;

(iii) protection, restoration, enhancement and/or dedication of the Natural Heritage System and/or natural features such as woodlots,

(iv) provision of improved pedestrian and cycling access to public transit and enhanced public transit *infrastructure,* facilities and services;

(v) provision of public areas, crosswalks and walkways and connections to external public walkways/trail systems;

(vi) provision of new, and/or enhancements to, existing *public service facilities* and open space facilities such as parks and community, cultural and *recreational* facilities;

(vii) conservation of *cultural heritage resources* or contributions to community heritage initiatives;

(viii) provision of public art and/or contribution to the *City*'s public art reserve fund;

(ix) provision of *sustainable* building and *development* measures;

(x) provision of public *streetscape* improvements including the enhanced ability to accommodate *active transportation*, support *tree* viability and bury *utilities*;

(xi) other community benefits that may be identified in *area specific plans*, *community improvement plans,* or other community improvements that may be identified through the *development* approval process.

c) Recognizing that the type of community benefit may vary throughout the City, the determination of the specific community benefit *should* be considered in the context of the neighbourhood setting, including the consideration of local community needs, an approved *Area- Specific Plan,* or any other strategic initiatives or priorities.

d) The *City* may develop community benefit policies applicable to specific areas of the City.

e) Priority *should* be given to community benefits projects within the vicinity of the location of the increased density or height.

f) In a Primary Growth Area, community benefits shall be retained within the same Primary Growth Area.

g) One or more agreements *shall* be required between the landowner and the *City* relating to the increased height and/or density in exchange for the community benefits provisions.

h) A Community Benefits Strategy *may* be developed to set priorities.

12.1.3.1.6 INTERIM CONTROL BY-LAWS

12.1.3.1.6.1 OBJECTIVE

a) To prohibit the use of lands, buildings or structures except for certain defined purposes until a review or study is undertaken in respect of land use planning policies in the area defined by the interim control by-law.

12.1.3.1.6.2 POLICIES

a) Where the *City* has directed that a review or study be undertaken in respect of land use planning policies in the City or in any defined area of the City, the *City may* pass an interim control by-law to be in effect for a time period which *shall* not exceed one year from the date of passing. This by-law *shall* prohibit the use of land, buildings or structures within the City or within the defined area except for such purposes as set out in the interim control by-law.

b) Notice, as required by The Planning Act, *shall* be provided within thirty days of the passing of the interim control by law.

c) The *City may* amend the interim control by-law to extend the period of time during which it will be in effect, provided the total period of time does not exceed two years from the date of the passing of the interim control by-law.

d) Where an interim control by-law ceases to be in effect, the *City may* not for a period of three years pass a further interim control by-law that applies to any lands to which the original interim control by-law applied.

12.1.3.1.7 TEMPORARY USE BY-LAWS

12.1.3.1.7.1 OBJECTIVE

a) To authorize the temporary use of land, buildings or structures for any purpose that would otherwise be prohibited, where it can be demonstrated that the objectives of the plan are maintained.

12.1.3.1.7.2 POLICIES

a) The *City may* pass a by-law under The Planning Act to authorize the temporary use of land, buildings or structures, provided:

(i) the use is demonstrated to be temporary in nature;

(ii) the use must be consistent with the objectives and policies of this Plan;

(iii) the use is *compatible* with adjacent uses;

(iv) an agreement is entered into with the *City* related to the *development* of the temporary use; and

(v) an agreement is entered into with the City agreeing to terminate the use upon expiry of the temporary use by-law.

b) This by-law *shall* define the area to which it applies and *shall* specify the period of time for which the authorization *shall* be in effect, which *shall* not exceed three years from the day of passing of the by-law.

c) The *City may* by by-law authorize the temporary use of a *garden suite.* This by-law *shall* define the area to which it applies and *shall* specify the period of time for which the authorization shall be in effect, which *shall* not exceed twenty years from the date of passing of the by-law.

d) The *City may* by by-law grant further periods of not more than three years each during which the temporary use is authorized.

e) Upon the expiry of the by-law, the temporary use *shall* be terminated.

12.1.3.1.8 LEGAL NON-CONFORMING USES

12.1.3.1.8.1 OBJECTIVE

a) To recognize legal non-conforming uses, while recognizing that these uses *should* eventually cease.

12.1.3.1.8.2 POLICIES

a) Legal non-conforming uses, buildings or structures throughout the City *should* eventually cease, so that the land affected *shall* revert to a use, building or structure that conforms with the intent of the Plan and the Zoning By-law. In special circumstances, however, it *may* be appropriate to consider the extension or enlargement of a non-conforming use, building or structure.

b) The Committee of Adjustment, in granting an application for the extension or enlargement of non-conforming land, buildings or structures, or uses *shall* be satisfied that:

(i) the proposed extension or enlargement does not represent an unreasonable increase to the size and intensity of the legal non-conforming use;

(ii) adequate measures are provided to protect surrounding uses through landscaping, buffering or screening; appropriate setbacks for buildings and structures are provided; and/or devices and measures for reducing nuisance(s) caused by matters such as outside storage, lighting and advertising;

(iii) the features of the existing non-conforming use and proposed extension and/or enlargement are considered to be *compatible* with adjacent uses;

(iv) there are or will be adequate municipal *infrastructure* to meet the additional needs resulting from the expansion or extension of the use;

(v) there are adequate off-street parking areas, loading facilities and on-site screening;

(vi) traffic and parking conditions in the area *shall* not be unacceptably affected and traffic hazards *shall* be minimized by appropriate design of access points to and from the site, and improvement of site conditions, especially close to intersections;

(vii) the objectives and policies of this Plan and standards established in the Zoning By-law are upheld; and

(viii) The proposed use is not within *hazardous lands.*

12.1.3.2 DIVISION OF LAND

12.1.3.2.1 SUBDIVISION, CONDOMINIUM AND PART LOT CONTROL

Section 50 of The Planning Act provides the ability to create, through the subdivision approval process, new, separate *lots* of record.

Condominium approval is authorized by The Condominium Act.

Section 51 of The Planning Act provides guidance related to the creation of all new *lots* created through plan of subdivision and all new units and common elements created through plan of condominium.

12.1.3.2.1.1 OBJECTIVE

a) To ensure the orderly *development* of new *lots* and blocks in the City with regard to, among other things, health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality.

12.1.3.2.1.2 POLICIES

a) The entire Plan area *shall* be subject to subdivision control and part lot control, pursuant to The Planning Act. The provisions of The Planning Act *shall* be employed to ensure conformity with the policies of this Plan, and that a high standard of design is maintained in all *development.*

b) Subdivision agreements *shall* establish the conditions of approval of a plan of subdivision to ensure that the provision of funds, services, facilities, and other matters are to the satisfaction of the *City*, the Region and other agencies. The applicant *shall* be required to post securities with the *City* to ensure the conditions of the subdivision agreement are fulfilled.

c) A plan of subdivision *shall* be required where the number of lots created is greater than four lots or where the extension or the creation of a public road allowance or municipal *infrastructure* is required, at the discretion of the Region and *City.*

d) The *City may*, by by-law designate any plan of subdivision, or part thereof, that has been registered for eight years or more, not to be a registered plan of subdivision.

e) The *City shall* include a lapsing date in accordance with The Planning Act.

f) The *City may* by by-law, exempt all or parts of a registered plan of subdivision from part lot control to permit the conveyance of portions of lots

or blocks. By-laws to exempt lands from part lot control *shall* be limited to a period of not more than three years.

12.1.3.2.2 CONSENTS

The Planning Act provides the municipality the authority to delegate the granting of consents to sever land to the Committee of Adjustment.

12.1.3.2.2.1 POLICIES

a) A plan of subdivision *shall* be considered as the main method of providing *lots* in the City. Consent for land conveyances *shall* only be granted where they will not compromise the orderly *development* of land or the general public interest.

b) *Development* which proposes the creation of *lots* requiring the construction of a new public road, the execution of a *development* agreement, or which proposes the creation of more than four (4) new *lots, should* not proceed by way of consent.

c) New *lots shall* only be created by way of consent within the Rural Area designated on Schedule A, City System, in accordance with Subsection 9.1.2 c) of this Plan.

d) Subject to other policies of this Plan, new *lots may* be created by way of consent within the "Rural Settlement Areas" designation shown on Schedule A, City System, and all designations shown on Schedule C, Land Use Plan - Urban Area, of this Plan.

e) In commenting to the Committee of Adjustment, the *City shall* ensure the following factors are considered:

   (i) where applicable, the policies contained in Section 2.5, Development Criteria, of this Plan;

   (ii) the size, configuration and location of the proposed consent *should* be appropriate for the use proposed considering the municipal *infrastructure* available; or where municipal *infrastructure* is not available, the adequacy of potable water supply and the suitability of the soil for septic tanks;

   (iii) the *lot* size and proposed use of the proposed consent *should* conform to the provisions of the Zoning By-Law, where applicable;

   (iv) the *lot should* have a *compatible* width and area with *lots* in the immediate vicinity;

(v) any new *lots* intended for building *should* front on an existing public or common element road;

(vi) a traffic hazard *shall* not be created by access to a road with limited sight lines on curves or grades;

(vii) provision *shall* be made for future streets, and *lot* creation and *development shall* not preclude or inhibit the future *development* of surrounding lands, where applicable;

(viii) the proposed consent *should* not extend into areas susceptible to flooding or erosion, or unacceptably affect drainage patterns; and

(ix) the frontage of new *lots* intended for building *should* generally not be less than approximately 40 percent of the *lot* depth;

(x) within Neighbourhood Character Areas, the proposed *development* shall achieve consistency with *neighbourhood character;*

(xi) within *Neighbourhood Character Areas,* the minimum lot widths and areas of proposed new lots in *Neighbourhood Character Areas shall* meet or exceed the average lot width and lot area of single detached residential lots fronting on both sides of the same street within 120 m of the subject property;

(xii) consents to sever within *Areas of Employment*, including flag *lots* or other arrangements, are *encouraged* if it can be demonstrated that the *lot* functions adequately and no access or traffic issues are created; and

(xiii) for lands subject to the Niagara Escarpment Plan and Development Control or within the Greenbelt Plan, *lot* creation is also subject to the policies of the applicable designations of the Niagara Escarpment Plan and Greenbelt Plan, respectively.

12.1.3.3 SITE PLAN CONTROL

12.1.3.3.1 OBJECTIVE

a) To ensure safe, functional and orderly *development* having high standards of design and efficiency of land use and *infrastructure*, particularly with respect to site function.

12.1.3.3.2 POLICIES

a) The entire area within the City of Burlington is designated as a Site Plan Control Area. A Site Plan Control By-law *may* be enacted by the *City* and *may* affect all or part of the Site Plan Control Area.

b) The *City may* deem certain types of *development* exempt from Site Plan Control.

c) An application for Site Plan Control approval *shall* include the submission of plans and drawings showing the location of all buildings and structures to be built and all facilities to be provided as part of the proposed *development*, as well as matters relating to exterior design, including without limitation, the character, scale, appearance and design features of buildings, and their sustainable design, as well as matters relating to:

   (i) exterior design, including, without limitation, the character, scale, appearance and design features of buildings, and their sustainable design;

   (ii) the *sustainable* design elements on any adjoining highway under the *City* or Region's jurisdiction, including, without limitation, *trees,* shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities;

   (iii) facilities designed to have regard for accessibility for persons with *disabilities.*

d) Where an application for Site Plan Control approval is made, the *City shall* review the submission based on the provisions for Site Plan Control in The Planning Act and the Site Plan Control By-law and include such criteria as:

   (i) *compatibility* with adjacent uses;

   (ii) urban design standards;

   (iii) function and efficiency;

   (iv) safety and access;

   (v) adequacy of *infrastructure;*

   (vi) grading and drainage; and

   (vii) landscaping and lighting.

e) The City may require the fulfillment of conditions and an agreement for site plans, based on the provisions for Site Plan Control as specified in The Planning Act.

12.1.3.4 COMMUNITY PLANNING PERMIT SYSTEMS

12.1.3.4.1 OBJECTIVES

a) To provide for an alternative land use regulatory framework that implements the objectives and policies of the Official Plan.

b) To establish a comprehensive planning framework that facilitates and shapes *development* that is consistent with the planned vision for an area.

c) To combine the zoning, site plan approval and minor variance processes into one review and approval process for *development* proposals in a defined area.

12.1.3.4.2 POLICIES

a) The *City may* implement a community planning permit system in accordance with The Planning Act.

b) Policies *may* be adopted as part of this Plan with respect to the passing of a Development Permit By-law to establish a community planning permit system.

c) Prior to adopting a Community Planning Permit By-law, the *City shall* identify one or more areas as Community Planning Permit Areas by way of an amendment to this Plan. The amendment *shall*:

(i) identify the proposed community planning permit area(s);

(ii) contain a statement of the *City's* goals, objectives and policies in proposing a community planning permit system for the area(s);

(iii) include types of conditions within a community planning permit area, as provided in the applicable Ontario Regulation;

(iv) set out the types of criteria that *may* be included in the community planning permit by-law, and determining whether any class of *development* or any use of land *may* be permitted by the proposed community planning permit; and

(v) set out the scope of the authority that may be delegated and any limitations on the designation, if *City* Council intends to delegate any authority under the community planning permit by-law.

12.1.3.5 COMMUNITY IMPROVEMENT

The Planning Act enables municipalities to prepare, adopt and implement *Community Improvement Plans* (CIPs) to support their strategic and planning objectives in designated C*ommunity Improvement Project Areas.* These objectives

may include: community *re-development* and renewal; improvements to the quality of living and working environments; energy efficiency and conservation; protection and restoration of *cultural heritage resources*; economic development and adaptation; and environmental consideration or other justification.

Once a *Community Improvement Plan* has been adopted, the *City may* offer incentives to *encourage* private sector investment in support of the City's community improvement objectives. The *City may* also undertake a wide range of actions for the purpose of carrying out the *Community Improvement Plan.*

12.1.3.5.1 OBJECTIVES

a) To facilitate the planning or re-planning, design or re-design, subdivision, clearance, *development* or *re-development*, reconstruction and *rehabilitation* of lands and/or buildings.

b) To facilitate the preservation, restoration, adaptive reuse and improvement of *built heritage resources* and *cultural heritage landscapes.*

c) To facilitate the restoration, maintenance, improvement and protection of *the* Natural Heritage System, parks, open space and recreational amenities.

d) To facilitate residential and other types of *infill* and *intensification*.

e) To facilitate the construction of a range of housing types and the construction of accessible, visitable and/or assisted, special needs or *affordable housing*.

f) To upgrade and improve municipal *infrastructure* such as sanitary sewers, storm sewers, watermains, roads and sidewalks.

g) To enhance the *public realm.*

h) To improve pedestrian and bicycle circulation and accessibility for all persons.

i) To facilitate public *transit supportive land uses* and improve the quality of, and accessibility to, transit facilities.

j) To facilitate the ongoing viability, revitalization and *development* of growth areas as identified by the *City*, and other areas that *may* require community improvement.

k) To foster the long term economic viability of the Agricultural System and of individual *agricultural operations* through the development of *agricultural, agriculture-related* and *on-farm diversified uses.*

l) To minimize or mitigate land use conflicts, and to protect *normal farm practices* and the *right to farm.*

m) To facilitate the revitalization of Rural Settlement Areas.

n) To improve environmental and energy consumption conditions.

o) To facilitate and promote economic and cultural development.

12.1.3.5.2 POLICIES

a) *Community Improvement Project Area(s) shall* be designated by by-law where the boundary of which *may* be all or part of the City of Burlington.

b) *Community Improvement Plan(s) may* be prepared, adopted and implemented within a designated *Community Improvement Project Area(s),* pursuant to The Planning Act and the Community Improvement policies set out in this Plan. The *City* and the Region of Halton *may* participate in the preparation and implementation of community improvement programs.

c) *Community Improvement Plans may* include programs to facilitate municipal and private sector improvements that address identified objectives of *Community Improvement Project Areas.*

d) Criteria for designation of *Community Improvement Project Areas shall* be based on one or more of the following conditions being present:

(i) vacant *lots* and underutilized properties and buildings which have potential for *infill*, *re-development* or expansion to better utilize the land base or the public *infrastructure*;

(ii) high commercial vacancy rates;

(iii) known or perceived environmental *contamination*;

(iv) other barriers to the repair, *rehabilitation* or *re-development* of underutilized land and/or buildings;

(v) buildings, building facades, and/or property, including buildings, structures and lands of heritage and/or architectural significance, in need of preservation, restoration, repair, *rehabilitation*, energy efficiency, renewable energy and/or *sustainability* improvements, or *re-development*;

(vi) absence of an adequate mix of uses;

(vii) deficiencies in physical *infrastructure* including but not limited to the sanitary sewer system, storm sewer system, and/or watermain system, *streetscapes* and/or street lighting, municipal parking facilities, sidewalks, and other pedestrian facilities, cycling facilities, transit facilities, curbs, or road state of repair;

(viii) poor overall quality of the *public realm*, including but not limited to, *streetscapes* and urban design, street furniture, signage, parks and open space and/or overhead wiring;

(ix) Rural Settlement Areas with the potential for revitalization and the *development* of uses supportive of the Agricultural System and agri-tourism;

(x) lands within the Agricultural Land Base;

(xi) a concentration of obsolete or aging low-density land uses, vacant *lots,* surface parking lots and/or abandoned buildings;

(xii) deficiencies in *infrastructure* and *public service facilities* including but not limited to, public open space, municipal parks, *neighbourhood* parks, and indoor/outdoor recreational facilities;

(xiii) opportunities to improve the mix of housing types; and

(xiv) any other environmental, *sustainability*, energy efficiency or community development reason.

e) Priority for the designation of *Community Improvement Project Areas* and the preparation and adoption of *Community Improvement Plans shall* be given to:

(i) those areas targeted for growth and *intensification*, in particular, Primary and Secondary Growth Areas;

(ii) Employment Growth Areas and identified Innovation Districts;

(iii) the Rural Planning Area;

(iv) those areas where the greatest number of conditions (as established in subsection d) are present;

(v) those areas where one or more of the *c*onditions (as established in subsection d) is particularly acute; and/or,

(vi) where one or more of the conditions (as established in subsection d) exists on a number of sites in the City.

f) In order to implement a *Community Improvement Plan* within a designated *Community Improvement Project Area*, the *City may* undertake a range of actions pursuant to The Planning Act and *may* include actions such as:

(i) offering financial incentives to encourage private sector investments supporting the objectives of the *Community Improvement Plan*;

(ii) improvements to the *public realm* and public facilities;

(iii) integration with other public works and/or Municipal, Regional, Provincial or Federal programs or initiatives;

(iv) utilization of the community benefit provisions of The Planning Act, as a way of assisting in the achievement of Community Improvement objectives;

(v) encouragement of the establishment of further Business Improvement Areas (BIAs) and other appropriate organizational frameworks; and

(vi) preparation of urban *design guidelines* and property standards by-laws.

g) In the preparation of a *Community Improvement Plan,* and any subsequent amendments, the *City shall* solicit the input of public bodies and agencies, residents, property owners and other stakeholders pursuant to The Planning Act.

h) All initiatives undertaken as part of *Community Improvement Plans shall* conform with the policies contained in this Plan, all other relevant legislation, regulation and other related municipal policies and by-laws.

i) The *City shall* be satisfied that its participation in community improvement activities will be within the financial capabilities of the *City.*

12.1.3.6 PARKLAND DEDICATION

12.1.3.6.1 OBJECTIVE

a) To acquire lands for park purposes that are beneficial to the entire community.

12.1.3.6.2 POLICIES

a) Parkland dedication from residential *development shall* be required as a condition of *development*. The amount of land or the amount of money paid in lieu of land, *shall* be determined on the following basis:

(i) for *low density residential development*, with a proposed density of less than 15 units per net hectare, parkland *shall* be dedicated at the rate of five (5) percent of the land area;

(ii) for *low or medium density residential development*, with a proposed density of 15 to 50 units per net hectare**,** parkland *shall* be dedicated at the rate of 1 hectare per 300 units; and

(iii) for *high density residential development*, with a proposed density greater than 50 units per net hectare, parkland *shall* be dedicated at

the rate of 1 hectare per 300 units.

b) Parkland dedication from new commercial, *industrial* and office *development* and certain *institutional development* defined by by-law, *shall* be based on a rate of two (2) percent of the land area.

c) Parkland dedication from mixed use *development shall* be determined as follows: for the residential component of the *development*, park dedication *shall* be on the basis of Subsection 12.1.3.6.2 a) of this Plan; for the commercial, *industrial* and *institutional* component of the *development*, parkland dedication *shall* be two (2) percent of the land area for the percentage of the total floor area used for non-residential uses.

d) The payment of money equal to the value of the land otherwise required to be conveyed for parks *may* be required at the discretion of the *City.*

e) Lands required for drainage and shoreline protection purposes, lands susceptible to flooding, steep valley slopes, *hazardous lands*, and other lands unsuitable for *development, shall* not be accepted as parkland conveyance.

f) Dedication of waterfront lands for park purposes *shall* also be subject to the policies of Subsection 4.5.3.2 of this Plan.

12.1.3.7 MAINTENANCE AND OCCUPANCY STANDARDS

12.1.3.7.1 OBJECTIVE

a) To administer a comprehensive program for standards for maintenance and occupancy within the City.

12.1.3.7.2 POLICIES

a) The *City shall* administer a program regarding standards for maintenance and occupancy for all or any part of the City. The program *shall* contain requirements for the maintenance of both residential and non-residential buildings, yards and *accessory buildings*, adequacy of sewage and drainage facilities, and the maintenance of walks, passages, fences and garbage disposal facilities.

b) Standards of maintenance and occupancy *shall* be implemented by the *City* through the Property Maintenance and Occupancy Standards By-law(s) applicable to all or any part of the City. The *City shall* ensure that the by-law(s) complies with the Plan provisions regarding property maintenance and occupancy standards.

c) The *City shall* require that all properties affected by by-law(s) conform to the Property Maintenance and Occupancy Standards.

d) By-laws and amendments respecting standards for maintenance and occupancy of property *shall* be administered and enforced by Property Standards Officer(s).

e) Appeals and reviews of orders issued under the by-laws respecting standards for the maintenance and occupancy of property *shall* be the responsibility of the Property Standards Committee.

f) The *City shall* undertake further studies with respect to conditions of residential, non-residential and vacant *lots* ensuring City-wide application of the program.

12.1.3.8 NIAGARA ESCARPMENT PLAN AREA

12.1.3.8.1 OBJECTIVES

a) To ensure new *development* within the Niagara Escarpment Plan Area complies with the Niagara Escarpment Plan, The Niagara Escarpment Planning and Development Act and the development control requirements of the City of Burlington, as applicable.

b) To permit land uses subject to the policies of the Plan, and where applicable, the appropriate policies and detailed *development* criteria of the Niagara Escarpment Plan.

12.1.3.8.2 POLICIES

a) All *development* within the Niagara Escarpment Plan Area *shall* meet the *development* criteria of the Niagara Escarpment Plan. In addition, a *development* permit *shall* be obtained prior to any *development* occurring or any other permit being issued, unless the *development* is exempt through the Development Control regulation.

b) If the use of a Zoning By-Law or Holding Zone is proposed within the Niagara Escarpment Plan Area, the related permitted uses *shall* conform to this Plan and the Niagara Escarpment Plan.

12.1.3.9 INFRASTRUCTURE AND DEVELOPMENT AGREEMENTS

12.1.3.9.1 OBJECTIVE

a) To ensure the costs of new *infrastructure* are shared equitably among the benefiting parties.

12.1.3.9.2 POLICIES

a) A Master Servicing Agreement, signed by the benefiting major parties involved in *development may* be required to be submitted and approved by the *City* and the Region of Halton as a condition of zoning and or subdivision approval. Such an agreement *shall* be based on the findings of the Site Servicing Master Plan, the Comprehensive Storm Water Management Plan and any other studies deemed necessary by the *City.* Such agreement will ensure that the necessary approvals and the required contributions of funds and lands and commitments for *infrastructure* will be in place and operative prior to or, coincident with, occupancy and use of land, for the following *infrastructure:*

(i) open spaces;

(ii) water;

(iii) sanitary sewers;

(iv) storm water management;

(v) road *infrastructure* and widenings; and

(vi) other utilities.

b) If difficulties or undue delays are encountered with respect to the preparation and/or signature of Master Site Servicing and/or Master Storm Water Management Agreements described in Subsection 12.1.3.9.2 a) of this Plan, the *City may* be requested to attempt to resolve such difficulties or delays. Where resolution of such problems is not deemed feasible by the *City* or is not possible even with the *City*'s intervention, the *City may* approve alternative mechanisms to satisfy the intent of the applicable policy.

12.1.4 AREA-SPECIFIC PLANNING

12.1.4.1 Objective

a) To undertake *Area-Specific Planning* studies to allow the orderly and planned *development* of areas, communities or neighbourhoods.

b) To ensure that the land use vision, growth management and infrastructure objectives of this Plan are considered in the *Area-Specific Planning* process.

c) To define the range of supporting studies that *may* be required.

12.1.4.2 AREA-SPECIFIC PLANNING POLICIES

a) *Area-Specific Plans shall* be adopted through amendments to this Plan. Following adoption by the *City* of an Official Plan Amendment as a result of

an *Area-Specific Plan, development shall* be guided by both the general policies of this Plan and the policies that apply specifically to the *Area-Specific Plan*.

b) *Area- Specific Plans shall* be prepared by the *City.*

c) Where an *Area-Specific Plan* has not been identified by the *City*'s work plan and is required as a result of policy or a private *development application,* the *City may* at its discretion require that the applicant fund the background studies to support the development of the *Area-Specific Plan*. The terms of reference of all background studies *shall* be approved by the *City.* The *Area-Specific Plan shall* be managed by the *City.*

d) *Area-Specific Plans may* be prepared for areas demonstrating one of the following characteristics:

   (i) Primary Growth areas, as identified on Schedule B-1, Growth Framework, of this Plan;

   (ii) large areas of vacant or underutilized lands;

   (iii) select Secondary Growth Areas, as identified on Schedule B-1, Growth Framework, of this Plan, and as outlined in Subsection 2.4.2.2 of this Plan;

   (iv) any location in the City that requires comprehensive planning to enable suitable *development* or *re-development*.

e) An *Area-Specific Plan shall* contain policies for the *development* or *re-development* of communities. The area *may* contain solely *employment* lands without residential uses or solely an *Intensification Area* as identified by the Urban Structure of this Plan.

f) An *Area-Specific Plan shall* demonstrate how the land use vision, growth management and *infrastructure* objectives of this Plan are being met and *shall* include, but is not limited to, the following, subject to the satisfaction of the *City* and Region:

   (i) a statement of objectives for the intended character and physical *development* of the planning area that *shall* include environmental, social and economic matters;

   (ii) boundaries of the area or community;

   (iii) policies for the protection of the Natural Heritage System and for the protection of public health and safety within *hazardous lands;*

   (iv) capacity targets of population, housing units and *employment,* including targets for *affordable housing;*

(v) policies for the provision of housing, *employment* and commercial land uses, including local facilities for social, cultural, *recreational,* educational and religious purposes. *Development shall* achieve land use patterns that promote mixed use, compact, *transit-supportive*, walkable communities;

(vi) location, types and density of all types of uses that contribute to creating *healthy communities* through:

a. urban design;

b. diversity of land uses;

c. appropriate mix and densities of housing;

d. provision of local parks and open space;

e. strengthening live-work relationship through a proper balance of residential and *employment* land uses; and

f. promoting active transportation and public transit use.

(vii) consideration for land use *compatibility* in accordance with Regional and Provincial guidelines;

(viii) overall *development* density for the area or community and, if it is located within the Designated Greenfield Area, how this density will contribute towards achieving the minimum overall *development* density for Designated Greenfield Areas in the City as set out in Subsection 2.2.3 of this Plan and the Regional phasing as set out in Table 2a of the Regional Plan;

(ix) policies to establish a *multi-modal* transportation network that promotes public transit and *active transportation*, including a strategy for early introduction of transit services;

(x) policies for the maintenance, upgrading and *rehabilitation* of *utility* services;

(xi) identification of *infrastructure* and *public service facilities* requirements in terms of long and short term costs for consideration in relation to the capital budget and the asset management funding plan;

(xii) direction regarding *cultural heritage resource conservation;*

(xiii) direction regarding area-specific urban design and *sustainable* design policies to create attractive and vibrant places;

(xiv) strategies for the implementation and monitoring of the above-noted

matters; and

(xv) assessment of the phasing of *development* based on the *City's* Development Phasing Strategy and financial capabilities of the *City* and Region to provide *infrastructure* and *public service facilities* for the proposed *development.*

g) In addition to the requirements of Subsection 12.1.4.2 f) of this Plan, the *Area-Specific Plan* studies and subsequent amendments for *Intensification Areas* as identified by the City's Growth Framework *shall* be designed to address the criteria below. The *Area-Specific Plan shall* identify specific density targets consistent with planned transit service levels, and any *transit-supportive* land-use guidelines established by the Government of Ontario. The *Area-Specific* Studies *shall* achieve the following:

(i) cumulatively attract a significant portion of population and *employment g*rowth;

(ii) achieve increased residential and *employment* densities that support and ensure the viability of existing and planned transit service levels;

(iii) generally achieve higher densities than the surrounding areas; and

(iv) achieve an appropriate transition of built form to adjacent areas.

h) In addition to the requirements of Subsections 12.1.4.2 f) and g) of this Plan, *Area- Specific Plans* undertaken for *mobility hubs shall* also be subject to the objectives of Subsection 8.1.2 and the policies of Subsection 12.1.4.2.2 of this Plan.

12.1.4.2.1 OTHER SUPPORT STUDIES

a) Support studies *shall* be required as part of the *Area-Specific Planning* process, and *shall* be completed to the satisfaction of the *City*, in consultation with the Region of Halton, Conservation Halton and the Province of Ontario. The support studies *may* include, but are not limited to, the following:

(i) land use scenarios and final *Area-Specific Plans*, associated analysis and policies;

(ii) *multi-modal* Transportation Impact Studies and Parking Analysis, including an Area-Specific *Transportation Demand Management Plan;*

(iii) Market Study;

(iv) Financial Impact Analysis;

(v) Urban Design and *Sustainability* Guidelines;

(vi) Servicing and Public *Utility* Study and water and waste water servicing plans;

(vii) storm water management report or, if the scale of *development* justifies, a sub-watershed study as per Subsection 4.4.2.1 of this Plan;

(viii) Environmental Impact Assessments, if any part of the Natural Heritage System is affected in an area not covered by a sub-watershed study;

(ix) Environmental *compatibility* assessment;

(x) Air Quality Impact Assessment;

(xi) Public Service Facilities Plan;

(xii) Agricultural Impact Assessment;

(xiii) Archaeological Assessment Report;

(xiv) Cultural Heritage Evaluation Report;

(xv) Phasing and Implementation Plan;

(xvi) evaluation of implementation tools including, but not limited to:

a. Community Development Permit System;

b. form-based zoning;

c. Community Improvement Plans and other incentives;

d. community benefits provisions;

e. *infrastructure* funding strategies;

f. monitoring;

(xvii) identification of other *City* requirements, including, but not limited to:

a. priority list of *City* investments; and

b. required updates to other *City* processes and standards.

12.1.4.2.2 MOBILITY HUB AREA-SPECIFIC PLANS GUIDING POLICIES

a) The *City shall* prepare and adopt *Area-Specific Plans* for lands within *mobility hubs* in accordance with policies contained in this section and in Subsection 12.1.4.2.1 of this Plan. These *Area-Specific Plans shall* be adopted by amendment to this Plan.

b) The *mobility hub* boundaries identified on Schedules F, G, H and I of this Plan, *shall* be further refined and delineated, as appropriate, through the *Area-Specific planning* process.

c) The Provincial government has proposed a new GO station in the vicinity of Walker's Line and Cumberland Ave. Any new GO Station *shall* be designated a *mobility hub* by the City, and the City *shall* prepare and adopt an *Area-Specific Plan* for new GO station lands, in accordance with policies contained in this section and in Subsection 8.1.2, Mobility Hubs, of this Plan.

d) Each *mobility hub* planned to be served by Metrolinx's Regional Express Rail (RER) *should* be planned to higher order transit supportive densities. An overall target of 300 people and jobs per ha *shall* be considered as part of the *Area-Specific planning* process.

e) The *Area-Specific Plan shall* plan for a range of densities with the greatest concentration located in the *mobility hub* Primary Zone*,* as identified by the Mobility Hubs Opportunities and Constraints Study. Optimal heights, densities and *floor area ratios* on individual sites *shall* be assessed and identified through the detailed *mobility hub* a*rea-specific planning* process.

f) The *Area-Specific Plan shall* include a transportation analysis and establish policy that supports the achievement of the Region of Halton's targeted modal split of 28 percent within each *mobility hub.*

g) The *Area-Specific Plan shall* include a transportation plan and associated policies that give priority to transit, pedestrian and bicycle access over other *modes* of transportation, and *shall* consider opportunities to provide improved walking and cycling connections both within the *mobility hub* and to adjacent neighbourhoods.

h) The *Area-Specific Plan shall* include policies to support efficient and accessible transit within each *mobility hub.* The *Area-Specific Plan shall* include policies that support pedestrian movements and creates a well-designed and *human-scaled* private and *public realm.*

i) The *Area-Specific Plan shall* evaluate and provide recommendations on reduced vehicle parking requirements, shared parking, and the use of surface and structured parking both above and below grade, in conjunction with *Transportation Demand Management* measures. The *Area-Specific Plan shall* evaluate and provide recommendations for bicycle parking requirements and standards for weather protected storage facilities and bike share facilities.

j) The *Area-Specific Plan shall* evaluate the role of *mobility hub* connectors, as outlined in Subsection 6.2.9 of this Plan, and provide recommendations on any works required along connectors to support individual hub objectives and to achie*ve transit supportive land uses* and improved design standards on *primary and secondary connectors.*

k) Requirements for *sustainable* building, site and neighbourhood design measures including, but not limited to, innovative *sustainable* energy, water, landscape and waste management pr*actices shall* be identified through the *Area-Specific Plan.*

l) The enhancement of existing *watercourses* and diversion channels *shall* be explored through the *Area-Specific Plan.* The lands adjacent to these areas *shall* be considered for pedestrian and cycling connections.

m) The *Area-Specific Plan shall* consider opportunities to provide safe and easy crossings of the rail corridor. The locations for rail crossings *should* support direct, continuous, and barrier free circulation.

n) The *Area-Specific Plan shall* establish policy to support the retention of *employment* uses and develop a strategy to attract *employment* uses that are appropriate in proximity to *sensitive uses*. The *Area-Specific Plan* shall establish for each *mobility hub*, a standard ratio reflecting the ratio of people to jobs. Where the ratio and the *employment* function of within the *mobility hub* is ensured, additional uses *may* be considered to assist in creating a vibrant area consistent with the vision for each hub.

o) Updates to existing *City* standards and processes needed to achieve the vision for the *mobility hub shall* be reviewed as part of the *area-specific planning* process.

12.1.4.3 SPECIAL STUDY AREAS

12.1.4.3.1 OBJECTIVES

a) To identify other areas of the City which have been identified as being, or planned to be, subject to an *Area-Specific Plan* or other planning exercise initiated by the *City.*

b) To identify the general location as well as challenges and opportunities that shall be examined through further study.

c) To provide, where necessary, interim direction for special study areas.

12.1.4.3.2 POLICIES

12.1.4.3.2.1 TREMAINE ROAD SPECIAL PLANNING AREA

a) The Tremaine Road Special Planning Area is bounded on the north by Highway 407, the south by Dundas Street, on the west by Bronte Creek and on the east by the municipal boundary between the City of Burlington and Town of Oakville, as indicated on Schedule B, Urban Structure, of this Plan.

b) The overall *development* concept for the Tremaine Road Special Planning Area *shall* be established as part of an *Area-Specific Planning* Study to be completed by the City of Burlington in co-operation with the Town of Oakville and the Region of Halton.

c) Land use policies within the Tremaine Road Special Planning Area *shall* be directed by the findings of the *Area-Specific* study (ies) and the subsequent adoption of the *Area-Specific Plan* by amendment to this Plan. The planning study referred to in Subsection 12.1.4.3.2.1 b) *shall* be used as the basis for the *Area-Specific Plan.*

d) The *Area-Specific* study (ies) referred to in Subsection 12.1.4.3.2.1 c) *shall* be conducted in accordance with Subsection 12.1.4 of this Plan.

e) Until the studies and amendments referred to in Subsection 12.1.4.3.2.1 c) are completed and approved, the *development* of lands within the Tremaine Road Special Planning Area will be directed as follows:

(i) *existing uses, agricultural uses*, uses permitted under the Zoning By-law and the Parkway Belt West Plan are permitted; and

(ii) the provisions of the Parkway Belt West Plan, where applicable.

12.1.5 PLANNING PROCESS

12.1.5.1 DEVELOPMENT APPLICATIONS

12.1.5.1.1 OBJECTIVE

a) *Development applications shall* be evaluated and processed in accordance with the policies of this Plan, and any other relevant *City* policies and Provincial Policies as well as policies of other agencies such as Conservation Halton.

12.1.5.1.2 POLICIES

a) When the *City* is considering any *development application,* including Official Plan Amendments, Zoning By-law Amendments, plans of subdivision or consent, the *City* will, at the earliest opportunity in the process, determine whether the application can be assessed on its individual merits or if it would necessitate consideration against a broader planning context.

b) The *City shall* exercise the power to compel a different application type including, but not limited to, the requirement for an *Area-Specific Plan* (either *City*-initiated or privately initiated) to guide the appropriate *development* of the site and the surrounding area.

12.1.5.1.2.1 COMPLETE APPLICATIONS

a) The *City shall* require that adequate pre-consultation with the *City* occurs prior to the submission of an *development application*, and will *encourage* pre-consultation with other affected agencies such as the Region of Halton and Conservation Halton, where appropriate. Within areas subject to the Niagara Escarpment Plan and within areas of Development Control, proponents *shall* be *encouraged* to contact the Niagara Escarpment Commission to discuss permitted uses and *development* criteria.

b) For an application for Official Plan Amendment, Zoning By-law Amendment, plan of subdivision, or consent (other than those consent applications made for the purposes outlined in Subsection 12.1.3.2.2.1 c) of this Plan), the *City may* require the provision of additional supporting information or material required to allow full consideration of the application. The scope of the information or material required for each application *shall* be determined by the *City* and Region of Halton as part of the pre-consultation process. This information *may* include, but *shall* not be limited to, the following:

(i) Planning justification report, including employment or residential needs analysis, where required;

(ii) land assembly documents;

(iii) survey and severance sketch, prepared by an Ontario Land Surveyor

(iv) land use compatibility study;

(v) financial impact study;

(vi) park concept plan;

(vii) *agricultural* impact assessment;

(viii) archaeological report;

(ix) *built heritage resource* impact assessment;

(x) *cultural heritage landscape* impact assessment;

(xi) urban design brief;

(xii) conceptual site plan layout;

(xiii) architectural plans;

(xiv) 3-D model of proposed buildings;

(xv) height survey of adjacent buildings;

(xvi) angular plane study;

(xvii) shadow analysis plan;

(xviii) wind impact study;

(xix) arborist's report;

(xx) *tree* inventory and preservation plan;

(xxi) landscaping plan;

(xxii) grading and drainage plans;

(xxiii) water & waste water functional servicing report;

(xxiv) hydrogeology study/water budget & hydrology study;

(xxv) source protection disclosure report

(xxvi) noise feasibility study/vibration study;

(xxvii) traffic/transportation impact report;

(xxviii) *Transportation Demand Management* Plan and Implementation Strategy;

(xxix) parking justification report;

(xxx) storm water management report/functional drainage report or storm services plan and *flood plain* delineation;

(xxxi) *environmental* impact assessment;

(xxxii) top-of-bank demarcation/ slope stability assessment/ creek erosion assessment/ geomorphic study;

(xxxiii) shoreline hazardous lands studies;

(xxxiv) geotechnical report;

(xxxv) Phase I Environmental Assessment;

(xxxvi) Phase II Environmental Assessment/Record of Site Condition;

(xxxvii) landfill assessment; and/or

(xxxviii) Sustainable Building and Development Guidelines Checklist.

c) All required reports and technical studies *shall* be carried out by *Qualified Persons* retained by and at the expense of the applicant. The *City may* require a peer review of any report or study by an appropriate *public authority* or a professional consultant retained by the *City* at the applicant's expense. In addition to *City* requirements, the applicant *shall* ensure that all additional requirements as set out in the Region of Halton Official Plan are addressed.

d) An application for an Official Plan Amendment, Zoning By-law amendment, plan of subdivision or consent *shall* be considered complete under The Planning Act only when the items as determined by the *City* and Region, as listed in clause b) above, have been provided, and when the required notice sign referenced in Subsection 11.3.1. a) of this Plan has been erected on the property.

e) In the absence of pre-submission consultation between an applicant and the *City*, and the submission of adequate supporting information or material with an application, the *City shall* deem an application incomplete and *may* refuse the application.

12.2 INTERPRETATION

The Official Plan represents the policy of the City of Burlington with respect to land use and related matters. The Plan is to be read in its entirety and all policies are to be considered and balanced in its implementation.

The Plan includes both numbered policies and explanatory text. The explanatory text provides clarity and intent to the numbered policies. The Plan also includes illustrative figures and statutory schedules. Illustrative figures are provided to guide the interpretation of the Plan, whereas schedules form part of the policy of this Plan.

12.2.1 OBJECTIVE

a) To provide guidance in the interpretation of the objectives, policies, illustrative figures and schedules of the Plan.

12.2.2 POLICIES

a) The Official Plan *shall* be read in its entirety and all policies *shall* be considered and balanced when implementing the Plan.

b) Policies of this Plan *shall* not be read in isolation. All relevant policies *shall* be considered and balanced.

c) The objectives and policies presented in Chapters 2 to 7 and Chapters 11 to 13 inclusive of the Plan, unless otherwise specified, apply to the entire Plan area.

d) The objectives and policies presented in Chapters 8, 9 and 10 of the Plan, unless otherwise specified, apply only to the lands so designated on the City System, Urban Structure and the Land Use Plan schedules. The objectives are part of this Plan and assist in understanding the intent of the policies. In the event of ambiguity or conflict in the policies of this Plan for specific circumstances, the preamble *shall* provide interpretative guidance.

e) The designations identified on Schedules A to O of the Plan are intended to show general use areas. The boundaries are approximate and are subject to interpretation at the time of implementation of the Plan, except for those boundaries established by well-defined features such as railways, highways and roads, *utility* corridors or where specifically defined in an *area specific plan* or in this Plan.

f) The text of this Plan *shall* be used to interpret and clarify the Schedules. In the case of a discrepancy between the policies and the related Schedule, the policies will take precedence.

g) Where the intent of this Plan is maintained, minor boundary adjustments will not require amendment to this Plan, unless more specific direction is provided by this Plan. Consideration of such adjustment will include a review of:

(i) Existing zoning by-law;

(ii) Prevailing lot depths;

(iii) Lotting pattern and orientation; and,

(iv) Land use patterns.

In cases where more certainty is required, Council may require the development of area specific mapping, adopted through amendment to this Plan.

h) Growth Framework area boundaries, as identified on Schedule B-1, Growth Framework, of this Plan, are intended to be static. However, boundaries *may* be subject to interpretation by the *City* where a proposed *development* or *lot* consolidation crosses more than one Growth Area. In such instances, where the proposed *development* or *lot* consolidation involves a property immediately adjacent to a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street or Industrial Connector street, as shown on Schedule P-1, Classification of Transportation Facilities – Urban Area, the *City may* extend the most *intensification* permissive area to the entire site (s).

i) Where lists or examples of permitted uses are provided in Chapters 8, 9 and 10 of the Plan, they are intended to indicate the possible range and type of uses that *may* be considered. Specific uses that are not listed, but are considered by the *City* to be similar to the listed uses and to conform to the general intent of the applicable land use designation, *may* be recognized as a permitted use.

j) Minor variations from numerical requirements in the Plan *may* be permitted without a Plan amendment, provided the general intent of the Plan is maintained.

k) An amendment to this Plan is not required and changes *may* be made during office consolidations for:

(i) altering the numbering, arrangement and cross-referencing of provisions in this Plan;

(ii) correcting clerical, grammatical, and spelling errors;

(iii) adding technical information to maps or schedules; and/or

(iv) changing format or presentation.

l) For an accurate reference to the City of Burlington Official Plan and/or subsequent amendments thereto, the Certified True Copy lodged with the *City* Clerk *should* be consulted.

m) In cases where there is a conflict between this Official Plan and the applicable Provincial Land Use Plan or Regional Official Plan, the Provincial Land Use Plan and Regional Official Plan prevail unless the Official Plan is more restrictive.

n) In cases where there is a conflict between site-specific and general policies, the site specific policies *shall* prevail.

o) Although the land use designations of this Plan are intended to be conceptual in nature, in cases where a parcel of land contains two separate land use designations, the policies of each designation *shall* apply only to the portion of the property so designated.

p) Illustrative figures such as graphics and photos are not part of the Official Plan, but are included only for the purpose of illustration.

q) Certain words throughout the Plan have been italicized. Words have been italicized because they either have been defined through one of the Schedules to this Plan or are more precisely defined in Chapter 13 of the Plan. For all other words found in this Plan, the standard meaning is implied.

r) Other guidelines and policies as adopted by the *City* from time to time, which are not specifically referenced in the Appendices to this Plan, *may* be used as part of the consideration of *development* proposals.

12.3 MONITORING

The *City* recognizes the importance of information to support sound and effective decision making and priority setting. Comprehensive monitoring, which is essential to the implementation of this Plan, will help measure the success of the Plan, allow the *City* to respond to new trends and to continuously improve the effectiveness of the Plan.

12.3.1 OBJECTIVES

a) To evaluate the effectiveness of the Plan's policies over time and ensure that its objectives remain valid or respond to changing circumstances, as appropriate.

b) To develop a series of indicators to provide an effective means of monitoring the policies and objectives of the Plan.

c) To establish and maintain a comprehensive growth management monitoring program to assess the adequacy of the policies of the Plan and to measure their success in managing population and *employment* growth.

d) To establish and maintain a comprehensive monitoring program for housing, to improve the *City's* ability to respond to housing issues and to assess the strengths and weaknesses of its existing policies.

e) To monitor the state of the environment of the City to assess the effectiveness of policies on *sustainable development* and environmental protection, as well as meeting the Hamilton Harbour Remedial Action Plan targets.

f) To provide consultation on the effectiveness of policies and the early identification of new issues.

g) To analyze the effectiveness of the policies within the Plan with other plans adopted by the *City*, including, but not limited to, the Strategic Plan and Transportation Plan.

12.3.2 GENERAL POLICIES

a) At least once every ten years the *City shall* review the Plan, which *shall* include a public meeting required under The Planning Act. This review *shall* determine if:

(i) the policies and targets of the Plan are being met;

(ii) the objectives and policies of the Plan remain valid and realistic in view of changing social, economic, environmental and technological circumstances;

(iii) the policies of the Plan are adequate for the achievement of its strategic directions and objectives; and

(iv) policy components that *may* require further research and amendment *may* be considered, as required.

12.3.2.1 GROWTH MONITORING

12.3.2.1.1 POLICIES

a) In conjunction with the Region of Halton, the *City shall* regularly monitor the type and distribution of growth occurring in the City to assist with *infrastructure,* transit, growth management and land use decision making.

b) A framework *shall* be developed for monitoring growth to measure progress towards achieving the policies outlined in this Plan to include, among other things:

(i) population and *employment* growth;

(ii) population and *employment* densities;

(iii) residential and *employment intensification*;

(iv) *employment* and housing mix; and

(v) residential and non-residential *development* activity.

12.3.2.2 HOUSING MONITORING

12.3.2.2.1 POLICIES

a) The *City shall* regularly monitor the state of housing in the City to assess the effectiveness of the Plan's housing policies in addressing local housing needs. The information will also support the Region of Halton in the preparation of their Annual State of Housing Report.

b) A framework *shall* be developed for monitoring the state of housing which will include, but not be limited to:

(i) an inventory of existing vacant and potential residential lands;

(ii) an inventory of existing rental housing and the construction of new rental housing units;

(iii) an inventory of potential sites for *affordable housing*;

(iv) an inventory of potential *assisted* and *special needs housing* sites *shall* be maintained and forwarded to the Halton Community Housing Corporation and other providers of *assisted housing.*

12.3.2.3 ENVIRONMENTAL MONITORING

12.3.2.3.1 POLICIES

a) Once each Council term, the *City shall* prepare a State of the Environment Report to serve as background information for the comprehensive review of the strategic plan and *may* utilize a citizens' advisory committee for this purpose.

b) The State of the Environment report *may* include, but is not necessarily limited to, Environment, Economy and Social indicators of *Sustainable Development.*

12.3.2.4 MONITORING REPORT

In support of the Plan's strategic directions and guiding principles, an Official Plan monitoring report *shall* be prepared for Council on an annual basis which, at a minimum, will report on growth, *development* activity and the state of housing in the City.

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Definitions

13

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Accessory Building or Structure – A detached building or structure that is not used for human habitation, the use of which is naturally and normally incidental to, subordinate to, or exclusively devoted to a principal use or building and located on the same lot.

Accessory Drive-Through – An amenity to a primary use whereby goods or services are provided, either wholly or in part, to customers located within a motor vehicle.

Accessory Dwelling Unit – A self-contained second *dwelling unit* located within, or on the same site as, a single-detached dwelling, semi-detached dwelling, townhouse unit or street townhouse unit.

Accessory Use – The use of any land, building or structure which is normally incidental to, subordinate to, or exclusively devoted to, the principal use located on the same *lot*.

Active Transportation – Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Adaptive Management Plan – An approach to managing complex natural systems by continually improving management policies and practices based on learning from the outcomes of operational programs that include monitoring and evaluation.

Adult Entertainment – Any premise or part thereof in or on which is provided in pursuance of a trade, calling, business or occupation, or to which an admittance or other fee is required, service of an employee, entertainer or other person who exposes to view any portion of the nipple or areola of the female breast or any portion of his or her pubic hair, anus, cleft of the buttocks, penis, vulva or genitals, or any other service designed to appeal to erotic or sexual appetites or inclinations.

Adverse Effects – One or more of the following:

1. Impairment in the quality of the natural environment for any use that can be made of it;
2. Injury or damage to property or plant or animal life;
3. Harm or material discomfort to any person;
4. Any adverse effect on the health of any person;
5. Impairment of the safety of any person;
6. Rendering any property or plant or animal life unfit for human use;
7. Loss of enjoyment of normal use of property; and
8. Interference with normal conduct of business.

Affordable Housing – Housing with a market price or rent that is affordable to households of low and moderate income spending no more than 30 percent of their gross household income.

1. Affordable rental housing *should* meet the demand of households at the low end, as described in the Region of Halton's annual State of Housing Report. Such households would be able to afford at least three out of ten rental units on the market.
2. Affordable ownership housing *should* meet the demand of households at the high end, as identified in the Region of Halton's annual State of Housing Report. Such households would have sufficient income left, after housing expenses, to sustain the basic standard of living.

Agricultural System – The inter-connected elements needed for agricultural production to be viable and prosperous and the interrelationships among them. The agricultural system includes: agricultural land; farms and farmers; the natural environment; a farm labour force; businesses and services supplying inputs to agriculture; markets and transportation; *infrastructure;* non-profit organizations such as agricultural associations; and community support.

Agriculture or Agricultural Operation or Agricultural Use or Farming – The growth of crops, including nursery and horticultural crops (but not *horticultural trade use*); raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including accommodation for full-time labour when the size and nature of the operation requires additional employment.

Agriculture-Related Uses – Those farm-related commercial and farm-related *industrial* uses that are small scale and directly related to the farm operation and are required in close proximity to the farm operation.

Agriculture-Related Tourism Uses – Those farm-related tourism uses, including limited accommodation such as a *bed and breakfast home,* that promote the enjoyment, education or activities related to the farm operation.

Amenity Area – An interior area within a residential building or an outdoor area exterior to the residential building which is designed and intended primarily for the leisure and recreation of the occupants of the dwelling.

Anchor Hub – A *major transit station area* within an Urban Growth Centre.

Ancillary Employment Use – The use of any land, building or structure which is subordinate to uses in the surrounding *Area of Employment* and provides a service to the uses, businesses and employees in the surrounding *Area of Employment*.

Animal Kennel – A building, structure or premises used for the raising or boarding of dogs, cats, or other household pets.

Archaeological Resource –Artifacts, archaeological sites and marine archaeological sites, as defined under The Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with The Ontario Heritage Act.

Areas of Archaeological Potential –Areas with the likelihood to contain *archaeological resources*. Methods to identify archaeological potential are established by the Province, but municipal approaches which achieve the same objectives *may* also be used. The Ontario Heritage Act requires archaeological potential to be confirmed through archaeological fieldwork.

Area of Employment – An area of land designated for clusters of business and economic uses, including, without limitation:

1. manufacturing uses;
2. warehousing uses;
3. office uses; and
4. retail uses that are associated with, and *accessory* to, the uses mentioned in clauses (1) to (3) above.

For the purposes of this Plan, the lands considered to be *Areas of Employment* are shown on Schedule B of this Plan.

Areas of Natural and Scientific Interest – Areas of land and water containing natural landscapes or features that have been identified by the Province as having provincially significant life science or earth science values related to protection, scientific study or education.

Area-Specific Plan – A plan for a specific geographic area that contains two or more properties or is larger than one hectare. An *Area-Specific Plan* can include a variety of studies and contains specific policies to guide future *development* which can form the basis of an amendment to an Official Plan. Secondary Plans, Tertiary Plans and Neighbourhood Plans are all types of *Area-Specific Plans.*

Assisted Housing – Housing that is available to low and moderate income households for rent or purchase where part of the housing cost is subsidized through a government program.

Automotive Commercial – Uses involving the sale of automobiles and the repair and maintenance of automobiles and the sale of gasoline or similar products and shall include *small-scale motor vehicle dealerships*, motor vehicle repair garages, car washes and service stations.

Bed and Breakfast Home – An owner-occupied detached dwelling offering short-term lodging for compensation to the traveling and vacationing public. Guest rooms or suites *shall* be limited to a maximum of three, and *may* include a private bath but *shall* not include cooking facilities. Breakfast and other meals, services, facilities or amenities *may* be offered exclusively to guests.

Brownfield Site – An undeveloped or previously developed property that *may* be *contaminated*. *Brownfield sites* are usually, but not exclusively, former industrial or commercial properties that *may* be underutilized, derelict or vacant.

Buffer – An area of land located adjacent to *Key Natural Features* or *watercourses* and usually bordering lands that are subject to *development* or *site alteration.* The purpose of the *buffer* is to protect the features and ecological functions of the Natural Heritage System by mitigating impacts of the proposed *development* or *site alteration.* The extent of the buffer and activities that *may* be permitted within it shall be based on the sensitivity and significance of the *Key Natural Features* and *watercourses* and their contribution to the long term ecological functions of the Natural Heritage System as determined through a Sub-Watershed Study, an Environmental Impact Assessment or similar studies that examine a sufficiently large area.

Building Cluster –A group of interrelated buildings that are located in close proximity on a property and that includes a dwelling.

Built Boundary - The limits of the developed urban area, as defined by the Minister of Infrastructure in accordance with Policy 2.2.3.5 of the Provincial Growth Plan.

Built Heritage Resource – A building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community. *Built heritage resources* are generally located on property that has been designated under Parts IV or V of The Ontario Heritage Act, or included on local, provincial and/or federal registers.

Built-Up Area –All land within the *built boundary*.

Campground – An area used for a range of overnight accommodation, from tenting to serviced trailer sites, including *accessory* facilities which support the use, such as administration offices, laundry facilities, washrooms, support *recreational* facilities, but not including the use of mobile homes, trailers or other forms of moveable shelter on a permanent year–round basis.

Carrying Capacity – The maximum population of a particular species an area of land can support without hindering future generations' ability to maintain the same population.

Cemetery – Land that has been established as a *cemetery* under The Funeral, Burial and Cremation Services Act or under a predecessor or successor of that Act, and in respect of which a certificate of consent issued by the registrar is registered in the land registry office; or land that is otherwise set aside to be used either for the interment of human and/or animal remains, or for both of these purposes, but does not include a *crematory.*

Centre for Biodiversity – An area identified through a Regional Official Plan Amendment that encompasses existing natural heritage features and associated enhancements to the *Key Natural Features* and is of sufficient size, quality and diversity that it can support a wide range of native species and ecological functions, accommodate periodic local extinctions, natural patterns of disturbance and renewal and those species that are area sensitive, and provide sufficient habitat to support populations of native plants and animals in perpetuity. Any such amendment would be initiated by the Region of Halton after the day of adoption of the Regional Plan (December 16, 2009) and *shall* include a detailed and precise justification supporting the identification of the area, based on current principles of conservation biology.

City – The Council of the Corporation of the City of Burlington; or alternatively, where an approval power has been delegated by the City of Burlington Council, the delegated approval authority.

Coastal Wetland –(1) Any *wetland* that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Mary's, St. Clair, Detroit, Niagara and St. Lawrence Rivers); or (2) Any other *wetland* that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 km upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected.

Commercial Farm – A farm which is deemed to be a viable farm operation and which normally produces sufficient income to support a farm family.

Community Garden –A piece of land operated by the City, an individual or a group of people which is used collectively by a group of people for the growing of produce through individual or shared plots.

Community Improvement Plan – A plan adopted and approved under Section 28 of The Planning Act for community improvement of a *community improvement project area.*

Community Improvement Project Area – A municipality or an area within a municipality, the community improvement of which, in the opinion of the *City*, is desirable because of age, dilapidation, overcrowding, faulty arrangement,

unsuitability of buildings or for any other environmental, social or community economic development reason.

Compact Urban Form – A land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for *infrastructure. Compact urban form* can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

Compatible or Compatibility – *Development* or *re–development* which *may* or *may* not be the same as or similar to existing *development*, but that can co–exist with the surrounding area without unacceptable impacts.

Complete Community – A community that meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and *public service facilities* including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

Complete Street – A *complete street* is designed for all ages, abilities and modes of travel. On *complete streets*, safe and comfortable access for pedestrians, cyclists, transit users and the mobility impaired is not an afterthought, but an integral planning feature. *Complete streets* improve mobility and foster livability while enhancing the public realm and encouraging *sustainable* growth patterns.

Conservation or Conserve – The identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained under The Ontario Heritage Act. This *may* be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/ or cultural heritage impact assessment or *cultural heritage landscape* impact assessment. . Mitigative measures and/or alternative *development* approaches can be included in these plans and assessments.

Contaminated Site – A site at which hazardous substances occur at concentrations above background levels and where assessment shows it poses, or is likely to pose, immediate or long-term *adverse effects* to human health or the natural environment.

Context Sensitive Design – An approach for the design of the public right-of-way to respond to the needs of all users, the neighbouring communities, and the environment. It integrates projects into the context or setting through careful planning, considering different perspectives through collaboration, and ensuring

flexibility in design so that transportation projects consider the natural, social, economic, and cultural environment.

Convenience/ Specialty Food Store – A retail establishment with a maximum size of 1,800 sq. m., selling various convenience and food items, such as meat, fish and seafood, fruit and vegetables, bakery items, candy/nuts, health food, etc.

Cottage Industry – An activity conducted as an *accessory use* within a single detached dwelling or in an addition to the dwelling or an *accessory* building not further than 30 m from the dwelling and serviced by the same private water and wastewater systems, performed by one or more residents of the household on the same property. A *cottage industry may* include activities such as dressmaking, upholstering, weaving, baking, ceramic-making, painting, sculpting and the repair of personal effects.

Creative Cultural Industries – Retail, service commercial, industrial, entertainment or *institutional uses* involved in the creation, production, manufacturing and distribution of cultural goods or services. This includes everything from theatrical costume making to creative software design.

Crematory – A building fitted with appliances for the purpose of cremating human remains that has been approved or consented to as a crematorium in accordance with The Funeral, Burial and Cremation Service Act or of a predecessor or successor of that Act that related to *cemeteries*, and includes everything necessarily incidental and *accessory* thereto.

Culture – A set of distinctive spiritual, material, intellectual and emotional features of society or a social group, and it encompasses, in addition to arts and literature, lifestyles, ways of living together, value systems, traditions and beliefs.

Cultural Heritage Landscape – A defined geographical area that *may* have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area *may* involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their inter-relationship, meaning or association. Examples *may* include, but are not limited to, heritage conservation districts designated under The Ontario Heritage Act; villages, parks, gardens, battlefields, main streets and *neighbourhoods*, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site.)

Cultural Heritage Resources – *Built heritage resources*, *cultural heritage landscapes* and/or *archaeological resources.*

Cultural Resources – Human or material assets that contribute to or participate in the creation, documentation, and/or dissemination of cultural activities or products.

Cumulative Impact –The combined direct and indirect effects resulting from the incremental activities of *development and site alteration* over a period of time and over an area. All past, present and foreseeable future activities are to be considered in assessing *cumulative impact*.

Department Store – A retail establishment more than 4,750 sq. m. in area, primarily engaged in retailing a wide range of products, with each merchandise category or product group constituting a separate department within the store. Some departments *may* be operated on a concession basis.

Design Guidelines – A set of discretionary statements to guide land *development* to achieve a desired level of quality for the physical environment.

Designated Greenfield Area –The area within a *settlement area* that is not *built-up area.*

Development –The creation of a new *lot*, a change in land use, or the construction of buildings and structures, any of which requires approval under The Planning Act, or that are subject to The Environmental Assessment Act, but does not include:

(1) activities that create or maintain *infrastructure* authorized under an environmental assessment process;
(2) works subject to The Drainage Act; or
(3) within the Greenbelt Plan Area, the carrying out of *agricultural* practices on land that was being used for *agricultural uses* on the date the Greenbelt Plan 2005 came into effect.

Development Application – Formal request to the City of Burlington and/or Region of Halton, for an Official Plan amendment, zoning by-law amendment, site plan approval, land conveyance, minor variance approval, or plan of subdivision.

Development Capacity – The capacity of a *watershed* to support use or change in use without *negative impact* on the Greenbelt and Natural Heritage Systems.

Development Envelope – In the Rural Area outside Rural Settlement Areas, the area occupied by a single–detached dwelling and associated *amenity area*, *accessory* uses, on–site services, vehicular access and parking.

Disability – Any one or more of the following:

- any degree of physical disability, infirmity, malformation or disfigurement that is caused by bodily injury, birth defect or illness and, without limiting the generality of the foregoing, includes diabetes mellitus, epilepsy, a brain

injury, any degree of paralysis, amputation, lack of physical co-ordination, blindness or visual impediment, deafness or hearing impediment, muteness or speech impediment, or physical reliance on a guide dog or other animal or on a wheelchair or other remedial appliance or device,

- a condition of mental impairment or a developmental disability,
- a learning disability, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language,
- a mental disorder, or
- an injury or disability for which benefits were claimed or received under the insurance plan established under The Workplace Safety and Insurance Act, 1997.

Dwelling Unit – A self-contained room or suite of rooms located in a building or structure that is operated as a housekeeping unit and is used or intended for use as residential premises by one household and which contains kitchen and bathroom facilities that are intended for the exclusive use of that household, except in the case of an *institutional* residential use, in which case a *dwelling unit shall* mean a room or suite of rooms used or intended for use as residential premises with or without exclusive kitchen and/or bathroom facilities. *Long-term care facilities* are excluded from this definition.

Dynamic Beach Hazard – Areas of inherently unstable accumulations of shoreline sediments along the Great Lakes-St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the *flooding hazard* limit plus a dynamic beach allowance.

Ecological Functions – The natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These *may* include biological, physical and socio-economic interactions.

Ecological Health – The ability of the *natural environment* to withstand or buffer impact from human derived impacts such as air pollution, loss of biodiversity and nutrient loading. Measures of *ecological health may* include indicators such as pollution levels, prevalence of exotic species, water quality, forest age classes and species heterogeneity. Collectively, *ecological health may* also be referred to as the *carrying capacity* or overall integrity of a natural system.

Economic Impact Study – A study measuring how much economic activity will be triggered by a certain *development* or investment (public or private).

Ecosystem – Systems of plants, animals, and micro-organisms, together with the non-living components of their environment and related ecological processes, essential for the functioning of the biosphere in all its diversity.

Employment -the use of lands for business and economic activities, including, but not limited to, manufacturing, warehousing, offices and *ancillary employment uses*, but does not include retail and service commercial uses unless they are an *ancillary employment use*.

Encourage – Reasonable efforts are made to accommodate the desired result.

Endangered species – A species that is listed or categorized as an "Endangered Species" on the Province's official Species at Risk list, as updated and amended from time to time.

Enhancement Areas – Ecologically supporting areas adjacent to *Key Natural Features* and/or measures internal to the *Key Natural Features* that increase the ecological resilience and function of individual *Key Natural Features* or groups of *Key Natural Features* or of the Natural Heritage System.

Entertainment Use – Any place devoted to the presentation of live entertainment and performances or for the commercial showing of films, including such facilities as movie theatre, dinner theatre, supper club or cabaret, but *shall* not include a night club, *adult entertainment* establishment, gaming establishment, or video game & pinball machine arcade.

Environmental Site Assessment – The evaluation of a property for contamination or environmental hazards. Generally, Environmental Site Assessments are conducted in two phases as outlined by The Environmental Protection Act:

1. Phase One Environmental Site Assessment means an assessment of property for potential contamination or environmental hazards to determine the likelihood that one or more contaminants have affected all or part of the property;
2. Phase Two Environmental Site Assessment means an assessment of property by or under the supervision of a qualified person to determine the location and concentration of one or more contaminants in the natural environment.

Erosion Hazard – The loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100-year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Escarpment Brow – The uppermost point of the Escarpment slope or face. It *may* be the top of a rock cliff, or where the bedrock is buried, the most obvious break in slope associated with the underlying bedrock.

Essential – That which is deemed necessary to the public interest after all alternatives have been considered and, where applicable, as determined through the Environmental Assessment process.

Existing Use – The use of any land, building or structure legally existing, or approved under a Parkway Belt land use regulation, on the day of adoption of this Plan or the amendment to this Plan giving effect to the subject section by the *City,* or, in the case of the Niagara Escarpment Plan Area, the day of approval of the Niagara Escarpment Plan or an amendment to that Plan or, in the case of the Greenbelt Plan, a use which lawfully existed on December 15, 2004. An *existing use*, building or structure *may* expand or be replaced in the same location and of the same use in accordance with the Zoning By-law. For the purpose of *horticultural trade uses*, they are considered *existing uses* provided that they are recognized as legal uses under the Zoning By-law or through the issuance of a development permit by the Niagara Escarpment Commission; such a process must commence within one year and be completed within five years of *City* Council adoption of the Amendment introducing such uses in the Halton Region Official Plan.

Farming – See *Agriculture.*

Farmers Market – A retail establishment consisting of multiple vendors engaged in the retailing of primarily food and plant products, a portion of which are locally grown and/or prepared.

Fisheries Management – The management of *fish habitat* and fish population for the purpose of sustaining and improving the quality and quantity of fish.

Fish Habitat – As defined in The Fisheries Act, c. F-14, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

Flooding Hazard – The inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

1. along the shoreline of Lake Ontario, the flooding hazard limit is based on the one hundred year flood level plus an allowance for *wave uprush* and other water-related hazards;
2. along river, stream and small inland lake systems, the flooding hazard limit is the greater of:
3. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over *watersheds* in the general area;

4. the one hundred year flood; and
5. a flood which is greater than 1. or 2. which was actually experienced in a particular *watershed* or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources;

(except where the use of the one hundred flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific *watershed* where the past history of flooding supports the lowering of the standard.)

Floodplain – The area, usually low lands adjoining a *watercourse*, which has been or *may* be subject to *flooding hazards*.

Floor Area Ratio – **FAR** – The ratio of the total floor area of a building or buildings to the net area of the *lot* on which the building or buildings are located. For example, a floor area ratio (FAR) of 2.0 would indicate that the total floor area of a building could be up to 2 times the net area of the *lot* on which it is located.

Forest Management or Forestry –The wise use and management of forests for the production of wood and wood products; to provide outdoor recreation; to maintain, restore, or enhance the ecological health and integrity of the forest; and for the protection and production of water supplies.

Frequent Transit Network –A priority component of the City-wide transit network. Transit service on the *frequent transit network* runs every 15 minutes, typically 7 days per week during the day and early evening, with variations on service depending on local conditions. The *frequent transit network* consists of the following two components, as identified on Schedule B-2, Growth Framework and Frequent Transit Network, of this Plan:

1. The Justified *Frequent Transit Network* has existing and/or planned land uses, and street design conditions to enable a viable service.
2. The Candidate *Frequent Transit Network* has some of the existing and/or planned land uses and street design conditions which may enable a viable service in the future.

Garden Suite – A temporary one-unit detached residential structure containing bathroom and kitchen facilities that is *accessory* to an existing residential structure and that is designed to be portable.

Gateway Hub – Major transit station areas at the interchange of two or more current or planned regional rapid transit lines at which 4,500 or more people are

expected to board or alight from transit vehicles during morning peak periods in 2031.

Golf Course – A public or private area laid out, operated or used for the purpose of playing or practicing the game of golf, including a golf driving range, and does not include uses on *golf course* lands that are not directly *accessory* to the golf course operation (e.g. banquet facilities, curling rink).

Greyfield – Previously developed property that is not contaminated. *Greyfields* are usually, but not exclusively, former commercial properties that *may* be underutilized, derelict or vacant.

Green Infrastructure – Natural and human-made elements that provide ecological and hydrological functions and processes. Green *infrastructure* can include components such as natural heritage features and systems, parklands, storm water management systems, street *trees*, urban forests, natural channels, permeable surfaces and green roofs.

Ground oriented housing unit – A *dwelling unit* which is designed to be accessible by direct access from the ground or by means of stairways. Buildings containing *ground oriented housing units* usually do not exceed three storeys in height.

Groundwater Features – Water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.

Groundwater Recharge Area – An area from which there is significant addition of water to the groundwater system.

Group Home – A single housekeeping unit supervised by staff on a daily basis which provides special care and treatment to persons for physical or mental deficiency, physical handicap or other such cause. A Group Home *shall* be funded, licensed, approved, or supervised by the Province of Ontario under a general or specific Act, for the accommodation of not less than 6 and not more than 8 residents, exclusive of staff. Where a Group Home is located outside the Urban Boundary as indicated on Schedule A, City System**,** the maximum number of residents permitted, exclusive of staff, is 10. A Group Home *may* contain an office provided that the office is used only for the administration of the Group Home in which it is located.

Habitat of Endangered Species and Threatened Species –

1. with respect to a species listed on the Species at Risk in Ontario List as an endangered or threatened species for which a regulation made under clause 55 (1)(a) of The Endangered Species Act, 2007 is in force, the area prescribed by that regulation as the habitat of the species; or

2. with respect to any other species listed on the Species at Risk in Ontario List as an endangered or threatened species, an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation, migration or feeding, as approved by the Province; and
3. places in the areas described in clause (1) or (2), whichever is applicable, that are used by members of the species as dens, nests, hibernacula or other residences.

Hazardous Lands – Property or lands that could be unsafe for *development* due to naturally occurring processes. Along the shorelines of the Great Lakes – St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the *flooding hazard, erosion hazard* or *dynamic beach hazard* limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the *flooding hazard* or *erosion hazard* limits.

Hazardous Sites – Property or lands that could be unsafe for *development* and *site alteration* due to naturally occurring hazards. These *may* include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography.)

Healthy Communities – Communities: (1) that foster among their residents a state of physical, mental, social and economic well–being; (2) where residents take part in, and have a sense of control over, decisions that affect them; (3) that are physically designed to minimize the stress of daily living and meet the life-long needs of their residents; and (4) where *employment*, social, health, educational, and *recreational* and cultural opportunities are accessible to all segments of the community.

Heritage Attributes –The principal features or elements that contribute to a *protected heritage property*'s cultural heritage value or interest, and *may* include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a *protected heritage property*).

Heritage Feature – A feature of the landscape which, by itself, or together with its associated environment, is unique or representative of past human activities or events. Such a feature *may* include a site or area of archaeological or historical value and it *may* include a building or structure of architectural and/or historical importance.

High density residential uses – Housing uses with a density ranging between 76 and 185 units per *net* hectare.

Higher Order Transit – Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit includes heavy rail (such as commuter rail), light rail (such as streetcars) and buses in dedicated rights-of-way.

High Occupancy Vehicles (HOV) Lanes – Special lanes designated for the exclusive or near exclusive use of High Occupancy Vehicles. HOV lanes *may* be located in the median or curb lanes of the street, where roadways are sufficiently wide; existing lanes can be designated as HOV lanes on a full time basis, or *may* be limited to peak travel periods of the day. Bicycles *may* also be permitted on HOV lanes in some instances.

Home Industry – A small scale use providing a service primarily to the rural *farming* community and which is *accessory* to a single detached dwelling or *agricultural* operation, performed by one or more residents of the household on the same property. A home industry *may* be conducted in whole or in part in an accessory building and *may* include a carpentry shop, a metal working shop, a welding shop, an electrical shop, or blacksmith's shop, etc. but does not include an auto repair or paint shop or furniture stripping.

Home Occupation – An activity that provides a service as an *accessory* use within a single detached dwelling or in an addition to the dwelling or in an *accessory* building not further than 30 m away from the dwelling and serviced by the same private water and wastewater systems, performed by one or more residents of the household on the same property. Such activities *may* include services performed by an accountant, architect, auditor, dentist, medical practitioner, engineer, insurance agent, land surveyor, lawyer, realtor, planner, hairdresser, desk top publisher or word processor, computer processing provider, teacher or day care provider.

Horticultural Trade Use – A non-farm business associated with the sale, supply, delivery, storage, distribution, installation, and/or maintenance of horticultural plants and products used in landscaping, but does not include uses associated with the principal *agricultural operation.*

Human Scale – The proportional relationship of the physical environment to human dimensions, acceptable to public perception and comprehension in terms of the size, height, bulk, and/or *massing* of buildings or other features of the built environment.

Hydrologic function – The functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment, including its relation to living things.

Inclusive – Social inclusiveness is both a process and an outcome. As a process, social inclusion promotes the open, welcome and supported participation of all

people in social planning and decision-making affecting their lives. As an outcome, an inclusive city is one that provides opportunities for the optimal well-being and healthy development of all children, youth and adults. Dimensions of Social Inclusion are diversity, human development, civic engagement, living conditions and community services.

Industrial – Assembling, fabricating, manufacturing, processing, warehousing and distribution uses, repair activities, communications, *utilities,* transportation, storage, service trades and construction uses.

Infrastructure – Physical structures (facilities and corridors) that form the foundation for *development. Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Institutional Uses – Consists of private services and/or facilities which provide a public health, education, recreation and/or social service related function to residents and which can be appropriately accommodated in most areas of the City. *Institutional uses may* include, but *shall* not be limited to, places of worship, *cemeteries*, private educational facilities, private day cares or seniors' residences, but *shall* not include *group homes,* private medical clinics or *public service facilities.*

Intensification – The *development* of a property, site or area at a higher density (people and/or jobs) than currently exists through:

1. *re-development*, include the reuse of *brownfields;*
2. the *development* of vacant and/or under-utilized lots within previously developed areas;
3. *infill development*; or
4. the expansion or conversion of existing buildings.

Intensification Area – Lands identified within the Urban Area of this Plan that are intended to be the focus for accommodating *intensification.*

Intensification Corridor – *Intensification Areas* identified along major roads, arterials or *higher order transit* corridors that have the potential to provide a focus for higher density mixed-use *development* consistent with planned transit service levels.

Intensity – A measure of the degree of *development* on a site, measured for non-residential sites, as the *floor area ratio.*

Interim Land Use – Generally considered to be a use that is shorter in duration than the time horizon of this Plan. It involves limited investment in buildings and structures in order not to deter potential *re-development* for more long term uses.

Key Natural Feature – Features which are important for their environmental and social values as a legacy of the natural landscapes of an area, and which are described in Subsections 4.2.2 and 4.2.3 of this Plan.

Large Building Supplies/Garden Store – A retail establishment with a minimum floor area of 5,600 sq. m., primarily engaged in the retailing of building and/or garden materials, and which *may* include the outside storage of goods and materials.

Large Department Store – A retail establishment greater than 4,750 sq. m. in area, which is engaged in retailing a wide range of products, with each merchandise category or product group constituting a separate department within the store. Some departments *may* be operated on a concession basis.

Large Furniture & Appliance Store – A retail establishment with a minimum floor area of 5,600 sq. m., primarily engaged in the retailing of new home furniture and/or appliances and home accessories, and which does not include outside storage of goods and materials.

Large Home and Auto Supplies Store – A retail establishment with a minimum floor area of 5,600 sq. m., primarily engaged in retailing a general line of auto supplies, such as tires, batteries, parts and accessories, in combination with a general line of home supplies, such as hardware, housewares, small appliances, sporting goods and lawn and garden equipment and supplies.

Large Scale Motor Vehicle Dealership – A motor vehicle dealership greater than 0.2 ha in size which contains significant outside storage and a large proportion of associated automobile repair and service facilities.

Linkage – An area providing connectivity or intended to provide connectivity within the Natural Heritage System, supporting a range of community and ecosystem processes enabling plants and animals to move between *Key Natural Features* over multiple generations. *Linkages* are preferably associated with the presence of existing natural areas and functions and they are to be established where they will provide an important contribution to the long term *sustainability* of the Natural Heritage System. They are not meant to interfere with *normal farm practice.* The extent and location of the linkages can be assessed in the context of both the scale of the proposed *development* or *site alteration,* and the ecological functions they contribute to the Natural Heritage System.

Live-Work Relationship – A term used to refer to the place of residence relative to the place of *employment*.

Long Term Care Facility – A residence which provides care to meet the physical, emotional, social, spiritual and personal needs of persons. Long Term Facilities include any facilities licensed by the Province of Ontario under The Long-Term Care Homes Act, 2007 (LTCHA).

Lot – A parcel of land under one ownership which is established as a separate parcel of land in accordance with the lot creation sections of The Planning Act, including a parcel acquired from Her Majesty in right of Canada, Her Majesty in right of Ontario, the Regional Municipality of Halton, or the Corporation of the City of Burlington, appropriated for the exclusive use of a building or a group of buildings comprising one undertaking or enterprise, and which abuts a public street, except if it has been created as a parcel of tied land, in which case, it *may* abut a common element condominium road.

Low and Moderate Income Households – Those households defined through the Region of Halton's annual State of Housing Report, pursuant to the Region of Halton Official Plan, and in accordance with the definitions of *Affordable and Assisted Housing* under the Region of Halton Official Plan. The income thresholds for low and moderate income households *should* not be more than those as defined in the Provincial Policy Statement.

Low Density Residential Uses – Housing uses with a density to a maximum of 25 units per net hectare.

Low Impact Development – An approach to storm water management that seeks to manage rain and other precipitation as close as possible to where it falls, in order to mitigate the impacts of increased runoff and storm water pollution. It comprises a set of site design strategies and distributed, small scale, structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration and detention of storm water. *Low impact development* can include: bio-swales, permeable pavement, rain gardens, green roofs and exfiltration systems. *Low impact development* often employs vegetation and soil in its design; however, that does not always have to be the case.

Low Rise Building – A building four storeys in height or less.

Major Creek or Certain Headwater Creek – As it applies to the "Significant Woodlands" definition of this Plan, all *watercourses* within a Conservation Authority Regulation Limit as of the date of the adoption of this Plan and those portions of a *watercourse* that extend beyond the limit of the Conservation Authority Regulation Limit to connect a *woodland* considered *significant* based on criteria (1) (2) or (3) of the "*Significant Woodland*" definition of this Plan and/or *wetland* feature within the Regional Natural Heritage System. The extent and location of *major creeks or certain headwater creeks* will be updated from time to time by the Conservation

Authority and as a result *may* lead to refinements to the boundaries of *significant woodlands*.

Major Office –Freestanding *office* buildings of 10,000 m^2 or greater, or with 500 jobs or more.

Major Place of Worship – A building with a worship area of 500 m2 or greater, where people assemble for religious or spiritual purposes, and *may* include *accessory* uses including administrative *offices*, child care facilities, a kitchen and food preparation area for the users of the assembly area, and a maximum of one *accessory* dwelling unit intended for persons employed by the *major place of worship*, provided that this *accessory use* is located within the same building and is subordinate to the primary use of the building as a worship area. An *accessory* community/multi-use hall used for public *recreational,* social, community and charitable activities *shall* be permitted within a *major place of worship.*

Major Transit Station Area – The area including and around any existing or planned *higher order transit* station (such as GO Transit commuter rail stations), or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 m radius of a *higher order transit* station, representing about a 10-minute walk.

Massing – The overall bulk, size, physical volume, or magnitude of a structure or project.

May – There is some discretion in interpretation of, and/or flexibility in the application of this Official Plan policy.

Meander Belt Allowance – The setback that keeps *development* from being affected by river and stream meandering (this includes the allowance for the 100-year erosion rate.)

Medium density residential uses – Housing uses with a density ranging between 26 and 75 units per *net* hectare.

Mid-Rise Building – A building with a maximum height that is no taller than the actual width of the abutting street right-of-way, or between five (5) to eleven (11) storeys in height, whichever is lesser. On a corner lot, the lesser of the two abutting street right-of-way widths *may* be used for the purposes of determining maximum building height.

Mineral Aggregate Operation –

1) Lands under license or permit, other than for *wayside pits and quarries,* issued in accordance with The Aggregate Resources Act, or successors thereto;

2) For lands not designated under The Aggregate Resources Act, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
3) Associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary products, but subject to the limitations under Section 109 (4) of the Region of Halton Official Plan.

Mineral Aggregate Resources –Gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under The Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nephelin, syenite, salt, talc, wollastonite, mine tailings or other material prescribed under The Mining Act.

Minimum Distance Separation (MDS) Formulae – Formulae developed by the Province to separate uses so as to reduce *incompatibility* concerns about odour from livestock facilities.

Minor Escarpment Slope – The area between the brow and toe of the Escarpment, where the rise occurs in the form of a gentle gradient.

Minor Place of Worship – A building with a worship area of less than 500 m^2, where people assemble for religious or spiritual purposes, and *may* include *accessory uses* including administrative *offices,* meeting and school rooms, child care facilities, a kitchen and food preparation area for the users of the assembly area, and a maximum of one *accessory* dwelling unit intended for persons employed by the place of worship, provided that this *accessory* use is located within the same building and is subordinate to the primary use of the building as a worship area. An *accessory* community/multi-use hall used for public recreational, social, community and charitable activities *shall* not be permitted within a *minor place of worship.*

Mobility Hub – A *major transit station* area, as defined in the Provincial Growth Plan for the Greater Golden Horseshoe, that is particularly significant given the level of transit service that is planned for it and the *development* potential around it. They are places of connectivity where different modes of transportation come together seamlessly. *Anchor mobility hubs* have strategic importance due to their relationship with urban growth centres.

Mobility Hub Primary Connector – A major street that has the ability to provide direct connections between *mobility hub* areas, as well as being a strong pedestrian destination on its own.

Mobility Hub Primary Zone – A zone including a transit station and associated facilities as well as the immediate surrounding area, in approximately a 250 metre radius. The highest intensity, greatest mix of uses and greatest potential for change are expected within this study zone.

Mobility Hub Secondary Connector – **An** important street that provides a viable alternative for linking *mobility hubs* and has the potential to become a strong active transportation and transit corridor in the future.

Mobility Hub Tertiary Connector – Pedestrian trails and bike paths that connect *mobility hub* areas**.**

Modal Share – The percentage of trips using a given *mode* of travel.

Modes – Different types of travel such as public transit, automobile, commuter rail, cycling, or walking.

Motor Vehicle Service Station – A building or place where the principal use is the storage and sale of gasoline, propane, or other motor vehicle fuels, kerosene or motor oil and lubricants or grease (for the operation of motor vehicles) directly to the public on the premises, and *may* include the sale of minor accessory parts for motor vehicles and the provision of minor or running repairs for motor vehicles and not more than one towing vehicle. A *motor vehicle service station shall* include a gas bar.

Multi-Modal – The availability or use of more than one form of transportation including walking, cycling, public transit, automobile, etc. and the interconnection between *modes.*

Municipal Comprehensive Review – An Official Plan Review, or an Official Plan Amendment, initiated by the *City* that comprehensively applies the policies and schedules of the Provincial Growth Plan, except as it applies to Section 139.7 (4) of the Regional Official Plan, in which case such a review will be focused on the need for *employment* lands in order to achieve the *employment* targets of Table 1 of the Regional Official Plan, as set forth by Schedule 3 of the Provincial Growth Plan.

Natural Environment – The land, air or water or any combination or part thereof.

Natural Heritage Features and Areas – Features and areas, including significant *wetlands*, significant *coastal wetlands*, other coastal wetlands, *habitat of endangered species and threatened species,* significant wildlife habitat, and significant *areas of natural and scientific interest,* which are important for their environmental and social values as a legacy of the natural landscapes of an area.

Negative Impact –

1. in regard to individual private on-site water or sewage services, degradation to the *quality and quantity of water*, *sensitive surface water features* and *sensitive ground water features*, and their related hydrologic functions, due to single, multiple or successive *development*. *Negative impacts* should be assessed through environmental studies, including hydrogeological or water quality impact assessments, in accordance with Provincial standards;
2. in regard to water resources, degradation to the *quality and quantity of water*, *sensitive surface water features* and *sensitive ground water features*, and their related *hydrologic functions*, due to single, multiple or successive *development* or *site alteration* activities;
3. in regard to *fish habitat*, any permanent alteration to, or destruction of *fish habitat*, except where, in conjunction with the appropriate authorities, it has been authorized under The Fisheries Act; and
4. in regard to other *natural heritage features and areas*, degradation that threatens the health and integrity of the natural features or *ecological functions* for which an area is identified due to single, multiple or successive *development* or *site alteration* activities.

Neighbourhood Character – The collective physical qualities and characteristics which are prevalent in a *Neighbourhood Character Area* and which define its distinct identity, and includes a range of built form and design elements which coexist without adverse impact within the *Neighbourhood Character Area.*

Neighbourhood Character Area – A residential neighbourhood identified in the Zoning By-law, which shares physical qualities and characteristics that collectively provide a distinct and recognizable character that is different from surrounding areas.

Net Density – The overall density of a site excluding public roads and widenings, public parks, creek blocks, school sites and similar public land areas.

Non-ground oriented housing unit – A *dwelling unit* which is designed to be accessible primarily by indirect access through an elevator. Buildings containing *non-ground oriented housing units* usually exceed three storeys in height.

Normal Farm Practice – A practice that:

1) is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar *agricultural operations* under similar circumstances, or
2) makes use of innovative technology in a manner consistent with proper advanced farm management practices.

If required, the determination of whether a farm practice is a *normal farm practice shall* be in accordance with the provision of the Farming and Food Production Protection Act, including the final arbitration on normal farm practices by the Farm Practices Protection Board under the Act. *Normal farm practices* shall be consistent with the Nutrient Management Act, 2002 and regulations made under that Act.

Office – A building or part of a building where administrative and clerical functions are carried out in the management of a business, profession, organization or public administration.

On-Farm Diversified Uses - uses that are secondary to the principal *agricultural use* of the property, and are limited in area. *On-farm diversified uses* include, but are not limited to, *home occupations, home industries*, agri-tourism uses, and uses that produce value-added *agricultural* products.

Open Landscape Character – The system of rural features, both natural and man-made which makes up the rural environment, including forests, slopes, streams and stream valleys, hedgerows, agricultural fields, etc.

Peak Period – The time periods during the day with the greatest travel volumes, generally the two- or three-hour periods during a weekday specifically defined by the *City* from time to time.

Physical Character – The distinctive qualities within a physical area which are defined by elements such as: scale, form, colour, texture, material and the relation between structures, spaces and landforms.

Pit – Land or land under water from which unconsolidated aggregate is being or has been extracted, and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under Subsection 1 (3) of The Aggregate Resources Act.

Podium – The lower portion of a tall building, which is clearly differentiated from the spaces above, designed to define and support adjacent streets, parks, and open space at an appropriate scale, that integrates with adjacent buildings, assists to achieve transition and contributes to the pedestrian experience.

Preserve – To maintain the quality or condition of a resource in its current form, and to retard the deterioration of the resource.

Primary Public Entrance – An entrance to each use located at grade used by customers, employees, residents, tenants and other people, that *may* include doors to individual shops and businesses, lobby entrances or entrances to pedestrian-oriented plazas or publicly accessible open spaces between a building or a public right-of-way.

Prime Agricultural Area – Areas where *prime agricultural lands* predominate. This includes: areas of *prime agricultural lands* and associated Canada Land Inventory Class 4-7 soils; and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing *agriculture. Prime agricultural areas may* be identified by the Province using guidelines developed by the Province as amended from time to time, or *may* also be identified through an alternative *agricultural* land evaluation system approved by the Province.

Prime Agricultural Lands – Land that includes *specialty crop* lands and/or Canada Land Inventory classes 1, 2, 3 and 4 *agricultural* lands, as amended from time to time, in this order of priority for protection.

Principles of Universal Design – The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

Protected Heritage Property – Property designated under Parts IV, V or VI of The Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of The Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

Provincially Significant Wetlands – W*etlands* so classified by the Province based on the Ontario Wetland Evaluation System 2013 Southern Manual, as amended from time to time.

Public Authority – Any federal, provincial, regional, county or municipal agency including any commission, board, authority or department established by such agency exercising any power or authority under a Statute of Canada or Ontario.

Public Realm – Publicly owned streets, sidewalks, rights-of-ways, parks, off-street trails and bikeways, transit stations and stops, publicly accessible private spaces, shared and common driveways, walkways and gardens associated with condominium developments, and other publicly accessible open spaces, and public and civic buildings and facilities.

Public Service Facilities – Public services and/or facilities, either owned or subsidized by a government or other *public authority*, which are essential to serve the public health, education, *recreation* and/or social needs of a *neighbourhood* or the broader City. *Public Service Facilities may* include, but *shall* not be limited to, hospitals, public education facilities, police and fire services, *long-term care facilities*, public libraries, public *community facilities* or public day care facilities.

Qualified Person – An individual with qualifications and/or credentials related to a field of study and who is therefore appropriate for conducting a study and/or

providing an expert opinion that has been required by the *City.* The *Qualified Person* must be to the satisfaction of the *City* or where appropriate, is defined by relevant legislation, regulation and standards.

Quarry – Land or land under water from which consolidated aggregate is being or has been excavated, and that has not been rehabilitated, but does not mean land or land under water excavated for a building or other work on the excavation site or in relation to which an order has been made under Subsection 1 (3) of The Aggregate Resources Act.

Recreation Use – A place designed and equipped for the consumer to actively participate in the conduct of sports, fitness and other leisure time activities, undertaken in built or natural settings for purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction and the achievement of human potential; but does not include a night club, *adult entertainment* parlour, video game & pinball machine arcade, gaming establishment or public auditorium, community or recreational centre.

Re-development – The creation of new units, uses or *lots* on previously developed land in existing communities, including brownfield sites.

Regional Market Area – An area that has a high degree of social and economic interaction, defined for the purposes of this Plan as the Regional Municipality of Halton.

Regulatory Flood Plain – The approved standard used in a particular *watershed* to define the lands subject to flooding during a *regulatory flood*.

Rehabilitation –The treatment of land, buildings or structures so that their use or condition is restored to its former use or condition, or *may* be changed to another use or condition that is or will be *compatible* with adjacent land uses.

Reverse Lotting – *Lots* located adjacent to a multi-purpose arterial, major arterial or collector street which front onto an internal street, while the rear yard faces onto the arterial or collector street. Landscaping and privacy fences are usually located adjacent to the arterial or collector street and access onto the arterial or collector is strictly limited.

Right to Farm – The right of a farmer to lawfully pursue *agriculture* in areas where *agriculture* is permitted by this Plan. This definition includes the right to move farm equipment in the pursuit of *agriculture.*

Scale – The proportion of a building or building element created by the placement and size of the building or element in comparison with adjacent buildings or building elements and to human dimension.

Securement - The acquisition of an interest in land to secure the long term protection of natural heritage features, ecological functions and attributes. Securement may be achieved by means of fee simple ownership or conservation easements through purchases, donations, bequests, or land dedications.

Seniors' Housing – Housing designed to primarily serve the needs of senior citizens and the elderly.

Sensitive – In regard to *surface water features and ground water features,* means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

Sensitive Land Uses – Buildings, *amenity areas,* or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby major facility. *Sensitive land uses may* be a part of the natural or built environment. Examples *may* include, but are not limited to: residences, day care centres, and educational and health facilities.

Service Commercial – Non-retail commercial uses, but excluding *automotive commercial* uses.

Settlement Area - Urban areas and rural settlement areas within the City where:

a. *development* is concentrated and which have a mix of land uses; and
b. lands have been designated in the Official Plan for *development* over the long term planning horizon provided for in the Provincial Policy Statement, 2005. Where there are no lands that have been designated over the long-term, the settlement area may be no larger than the area where *development* is concentrated.

Shall – It is mandatory or required to comply with an Official Plan policy.

Shoreline Hazardous Lands – Includes the *flooding hazard*, *erosion hazard* and *dynamic beach hazards* and the associated regulated allowances of the Lake Ontario and Burlington Bay shoreline, as defined, delineated and regulated by Conservation Halton.

Should – A convincing planning reason is required in order not to fully comply with an Official Plan policy.

Significant –

1. in regard to *wetlands*, an area as defined by the "significant wetlands" definition of this Plan;

2. in regard to *coastal wetlands* and *areas of natural and scientific interest*, an area identified as provincially significant by the Province using evaluation procedures established by the Province, as amended from time to time;
3. in regard to *woodlands*, an area as defined by the "*significant woodlands*" definition of this Plan;
4. in regard to other components of the Natural Heritage System, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or Natural Heritage System.
5. for lands within the Niagara Escarpment Plan Area, Provincially Significant Wetlands and *wetlands* as defined in the Niagara Escarpment Plan that make an important ecological contribution to the Natural Heritage System;
6. for lands within the Greenbelt Plan Area but outside the Niagara Escarpment Area, Provincially Significant Wetlands and *wetlands* as defined in the Greenbelt Plan;
7. for lands within the Natural Heritage System but outside the Greenbelt Plan Area, Provincially Significant Wetlands and *wetlands* that make an important ecological contribution to the Natural Heritage System;
8. outside the Natural Heritage System, Provincially Significant Wetlands; and
9. in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

Significant Wetland –

1. for lands within the Niagara Escarpment Plan Area, *Provincially Significant Wetlands* and wetlands as defined in the Niagara Escarpment Plan that make an important ecological contribution to the Regional Natural Heritage System;
2. for lands within the Greenbelt Plan Area but outside the Niagara Escarpment Area, *Provincially Significant Wetlands* and wetlands as defined in the Greenbelt Plan;
3. for lands within the Regional Natural Heritage System but outside the Greenbelt Plan Area, *Provincially Significant Wetlands* and *wetlands* that make an important ecological contribution to the Regional Natural Heritage System; and
4. outside the City's Natural Heritage System, *Provincially Significant Wetlands*.

Significant Woodland – A woodland 0.5 ha or larger, determined through a watershed management plan, a sub-watershed study or a site-specific Environmental Impact Assessment to meet one or more of the four following criteria:

1. the woodland contains forest patches over 99 years old;
2. the patch size of the woodland is 2 ha or larger if it is located in the Urban Planning Area or 4 ha or larger if it is located outside the Urban Area but below the Escarpment Brow; or 10 ha or larger if it is located outside the Urban Area but above the Escarpment Brow;
3. the woodland has an interior core area of 4 ha or larger, measured 100 m from the edge; or
4. the woodland is wholly or partially within 50 m of a *major creek* or *certain headwater creek* or within 150 m of the Escarpment brow.

Site Alteration – Activities pursuant to a *development* requiring approval under The Planning Act, such as grading, excavation and the placement of fill, that would change the landform and natural vegetative characteristics of a site, but does not include *normal farm practices* unless such practices involve the removal of fill off the property or the introduction of fill from off-site locations.

Small Department Store – A retail establishment of less than 4,750 sq. m. in area, which is engaged in retailing a wide range of products, with each merchandise category or product group constituting a separate department within the store. Some departments *may* be operated on a concession basis.

Small Scale Motor Vehicle Dealership – A motor vehicle dealership of less than 0.2 ha in size in which the principal activity is the retail sale of vehicles.

Social Impact Assessment - The analysis, monitoring and management of the intended and unintended social consequences, both positive and negative, of a *development* proposal, an *infrastructure* or *utility* project, a policy or project and of any social change processes invoked by those interventions.

Special Event - An event of short duration that brings people together to participate in activities that are *accessory* or incidental to the principal use of the property on which the event takes place.

Special Needs Housing – Any housing, including dedicated facilities, in whole or in part, that is designed to accommodate individuals with specific needs beyond economic needs, and includes, but is not limited to, needs such as mobility requirements or support functions required for daily living. Examples *may* include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for the elderly, *group homes*, emergency

shelters, housing for the homeless, and independent permanent living arrangements, where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided. It does not include households that receive community-based support services in their own home.

Specialty Crop Area – An area designated using evaluation procedures established by the Province, as amended from time to time, where specialty crops such as tender fruits, grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil lands are predominantly grown, usually resulting from:

1) Soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both; and/or
2) farmers skilled in the production of specialty crops; and/or
3) a long-term investment of capital in areas such as crops, drainage, *infrastructure* and related facilities and services to produce, store, or process specialty crops.

Stable Top of Bank – As it pertains to *valleylands*: (a) the physical top of bank where the existing slope is stable and not impacted by toe erosion; or, (b) is defined by the toe erosion allowance plus the *stable slope* allowance where the existing slope is unstable and/or is impacted by toe erosion.

Streetscape – The visual appearance of a roadway formed by the location of physical features such as buildings, pedestrian, cycling, transit and vehicular facilities and landscaping.

Supermarket/Grocery Store – A retail establishment with a minimum floor area of 1,800 sq. m., engaged primarily in the sale of a general line of food, such as canned, dry and frozen foods; fresh fruits and vegetables; fresh and prepared meats, fish, poultry, dairy products, baked products, and snack foods; and which also retails a range of non-food products, such as household paper products, toiletries and non-prescription drugs, and in which a minimum of 51 percent of the total sales floor area of the establishment is devoted to the sale of food.

Surface water feature – Water-related features on the earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, reacharge/discharge areas, springs, *wetlands*, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.

Sustainable and Sustainability and Sustainable Development –Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Tall Building – A building twelve (12) storeys or higher.

Threatened Species – A species that is listed or categorized as a "Threatened Species" on the Provincial official Species at Risk list, as updated and amended from time to time.

Total Floor Area – The sum total of the floor space in a building excluding those portions used for vehicular parking.

Transit Priority Measures (TPM) – Measures to permit transit vehicles to have priority over other vehicular traffic, thereby making transit travel times shorter and more consistent, which makes transit more attractive. *Transit priority measures may* include, but are not limited to, queue jump lanes, bus only lanes, green light signal priority, bus activated signals, and exemptions to prohibit turns and limiting or reducing on-street parking during part of the day.

Transit-Supportive Land Use – Planning and *development* practices which make transit viable and improve the quality of the experience of using transit. When used in reference to *development*, it generally refers to compact, mixed use *development* that has a high level of *employment* and residential densities to support *frequent transit service.* When used in reference to urban design, it generally refers to design principles that make *development* more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial streets and interior blocks in residential areas.

Transportation Amenities – Include transit facilities and shelters, benches, street trees, bicycle locking and repair stations and other *streetscape* elements.

Transportation Demand Management (TDM) – A set of strategies that result in more efficient use of the transportation system by influencing travel behavior by mode, time of day, frequency, trip length, regulation, route or cost.

Transportation Facilities – Includes roads, bike lanes, sidewalks and multi-use paths.

Tree – Any species of woody perennial plant, including its root system, which has reached or can reach a height of at least 4.5 m above ground at physiological maturity.

Urban Agriculture - The growing of vegetables, fruits, flowers and/or native plants produced through *agricultural* activity, *community gardens* and/or rooftop gardens, excluding animal *agriculture*, within the Urban and North Aldershot Areas of the City.

Urban Design Brief – A report that analyzes and demonstrates how a proposed *development* meets the urban design objectives and policies of this Plan and

addresses any relevant approved urban design guidelines. *Urban design briefs shall* reference lands adjacent to and within the vicinity of the proposed *development* site and *may* be used to guide site *development*. The specific requirements of the *urban design brief shall* be reflective of individual *development* proposals and determined by the *City* on a case by case basis.

Urban Forest – All *trees* and associated woody vegetation (e.g. shrubs), within the City. This includes *trees* in natural areas, as well as *trees* in more manicured settings such as parks, yards and boulevards. In the City of Burlington, the urban forest encompasses *trees* in the Urban, North Aldershot and Rural Areas, but is called the "urban" forest because this is the convention that has developed.

Urban Heat Island Effect – Occurs when heat from solar radiation is absorbed by man-made surfaces such as rooftops and pavement and then released into the air, increasing the temperature of the area.

Utility – A water supply, storm water or wastewater system, gas or oil pipeline, the generation, transmission and distribution of electric power including renewable energy systems and district energy systems for electricity, heating and/or cooling, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public transit or transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.

Valleyland – A natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

Vegetation Protection Zone – As it applies within the Greenbelt Plan Area, a vegetated buffer area surrounding a *Key Natural Feature* within which only those land uses permitted within the feature itself are permitted. The width of the vegetation protection zone is to be determined when new *development* or *site alteration* occurs within 120 m of a *Key Natural Feature*, and is to be of sufficient size to protect the feature and its functions from the impacts of the proposed change and associated activities that will occur before, during, and after construction, and where possible, restore or enhance the feature and/or its function.

Veterinary Clinic – The office of a veterinary surgeon and premises for the treatment of animals.

Warehouse Club – A retail establishment with a minimum floor area of 9,300 sq. m., engaged in retailing to club members primarily a general line of food related

products in large formats, in combination with a wide range of non-food items and services.

Watercourse – An identifiable depression in the ground in which a flow of water regularly or continuously occurs.

Watershed – An area that is drained by a river and its tributaries.

Wave Uprush – The rush of water up onto a shoreline or structure following the breaking of a wave; the limit of wave uprush is the point of furthest landward rush of water onto the shoreline.

Wayside Pit or Quarry – A temporary *pit* or *quarry* opened and used by or for a *public authority* solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

Wetlands – Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Periodically soaked or wet lands being used for *agricultural* purposes which no longer exhibit *wetland* characteristics are not considered to be *wetlands* for the purposes of this definition. Within the Greenbelt Plan Area, *wetlands* include only those that have been identified by the Province or by any other person, according to evaluation procedures established by the Province, as amended from time to time.

Wildlife Habitat – Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific *wildlife habitats* of concern *may* include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Wildlife Management – Management of *wildlife habitats* for the purposes of sustaining the quantity and quality of wildlife.

Woodland – Land with at least: 1000 *trees* of any size per ha, or 750 *trees* over 5 cm in diameter per ha, or 500 *trees* over 12 cm in diameter per ha, or 250 *trees* over 20 cm in diameter per ha but does not include an active cultivated fruit or nut orchard, a Christmas *tree* plantation, a plantation certified by the Region of Halton, a *tree* nursery, or a narrow linear strip of *trees* that defines a laneway or a boundary between fields. For the purposes of this definition, all measurements of the *trees* are to be taken at 1.37 m from the ground and *trees* in regenerating fields must have achieved that height to be counted.

Schedules and Tables

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SCHEDULE A
City System
City of Burlington

Legend

Areas
- Urban Area
- Rural Area
- Rural Settlement Area Boundary
- North Aldershot

City-Wide Systems
- Infrastructure and Transportation Systems
- Green System

Provincial Plan Boundaries and Concepts
- Niagara Escarpment Plan Area
- Greenbelt Plan Area

Growth Plan
- Urban Boundary
- Built Boundary
- Urban Growth Centre Boundary
- Designated Greenfield Area

Contextual References
- Municipal Boundary
- Parkway Belt Plan Area
- Major Transit Station
- Rail Line
- Provincial Freeway
- Major Roads
- Airport

MILTON
HAMILTON
OAKVILLE
DERRY RD.
BELL SCHOOL LINE
BRITANNIA RD.
MILBURROUGH LINE
CEDAR SPRINGS RD.
GUELPH LINE
WALKER'S LINE
APPLEBY LINE
NO. 1 SIDE RD.
DUNDAS ST.
HWY. 407
C.N.R.
UPPER MIDDLE ROAD
BRANT ST.
MAINWAY
Q.E.W. / HWY. 403
HARVESTER RD.
FAIRVIEW ST.
BURLOAK DR.
NEW ST.
LAKESHORE RD.
C.P.R.
WATERDOWN RD.
NO. 6 HWY. N
HWY. 403
PLAINS ROAD
NORTH SHORE BLVD.
KING RD.
G.E.R.
MAPLE AVE.
BURLINGTON BAY
LAKE ONTARIO

This schedule is not intended to identify land use permissions and shall be used in conjunction with other applicable schedules and policies of this Plan.

0 0.5 1 2 3 4 Kilometers

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SCHEDULE A-1
Provincial Land Use Plans and Designations
City of Burlington

Legend

Niagara Escarpment Plan
- Niagara Escarpment Plan Boundary
- North Aldershot Policy Area
- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Minor Urban Centre
- Urban Area
- Mineral Resource Extraction Area

Greenbelt Plan
- Protected Countryside Area
- Greenbelt Natural Heritage System

Provincial Growth Plan
- Built Boundary
- Urban Growth Centre Boundary
- Designated Greenfield Area

Parkway Belt West Plan Area Boundary

Contextual References
- Urban Boundary
- Municipal Boundary
- Rail Line

MILTON

DERRY RD.

Kilbride

Lowville

BRITANNIA RD.

Mount Nemo

BELL SCHOOL LINE

MILTON

HAMILTON

MILBUROUGH LINE

CEDAR SPRINGS RD.

GUELPH LINE

WALKER'S LINE

APPLEBY LINE

NO. 1 SIDE RD.

DUNDAS ST.

C.N.R.

HWY. 407

BRANT ST.

UPPER MIDDLE ROAD

MAINWAY

Q.E.W. / HWY. 403

HARVESTER RD.

C.N.R.

FAIRVIEW ST.

BURLOAK DR.

OAKVILLE

NO. 6 HWY.

C.P.R.

WATERDOWN RD.

HWY. 403

PLAINS ROAD

NORTH SHORE BLVD.

KING RD.

Q.E.W.

MAPLE AVE.

GUELPH LINE

WALKER'S LINE

APPLEBY LINE

NEW ST.

LAKESHORE RD.

BURLINGTON BAY

HAMILTON

LAKE ONTARIO

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0 0.5 1 2 3 4 Kilometers

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SCHEDULE B
Urban Structure
City of Burlington

Legend

Mixed Use Intensification Areas
- Urban Centres
- Mobility Hubs
- Mixed Use Nodes and Intensification Corridors

Areas of Employment Overlay
- Employment Lands
- Employment Designations within Urban Centres
- Employment Designations within Mixed Use Nodes and Intensification Corridors

Residential Neighbourhood Areas

Natural Heritage System and Major Parks and Open Space

Mineral Resource Extraction Area

Infrastructure and Transportation Corridors

- Tremaine Road Special Planning Area (see Chapter 12)
- Bronte Creek Meadows (see Chapter 8)
- De Groote McMaster Innovation District (see Chapter 5)

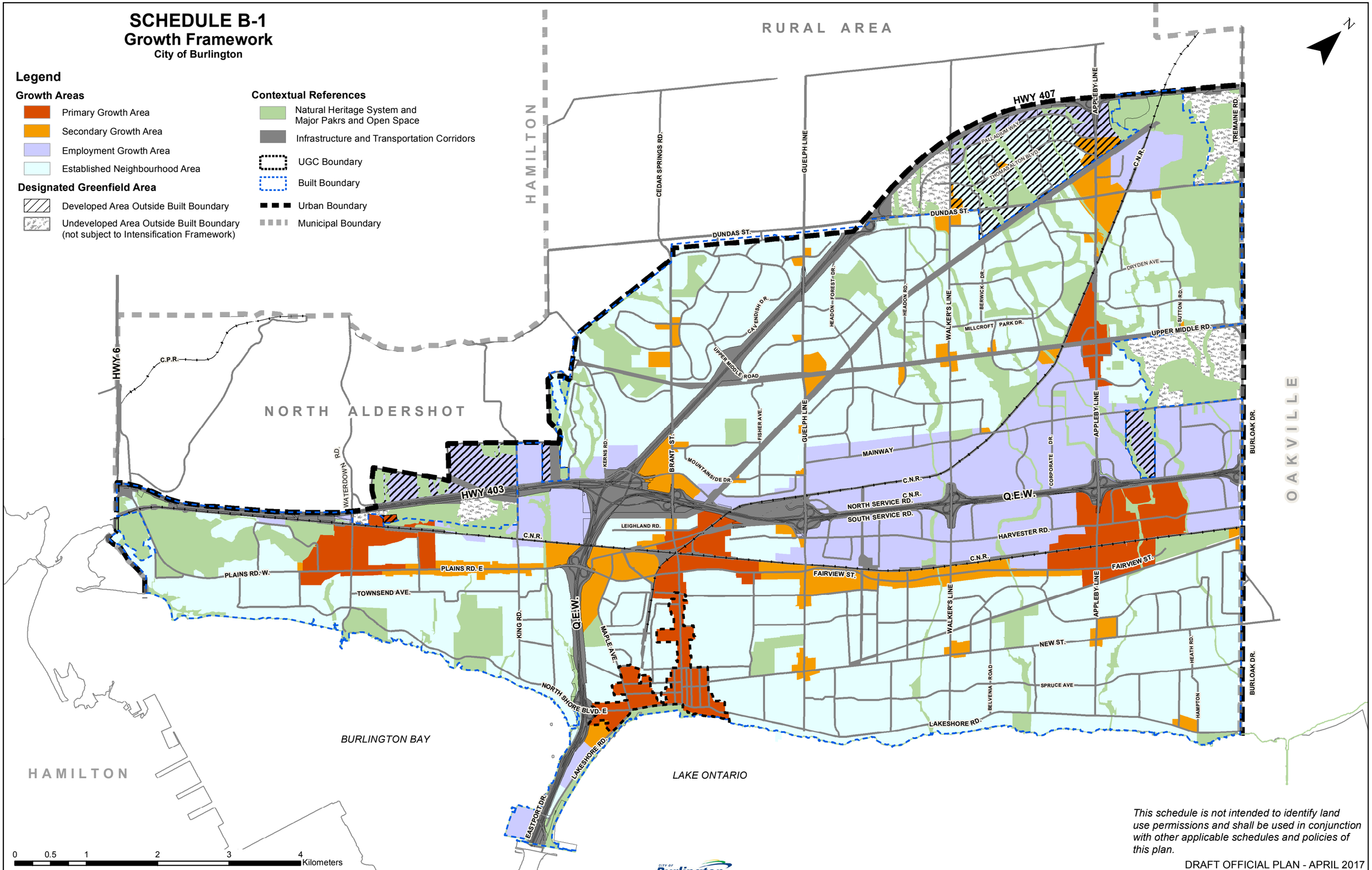
Contextual References
- Municipal Boundary
- Urban Boundary
- Built Boundary
- Urban Growth Centre Boundary
- Parkway Belt West Plan Area
- Major Transit Station
- Potential Future Major Transit Station (Approximate Location)
- Rail Line
- Provincial Freeway

RURAL AREA
HAMILTON
NORTH ALDERSHOT
OAKVILLE
BURLINGTON BAY
LAKE ONTARIO
HAMILTON
HWY 403
HWY 407
Q.E.W.
C.N.R.
DUNDAS ST.
UPPER MIDDLE ROAD
PLAINS RD. W.
PLAINS RD. E
FAIRVIEW ST.
LAKESHORE RD.
NORTH SHORE BLVD. E
MAINWAY
NORTH SERVICE RD.
SOUTH SERVICE RD.
LEIGHLAND RD.
HARVESTER RD.
NEW ST.
SPRUCE AVE
DRYDEN AVE
MILLCROFT PARK DR.
PALLADIUM WAY
THOMAS ALTON BLVD.
MOUNTAINSIDE DR.
CAVENDISH DR.
HEADON FOREST DR.
CEDAR SPRINGS RD.
GUELPH LINE
APPLEBY LINE
TREMAINE RD.
WATERDOWN RD.
KERNS RD.
BRANT ST.
FISHER AVE
CORPORATE DR.
WALKER'S LINE
BERWICK DR.
SUTTON RD.
BURLOAK DR.
KING RD.
MAPLE AVE.
TOWNSEND AVE.
EASTPORT DR.
BELVENIA ROAD
HEATH RD.
HAMPTON

0 0.5 1 2 3 4 Kilometers

This schedule is not intended to identify land use permissions and shall be used in conjunction with other applicable schedules and policies of this plan.

SCHEDULE B-1
Growth Framework
City of Burlington



This schedule is not intended to identify land use permissions and shall be used in conjunction with other applicable schedules and policies of this plan.

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SCHEDULE B-2
Growth Framework and Frequent Transit Network

City of Burlington

Legend

- Employment, Primary and Secondary Growth Areas
- Mobility Hubs
- Primary Mobility Hub Connector
- Secondary Mobility Hub Connector
- Justified Frequent Transit Network
- Candidate Frequent Transit Network
- Major Transit Station
- Go Transit Car Pool Lot
- Potential Future Major Transit Station (Approximate Location)
- Rail Line
- Commuter Rail Corridor
- Higher Order 407 Transit Corridor
- Municipal Boundary
- Urban Boundary
- Urban Growth Centre Boundary

Other less frequent transit service routes are not shown on this schedule.

RURAL AREA

HAMILTON

NORTH ALDERSHOT

OAKVILLE

BURLINGTON BAY

LAKE ONTARIO

HAMILTON

HWY 407

HWY 6

HWY 403

C.P.R.

C.N.R.

Q.E.W.

DUNDAS ST.

UPPER MIDDLE ROAD

UPPER MIDDLE RD.

PLAINS RD. W.

PLAINS RD. E

FAIRVIEW ST.

LAKESHORE RD.

NORTH SERVICE RD.

SOUTH SERVICE RD.

HARVESTER RD.

MAINWAY

NEW ST.

LEIGHLAND RD.

TOWNSEND AVE.

NORTH SHORE BLVD. E

SPRUCE AVE

DRYDEN AVE

MILLCROFT PARK DR.

CEDAR SPRINGS RD.

GUELPH LINE

CAVENDISH DR.

HEADON FOREST DR.

HEADON RD.

WALKER'S LINE

BERWICK DR.

SUTTON RD.

APPLEBY LINE

TREMAINE RD.

PALLADIUM WAY

THOMAS ALTON BLVD.

CORPORATE DR.

BURLOAK DR.

BRANT ST.

MOUNTAINSIDE DR.

FISHER AVE

KERNS RD.

WATERDOWN ROAD

KING RD.

MAPLE AVE

BELVENIA ROAD

HEATH RD.

HAMPTON

EASTPORT DR.

0 0.5 1 2 3 4 Kilometers

This schedule is not intended to identify land use permissions and shall be used in conjunction with other applicable schedules and policies of this plan.

SCHEDULE C
Land Use - Urban Area
City of Burlington

Legend

MIXED USE INTENSIFICATION AREAS
- Urban Centres

Mixed Use Nodes and Intensification Corridors
- Mixed Use Commercial Centre
- Neighbourhood Centre
- Local Centre
- Employment Commercial Centre
- Urban Corridor
- Urban Corridor - Employment

RESIDENTIAL NEIGHBOURHOOD AREAS
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density

EMPLOYMENT LANDS
- General Employment
- Business Corridor

NATURAL HERITAGE SYSTEM AND MAJOR PARKS AND OPEN SPACE
- Natural Heritage System
- Major Parks and Open Space

MINERAL RESOURCE EXTRACTION AREA

INFRASTRUCTURE AND TRANSPORTATION CORRIDORS
- Land Use Designation to be Determined
- Urban Growth Centre Boundary
- Urban Boundary
- Municipal Boundary

RURAL AREA
HAMILTON
NORTH ALDERSHOT
OAKVILLE
HAMILTON
BURLINGTON BAY
LAKE ONTARIO
HWY 407
HWY 403
HWY 6
Q.E.W.
C.N.R.
C.P.R.
DUNDAS ST.
UPPER MIDDLE ROAD
UPPER MIDDLE RD.
PLAINS RD. W.
PLAINS RD. E
FAIRVIEW ST.
LAKESHORE RD.
NORTH SHORE BLVD. E
NORTH SERVICE RD.
SOUTH SERVICE RD.
MAINWAY
LEIGHLAND RD.
HARVESTER RD.
NEW ST.
SPRUCE AVE
MILLCROFT PARK DR.
DRYDEN AVE
MOUNTAINSIDE DR.
CAVENDISH DR.
HEADON FOREST DR.
PALLADIUM WAY
THOMAS ALTON BLVD.
TREMAINE RD.
CEDAR SPRINGS RD.
GUELPH LINE
APPLEBY LINE
WALKER'S LINE
BURLOAK DR.
HEADON RD.
BERWICK DR.
SUTTON RD.
FISHER AVE.
BRANT ST.
KERNS RD.
WATERDOWN RD.
TOWNSEND AVE.
KING RD.
MAPLE AVE.
BELVENIA ROAD
HEATH RD.
HAMPTON
CORPORATE DR.
EASTPORT DR.

**Uptown Urban Centre

*Downtown Urban Centre

*For land use precincts within the Downtown Urban Centre see Schedule D.
**For land use designations within the Uptown Urban Centre see Schedule E.

0 0.5 1 2 3 4 Kilometers

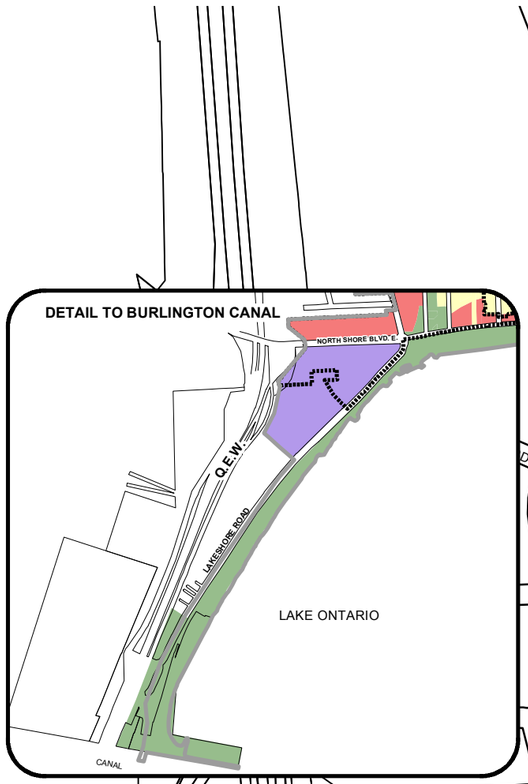
Burlington

SCHEDULE D

Land Use - Downtown Urban Centre

City of Burlington

Note: For lands outside of the Downtown Urban Centre, refer to Schedule C.



RICHMOND RD.
SABLE DR.
FREEMAN ST.
MAPLE CROSSING BLVD.
LAMBSHEAD DR.
BALDWIN ST.
EDEN PL.
HALIFAX PL.
LOCUST ST.
CLARK AVE.
BIRCH AVE.
CAROLINE ST.
HAGER AVE.
HURD AVE.
COURTLAND DR.
VICTORIA AVE.
WOODLAND AVENUE
BELLWOOD AVE.
WELLINGTON AVE.
EMERALD CRES.
EMERALD ST.
CAROLINE STREET
MARIA ST.
HOLTBY AVE.
GROSBY AVE.
WOODLAND AVE.
LORNE ST.
NEW ST.
JOHN ST.
ELIZABETH ST.
JAMES ST.
PEARL ST.
MAPLE ST.
SMITH AVE.
STRATHEDEN DR.
HARRIS CRES.
TORRANCE ST.
PINE ST.
REGINA DR.
MAPLE AVE.
ONTARIO ST.
BURLINGTON AVE.
ELGIN ST.
BRANT ST.
BROCK AVE.
NELSON AVE
BELLVIEW ST.
LAKESHORE ROAD
NORTH SHORE BLVD. E
OLD LAKESHORE RD.
Q.E.W.
LAKESHORE RD.
LAKE ONTARIO

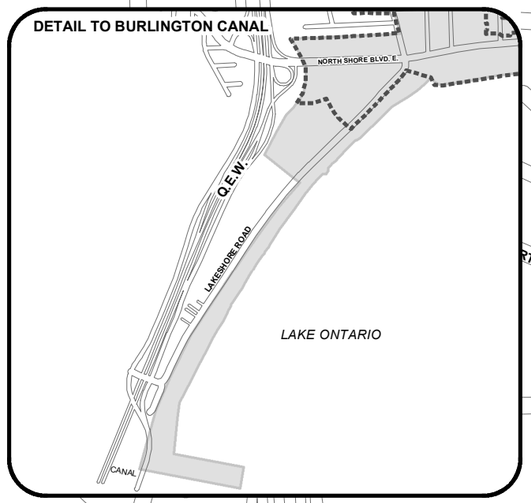
SEE INSET MAP FOR DETAILS TO BURLINGTON CANAL

Legend

- St. Luke's Neighbourhood Precinct
- Emerald Neighbourhood Precinct
- Downtown Residential - Medium and/or High Density Precinct*
- Waterfront West Public Lands Precinct
- Old Lakeshore Road Mixed Use Precinct*
- Downtown Core Precinct*
- Wellington Square Mixed Use Precinct*
- Downtown Major Institutional
- Watercourse
- Boundary of Downtown Mixed Use Centre
- Downtown Urban Growth Centre Boundary (Within the Downtown Mixed Use Centre)

**Policies and Associated Policies are under review and the result of this process will provide revised policies and map changes to this plan.*

SCHEDULE D-1
Downtown Urban Centre
Commercial and Office Streets
City of Burlington



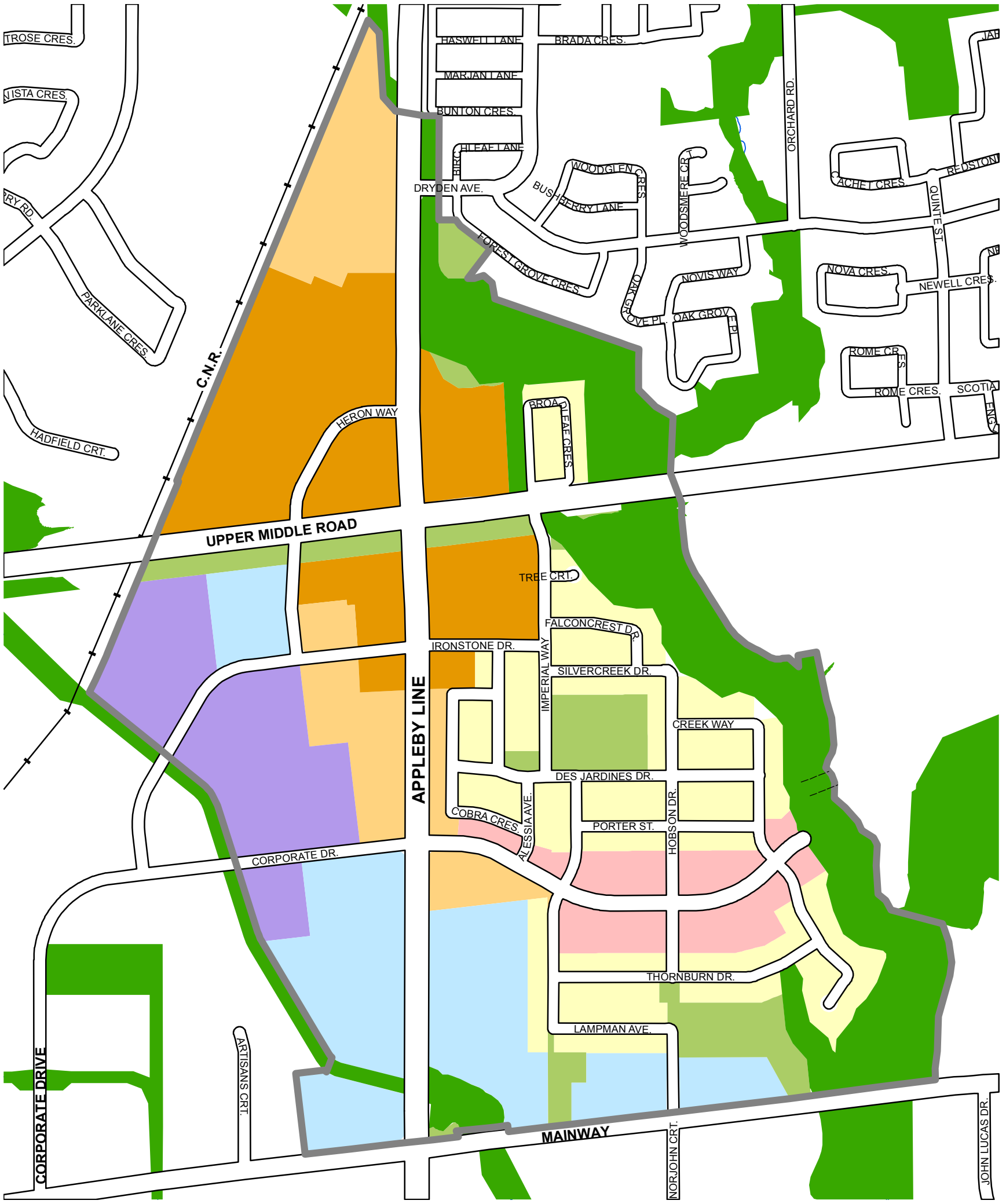
RICHMOND RD.
SABLE DR.
FREEMAN ST.
MAPLE CROSSING BLVD.
LAMBSHEAD D
BALDWIN ST.
EDEN PL.
HALIFAX PL.
LOCUST ST.
COURTLAND DR.
VICTORIA AVE.
WOODLAND AVENUE
BELLWOOD AVE.
WELLINGTON AVE.
EMERALD CRES.
EMERALD ST.
BIRCH AVE.
CLARK AVE.
CAROLINE ST.
CAROLINE STREET
HAGER AVE.
HURD AVE.
MARIA ST.
HOLTBY AVE.
CROSBY AVE.
WOODLAND AVE.
LORNE ST.
NEW ST.
ONTARIO ST.
JOHN ST.
ELIZABETH ST.
JAMES ST.
SMITH AVE.
MAPLE AVE.
BURLINGTON AVE.
ELGIN ST.
BRANT ST.
PEARL ST.
MARTHA ST.
HARRIS CRES.
PINE ST.
STRATHEDEN DR.
REGINA DR.
BELLVIEW CRES.
BELLVIEW ST.
BROCK AVE.
NELSON AVE.
LAKESHORE ROAD
NORTH SHORE BLVD. E
A
B
C
OLD LAKESHORE RD.
Q.E.W.
LAKESHORE RD.
LAKE ONTARIO

Legend

- Main Street Retail Street
- Mixed Use Major Street
- General Mixed Use Street
- Elgin Promenade
- Downtown Urban Centre
- Downtown Urban Growth Centre Boundary

SEE INSET MAP FOR DETAILS TO BURLINGTON CANAL

SCHEDULE E
Land Use - Uptown Urban Centre
City of Burlington



Legend

- Uptown Central
- Uptown Corridor
- Uptown Residential - Medium Density
- Uptown Local Corridor
- Uptown Business Corridor
- Uptown Business
- Uptown Major Parks and Open Space
- Natural Heritage System
- Uptown Urban Centre Boundary

0 0.125 0.25 0.5 0.75 1 Kilometers

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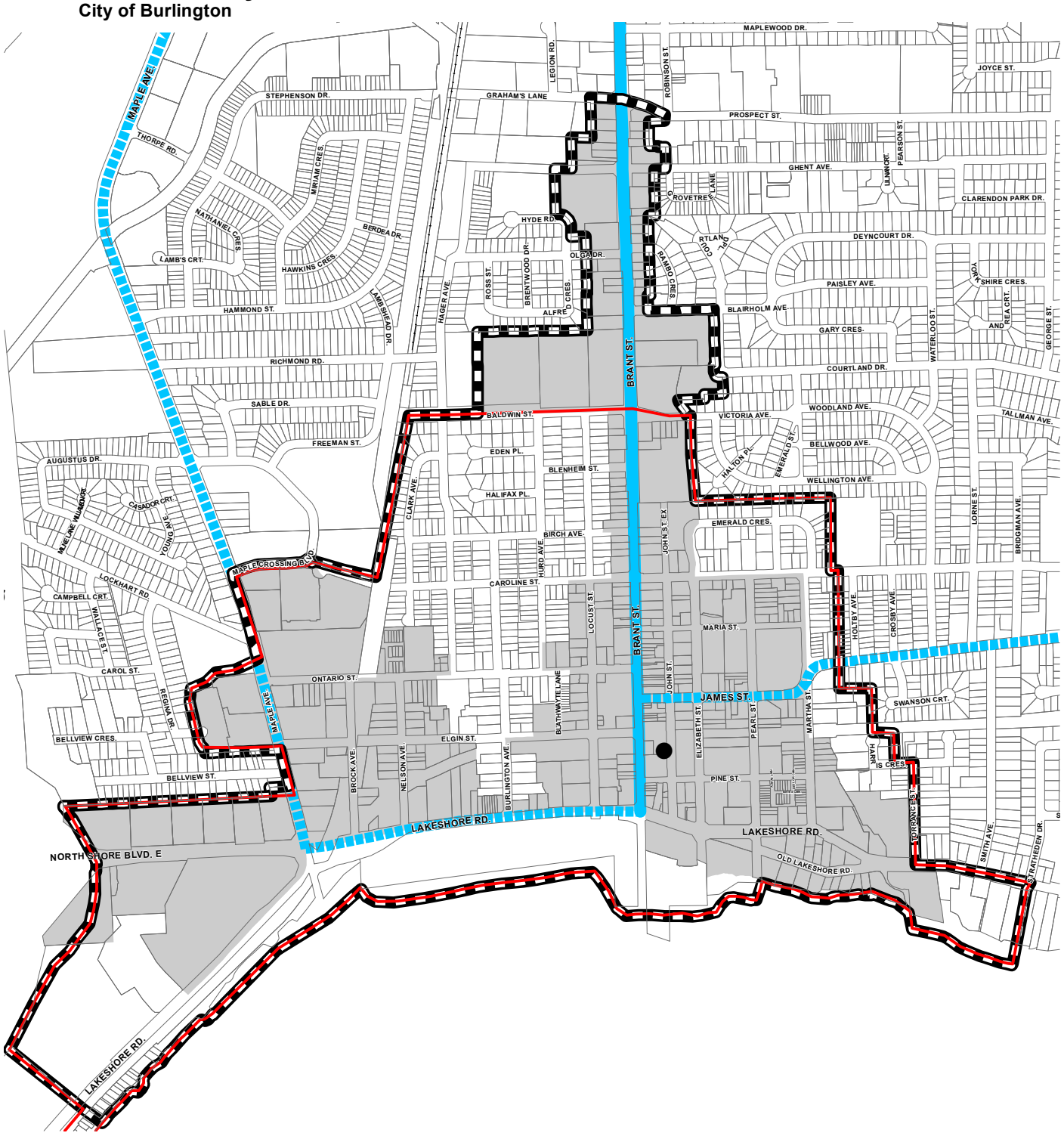
SCHEDULE F
Downtown Mobility Hub
City of Burlington



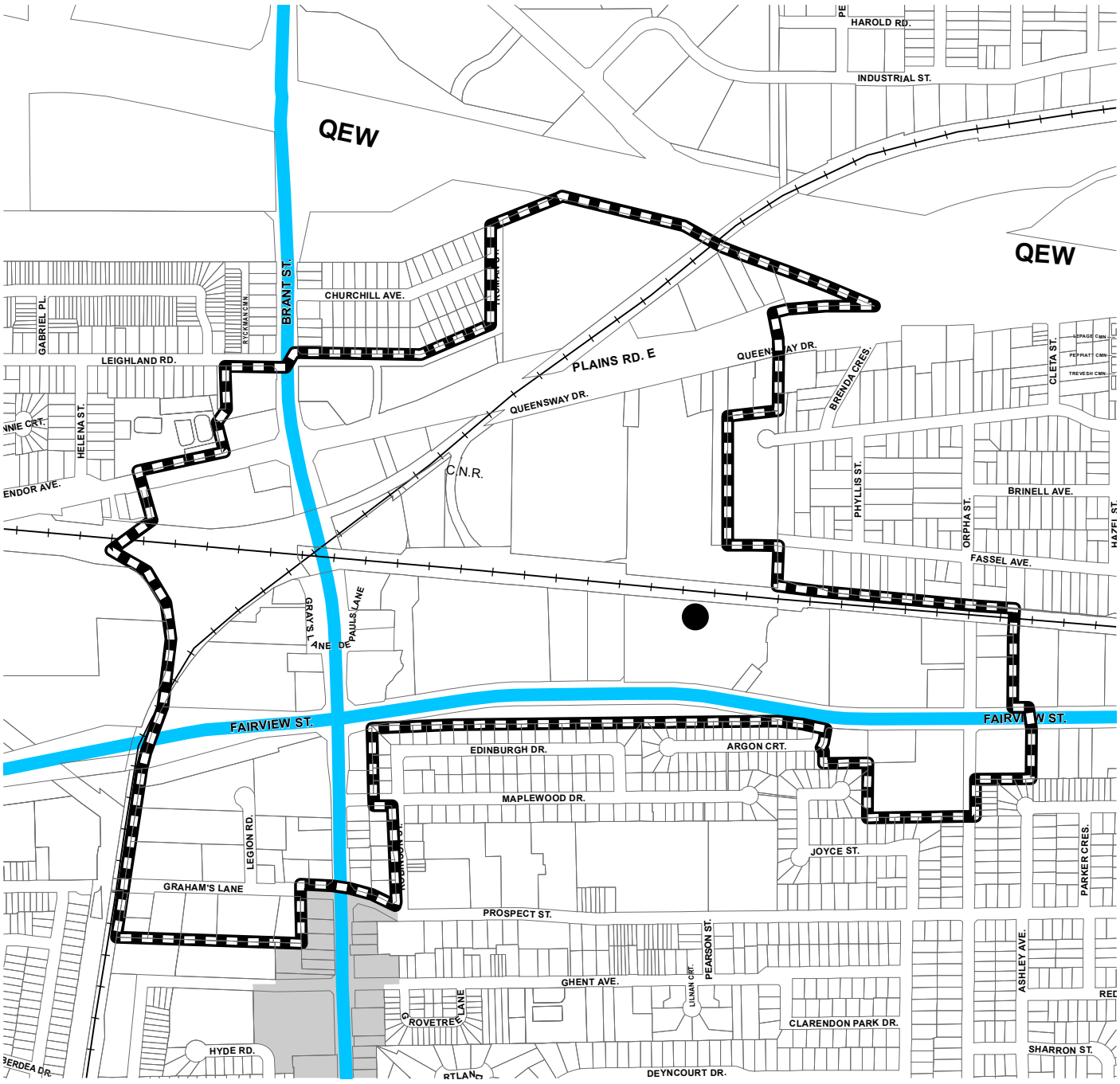
Legend

- Mobility Hub
- Urban Growth Centre
- Mobility Hub Primary Connector
- Mobility Hub Secondary Connector
- Downtown Urban Centre
- Railway
- Major Transit Station

0 0.2 0.4 0.8 Kilometers

This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

SCHEDULE G
Burlington Mobility Hub
City of Burlington



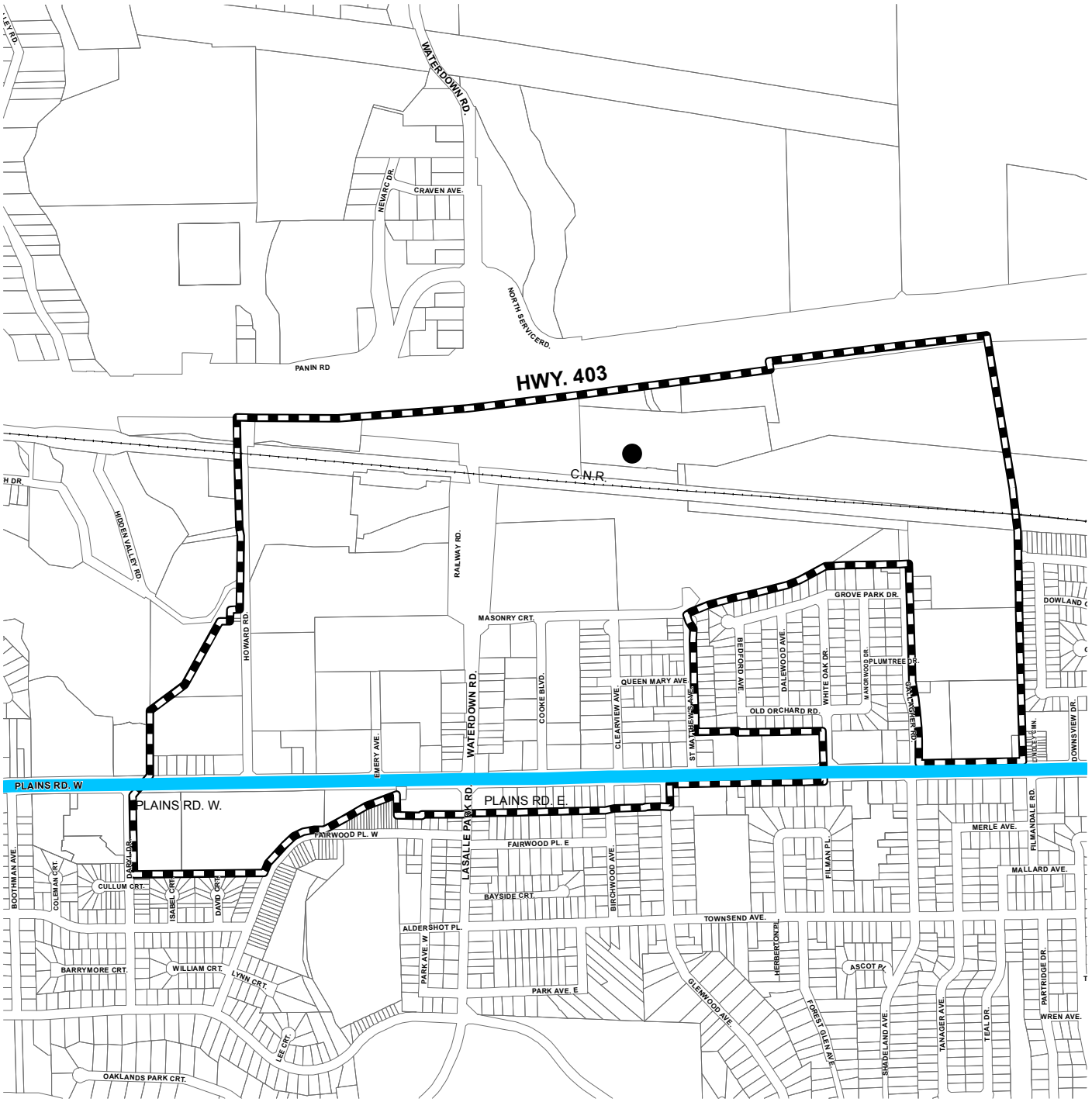
Legend

- Mobility Hub
- Urban Growth Centre
- Mobility Hub Primary Connector
- Railway
- Major Transit Station

This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

0 0.2 0.4 0.8 Kilometers

SCHEDULE H
Aldershot Mobility Hub
City of Burlington



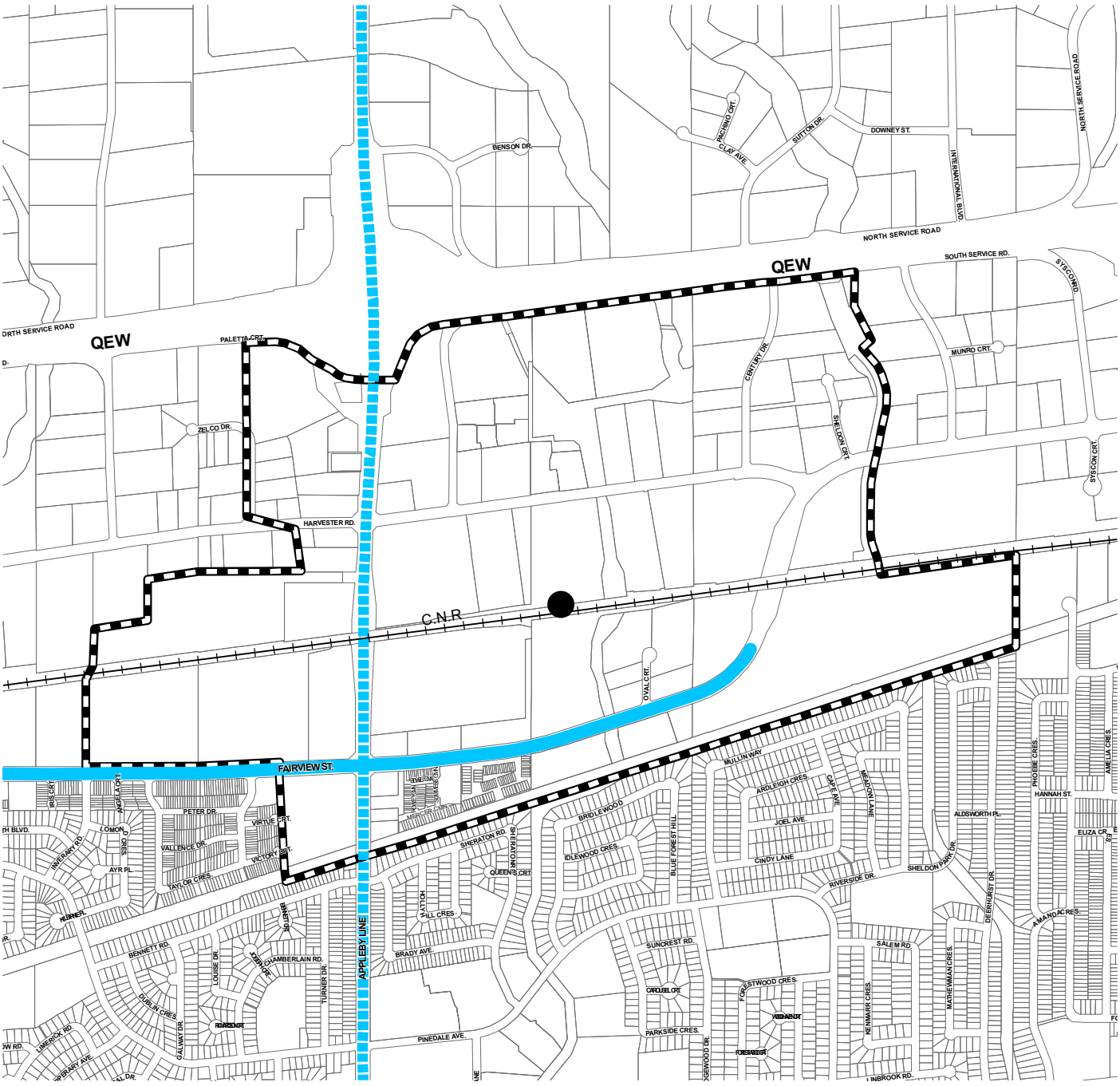
Legend

- Mobility Hub
- Mobility Hub Primary Connector
- Railway
- Major Transit Station

0 0.25 0.5 1 Kilometers

This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

SCHEDULE I
Appleby Mobility Hub
City of Burlington



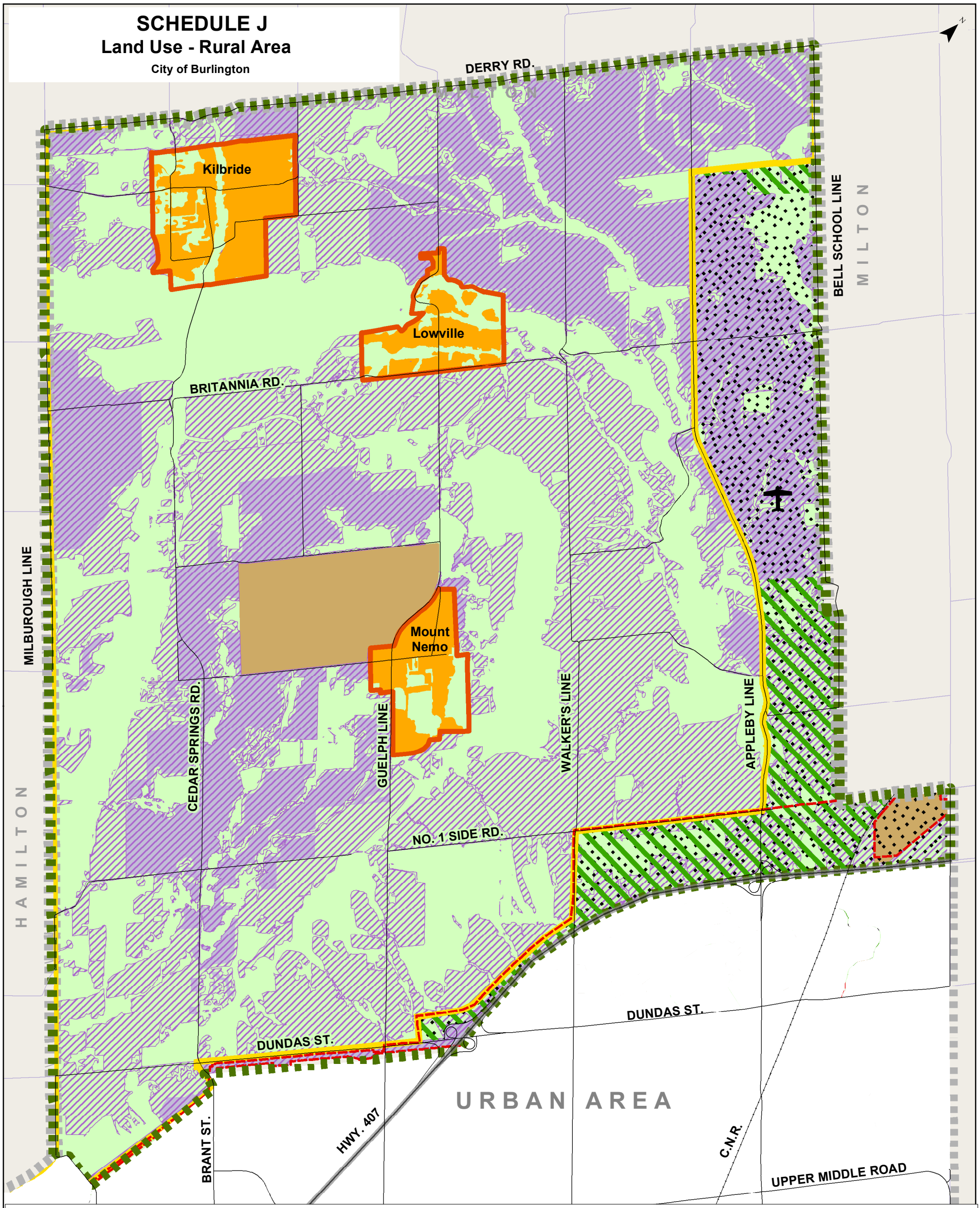
Legend

- Mobility Hub
- Mobility Hub Primary Connector
- Mobility Hub Secondary Connector
- Railway
- Major Transit Station

This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

0 0.25 0.5 1 Kilometers

SCHEDULE J
Land Use - Rural Area
City of Burlington



Legend

Land Use Designations
- Natural Heritage System
- Rural Settlement Area Boundary
- Rural Settlement Area
- Mineral Resource Extraction Area
- Agricultural Area

Agricultural Land Base
- Agricultural Lands within the Agricultural Area Designation
- Agricultural Lands within the Natural Heritage System Designation

Provincial Plan and Land Use Designations
- Niagara Escarpment Plan Boundary
- Greenbelt Plan Protected Countryside Area
- Greenbelt Natural Heritage System
- Parkway Belt West Plan Boundary

Map Base Information
- Airport
- Rural Area Boundary
- Municipal Boundary

0 0.375 0.75 1.5 2.25 3 Kilometers

The boundaries of the Kilbride, Lowville and Mount Nemo Rural Settlement Areas are shown on this Schedule as a general reference only. The Official Plan boundaries for the Kilbride, Lowville and Mount Nemo Rural Settlement Areas are shown on Schedules J-1, J-2 and J-3 respectively.

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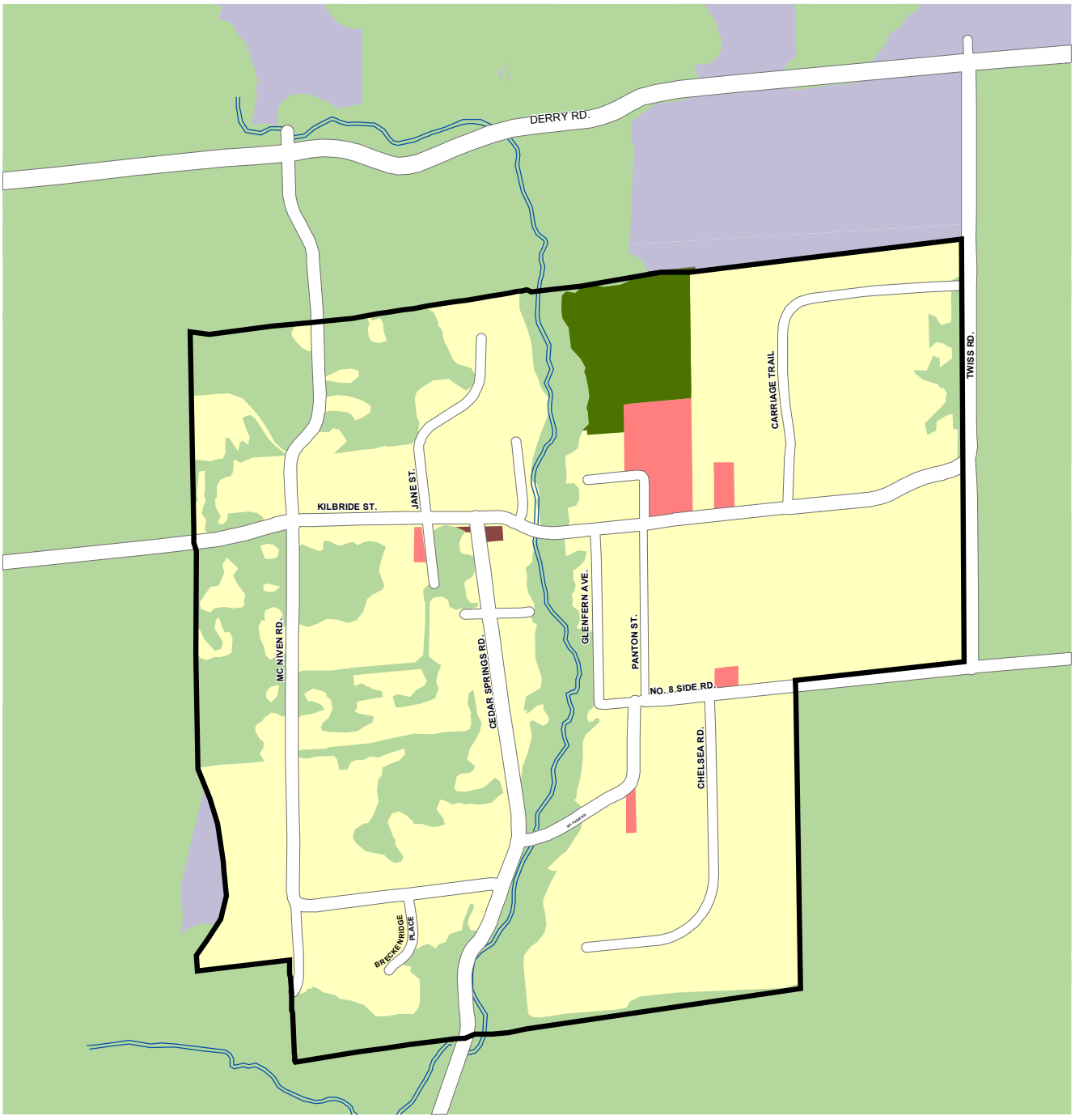
SCHEDULE J-1
Land Use - Kilbride Settlement Area

City of Burlington



SCALE 1:12500

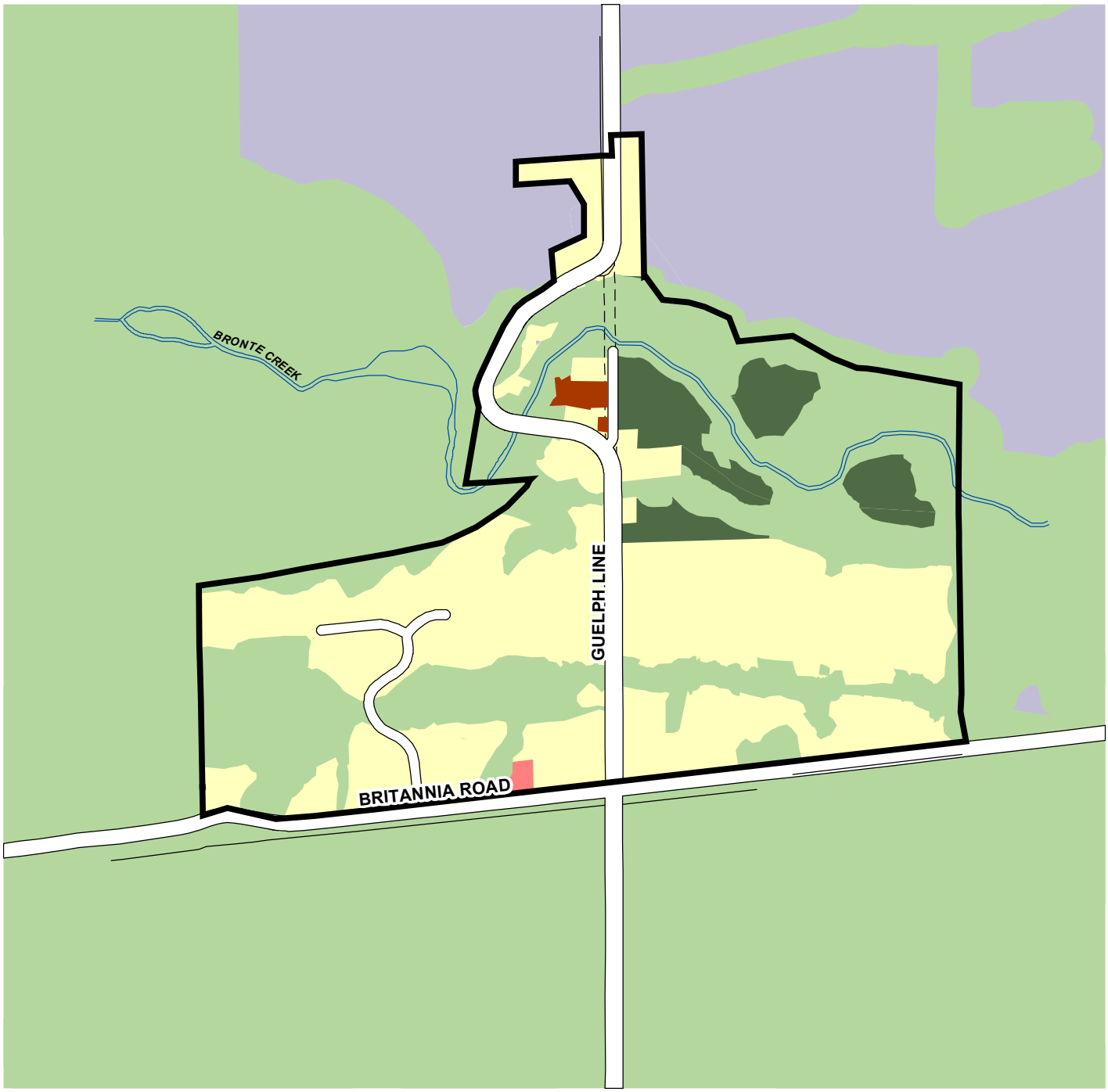
Legend

- Settlement Area Boundary
- Residential
- Natural Heritage System
- Park
- Commercial
- Agricultural Area
- Institutional

SCHEDULE J-2

Land Use - Lowville Settlement Area

City of Burlington

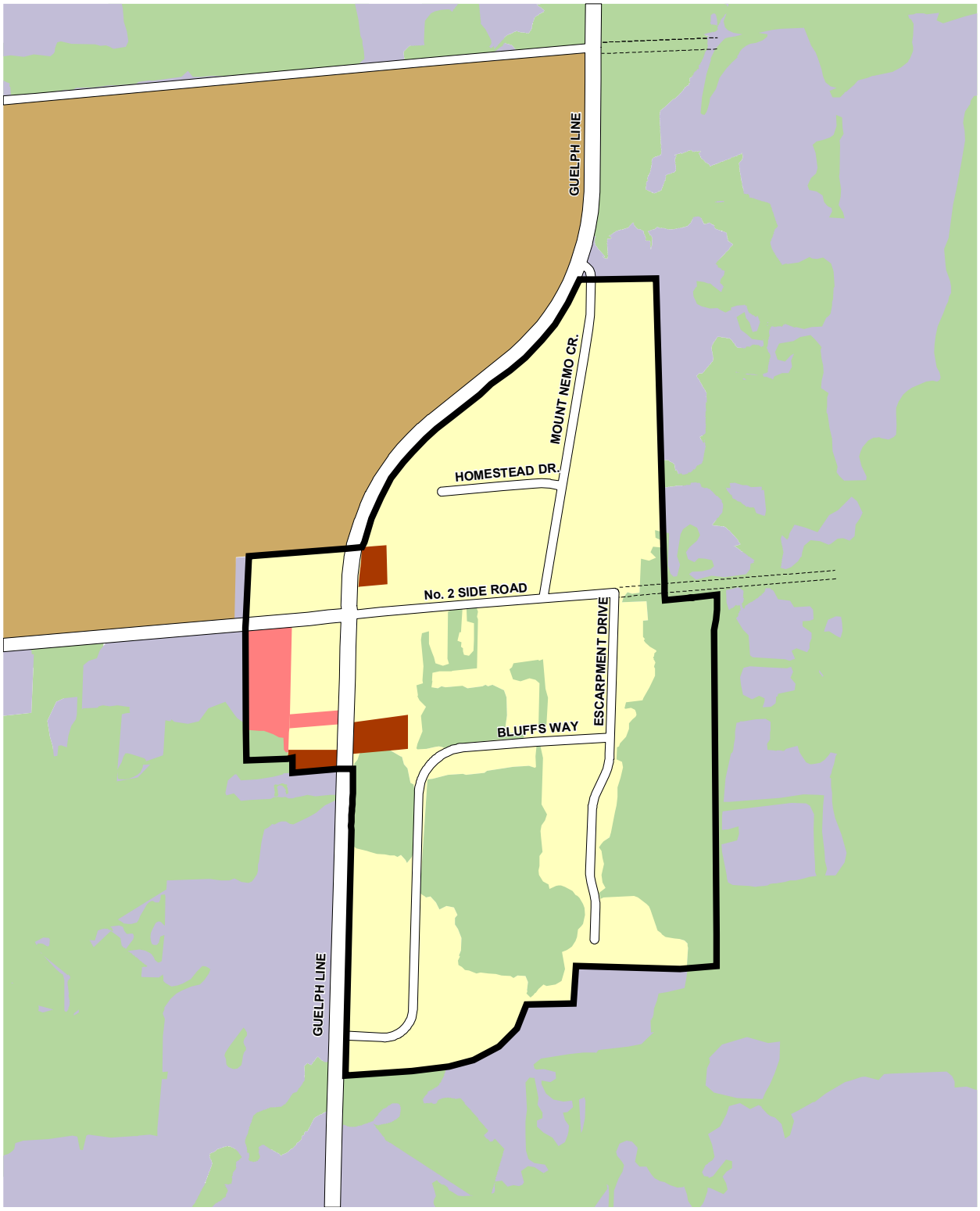


SCALE 1:12000

Legend

- Settlement Boundary Area
- Residential
- Agricultural Area
- Natural Heritage System
- Institutional
- Park
- Commercial

SCHEDULE J-3
Land Use - Mount Nemo Settlement Area
City of Burlington



Legend

SCALE 1:12500

- Settlement Area Boundary
- Residential
- Natural Heritage System
- Commercial
- Agricultural Area
- Institutional
- Mineral Resource Extraction Area

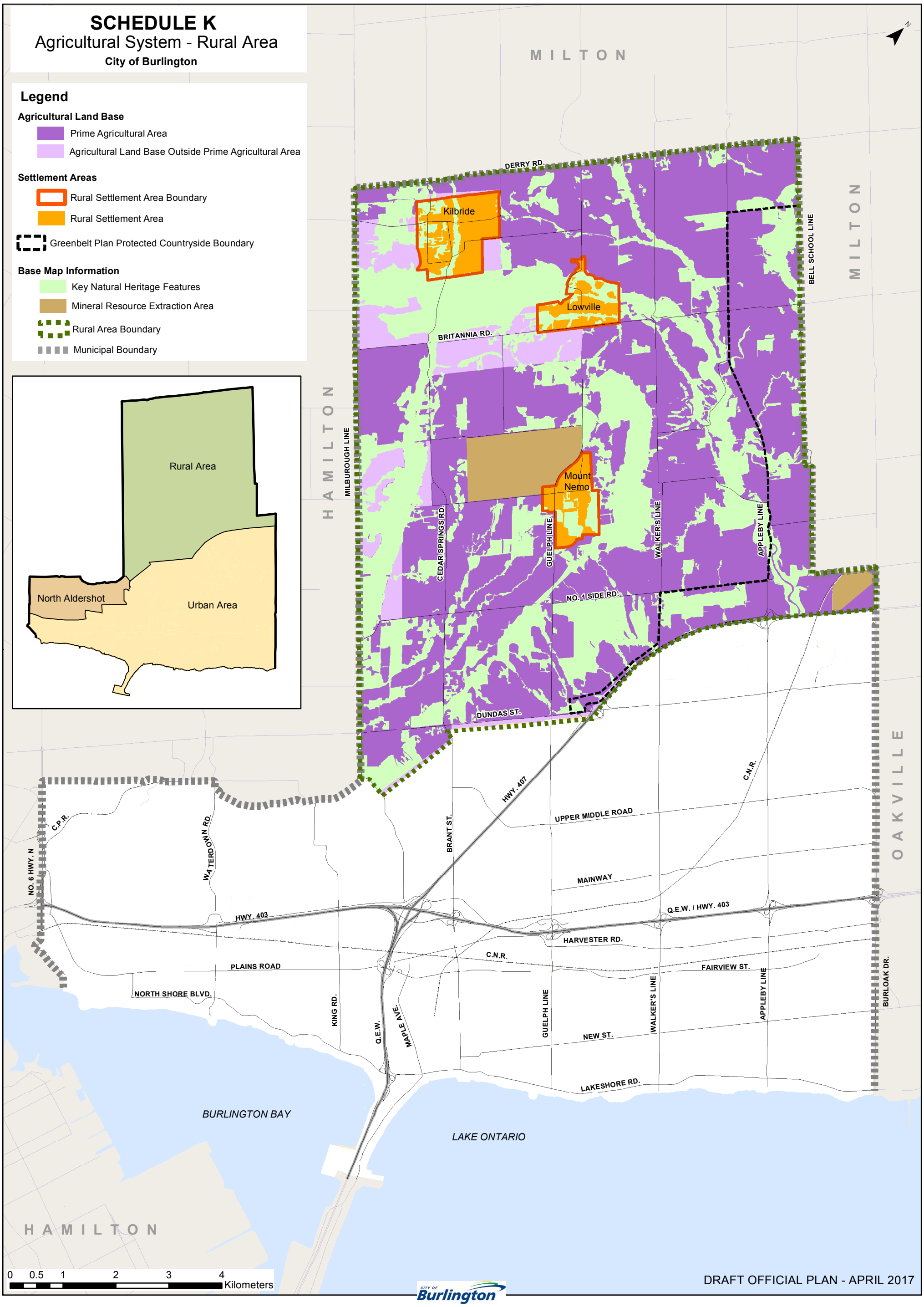
SCHEDULE K
Agricultural System - Rural Area
City of Burlington

Legend

Agricultural Land Base
- Prime Agricultural Area
- Agricultural Land Base Outside Prime Agricultural Area

Settlement Areas
- Rural Settlement Area Boundary
- Rural Settlement Area
- Greenbelt Plan Protected Countryside Boundary

Base Map Information
- Key Natural Heritage Features
- Mineral Resource Extraction Area
- Rural Area Boundary
- Municipal Boundary



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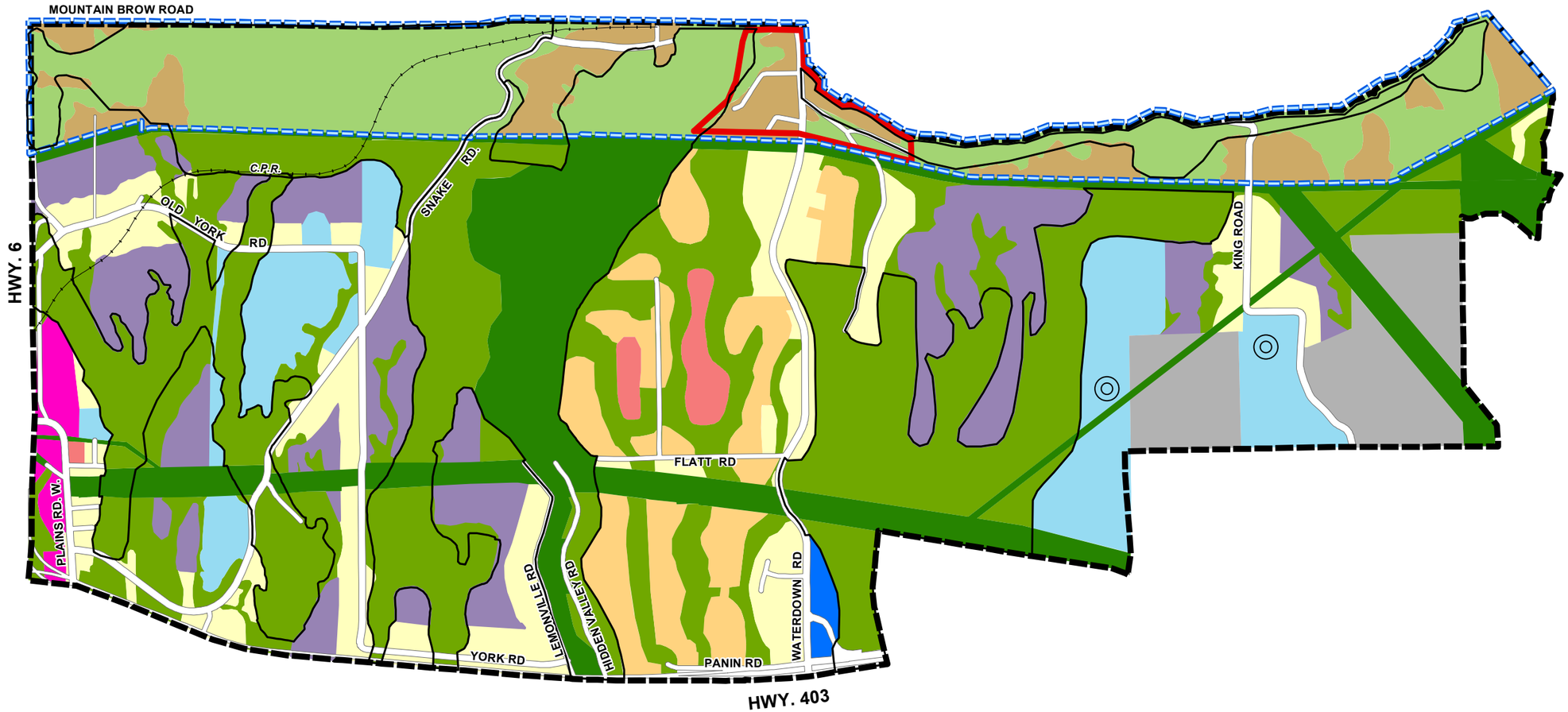
SCHEDULE L
Land Use - North Aldershot
City of Burlington



Legend

- Infill Residential
- Detached Residential
- Cluster Residential
- North Aldershot Office
- Environmental Protection Area
- North Aldershot Commercial
- Parkway Belt West
- Mineral Resource Extraction
- Recreation / Open Space
- North Aldershot Special Study Area
- Greenlands (Escarpment Plan Area)
- Escarpment Protection Area
- Niagara Escarpment Plan Area
- North Aldershot Policy Area
- North Aldershot Planning Area Boundary
- Environmentally Sensitive Area
  (Note: Boundaries based on Map 1 of the Region of Halton Official Plan (2006))
- Former Waste Disposal Site

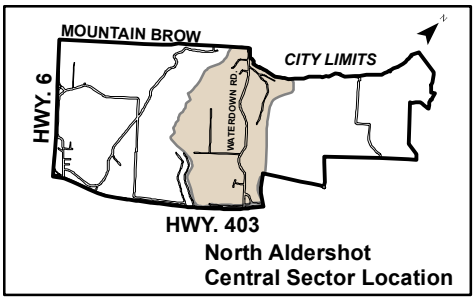
SCALE: 1:20 000

SCHEDULE M

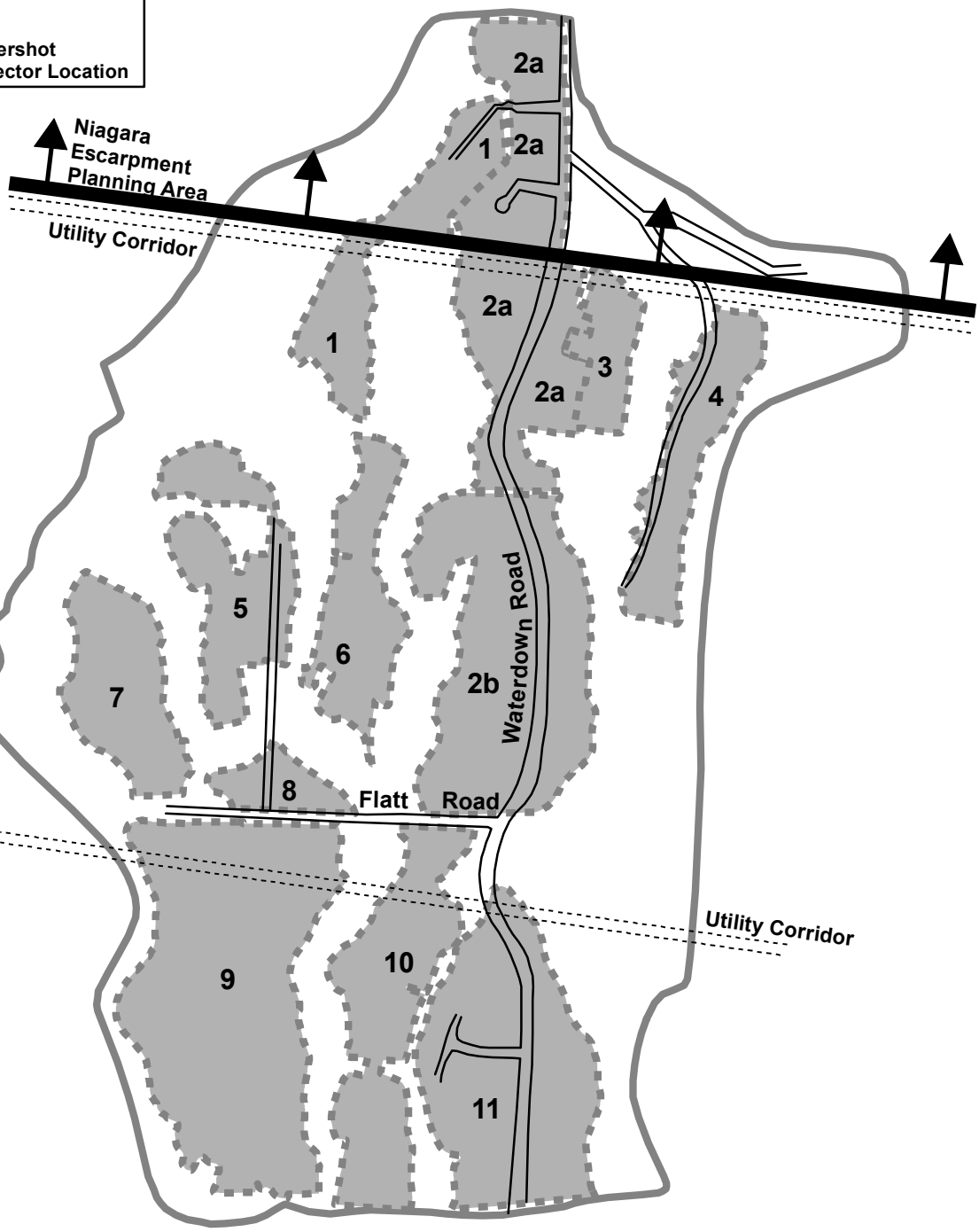
North Aldershot Central Sector

Sub - Area Key Map

City of Burlington



Note:
Lands located north of Hydro right-of-way subject to Niagara Escarpment Plan.



Legend

North Aldershot Central Sector

Sub Areas

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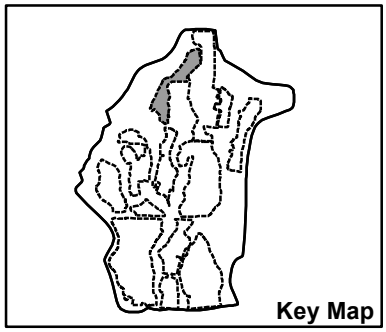
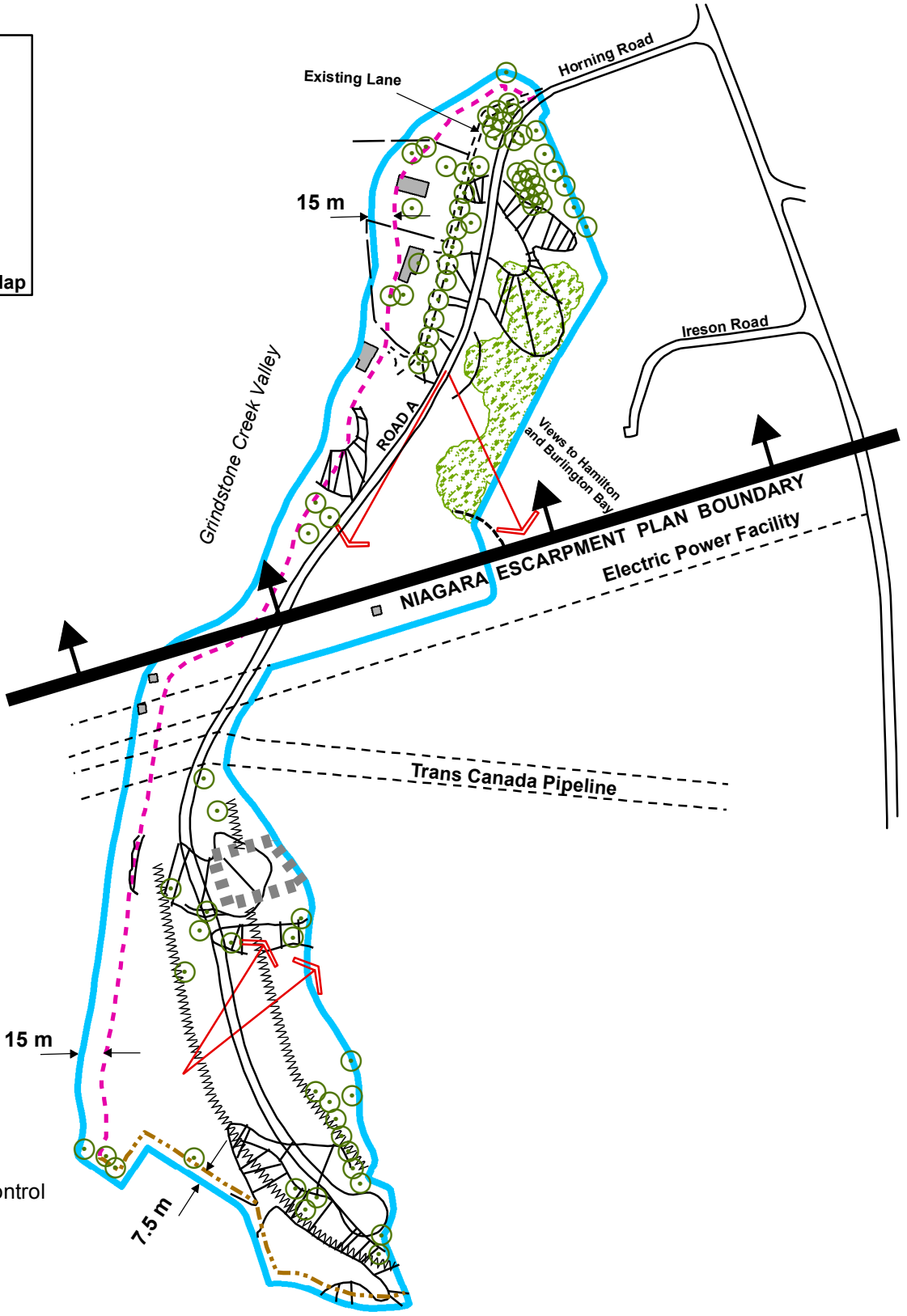
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE M-1
North Aldershot Central Sector
Sub - Area 1
City of Burlington



Note:
Lands located north of Hydro right-of-way subject to Niagara Escarpment Plan.



Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- Existing Vegetation
- Existing Tree
- Proposed Road
- Views
- Existing House

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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Official Plan Amendment No. 197 (1996)

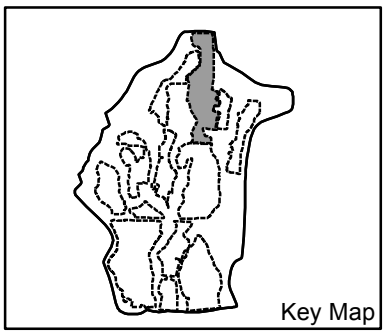
Not to Scale

SCHEDULE M-2a

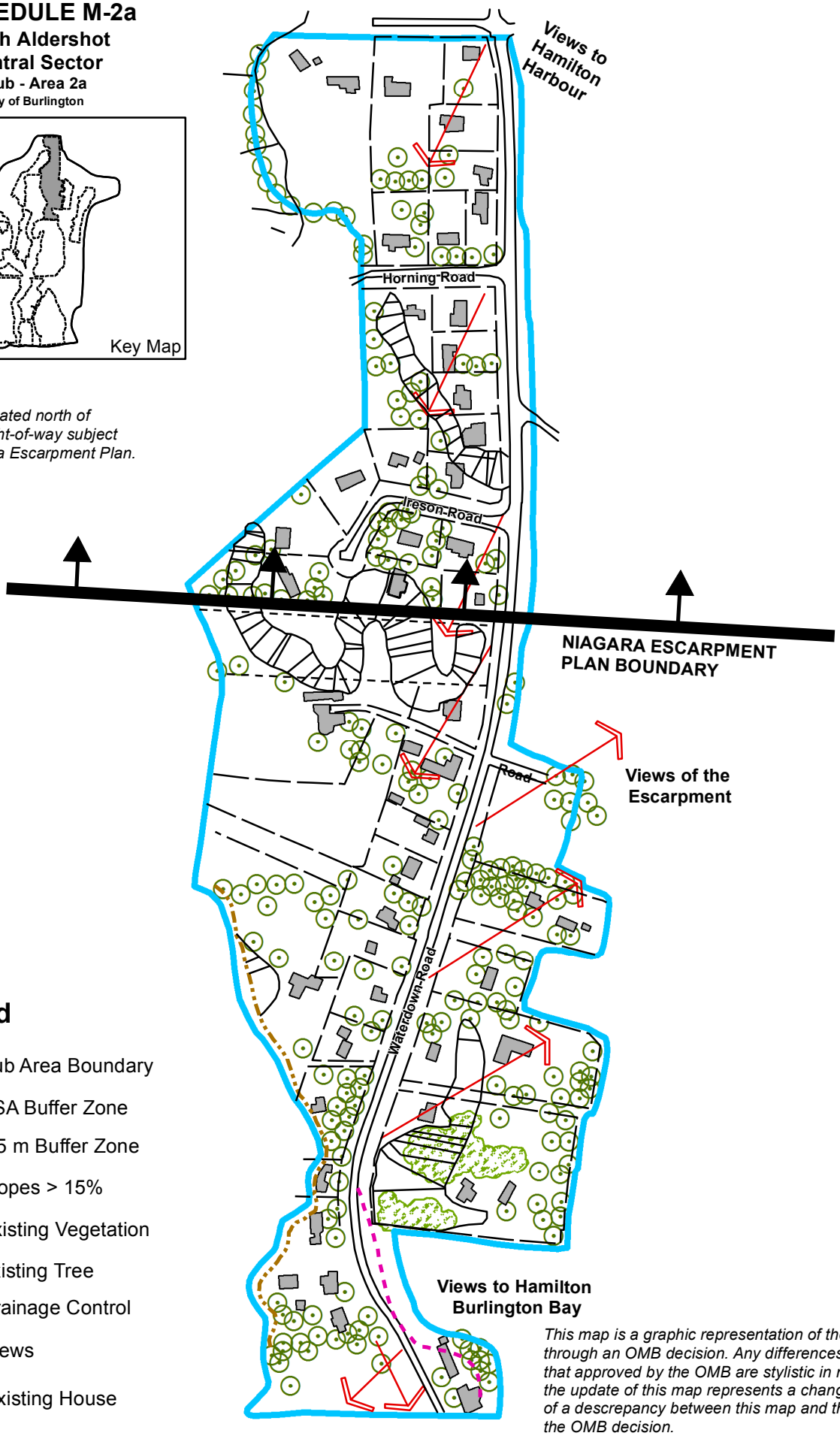
North Aldershot Central Sector

Sub - Area 2a

City of Burlington



Note:
Lands located north of Hydro right-of-way subject to Niagara Escarpment Plan.



Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Existing Vegetation
- Existing Tree
- Drainage Control
- Views
- Existing House

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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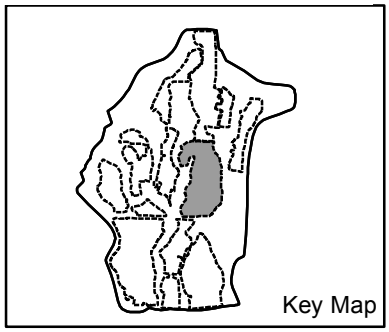
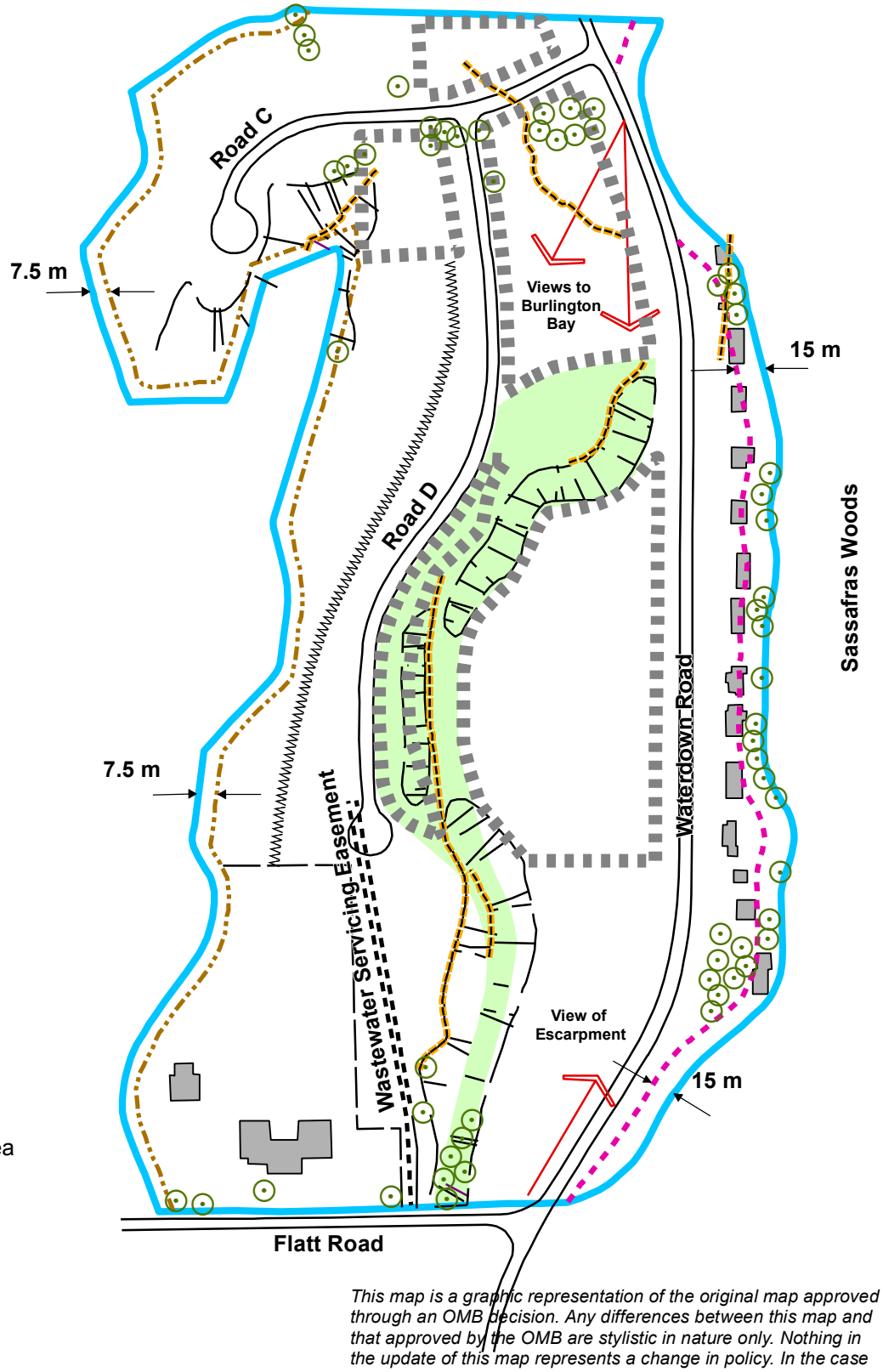
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE M-2b
North Aldershot Central Sector
Sub - Area 2b
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- Environmental Protection Area
- Existing Tree
- Drainage Control
- Proposed Road
- Views
- Existing House

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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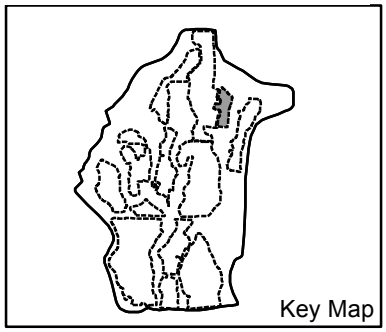
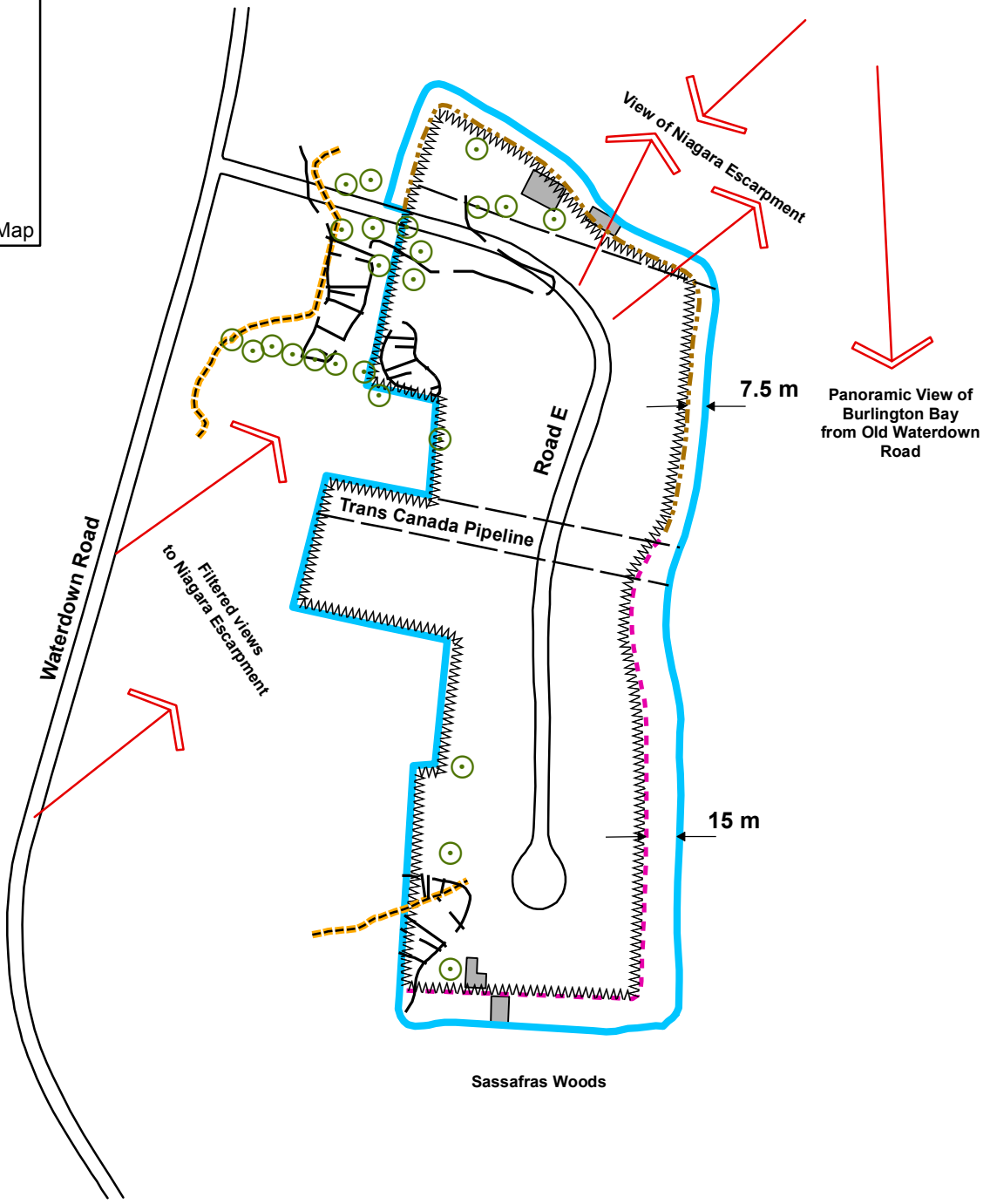
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE M-3

North Aldershot
Central Sector
Sub - Area 3
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Building Envelope Control
- Existing Tree
- Drainage Control
- Proposed Road
- Views
- Existing House

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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Official Plan Amendment No. 197 (1996)

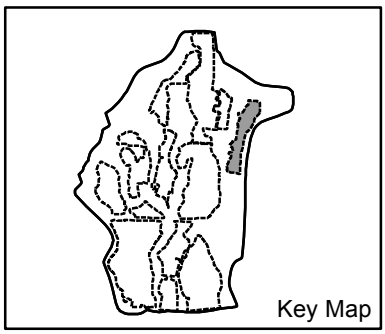
Not to Scale

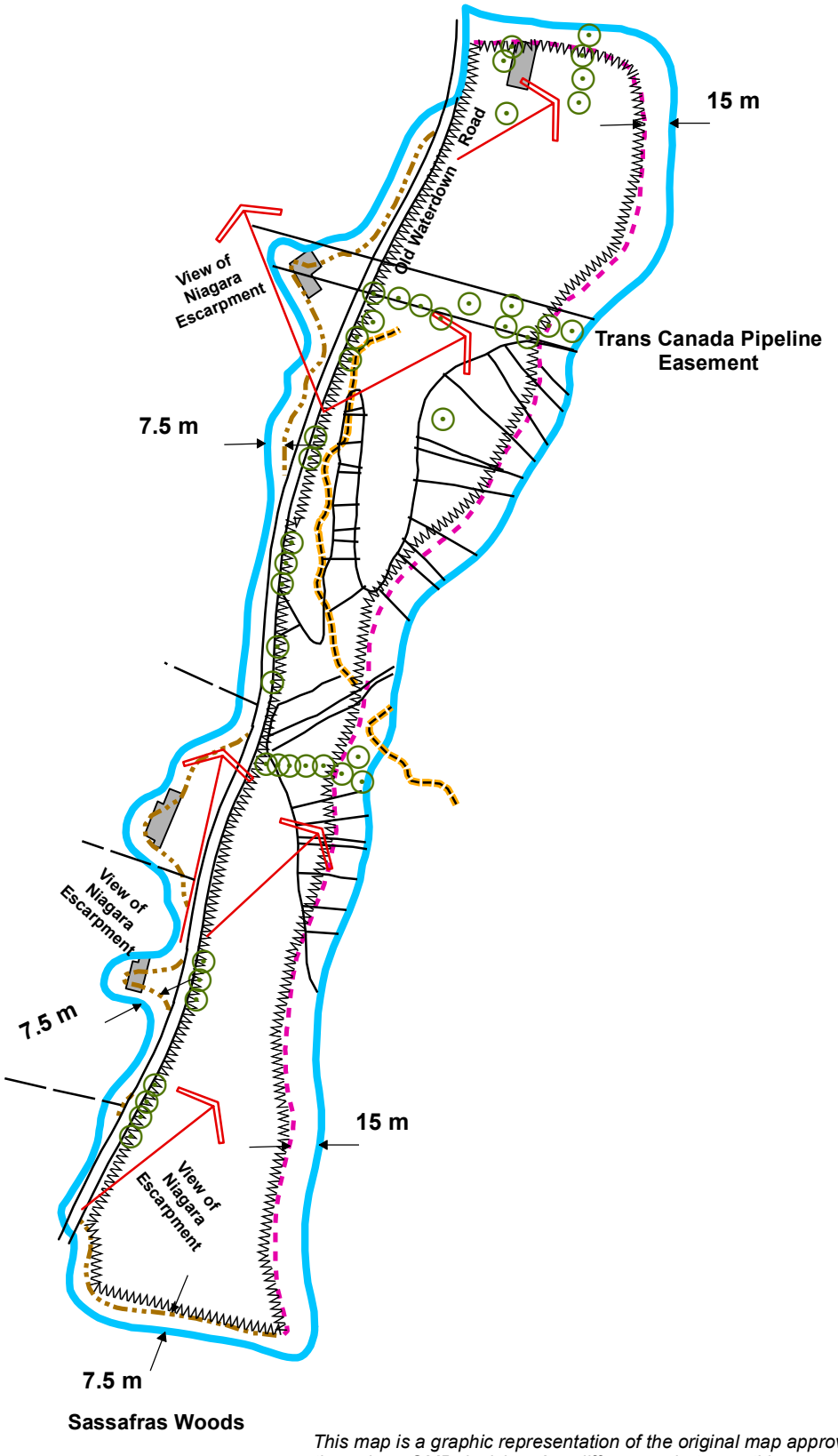
SCHEDULE M-4

North Aldershot Central Sector

Sub - Area 4

City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Building Envelope Control
- Existing Tree
- Drainage Control
- Views
- Existing House

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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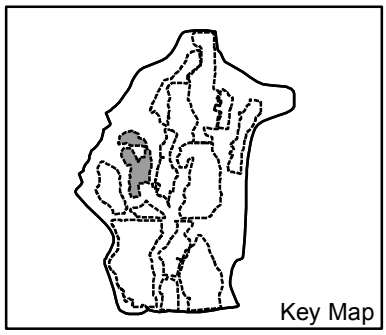
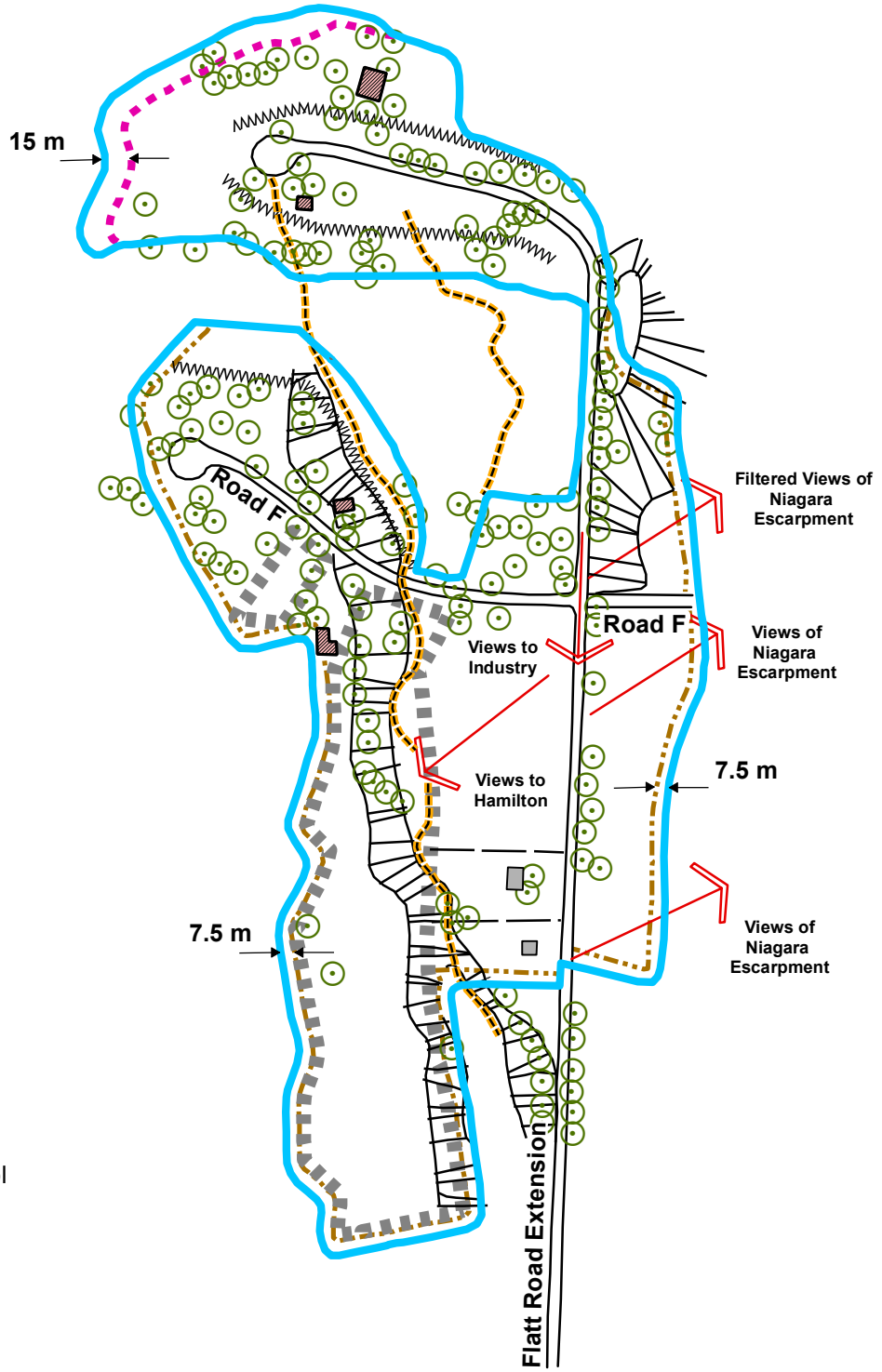
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE M-5
North Aldershot Central Sector
Sub - Area 5
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- Existing Tree
- Drainage Control
- Proposed Road
- Views
- Existing House
- Heritage Feature

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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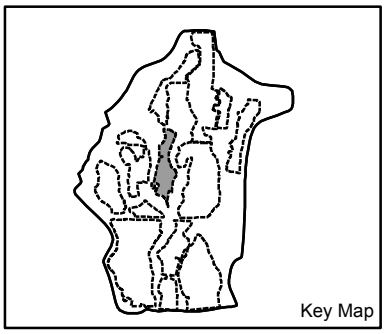
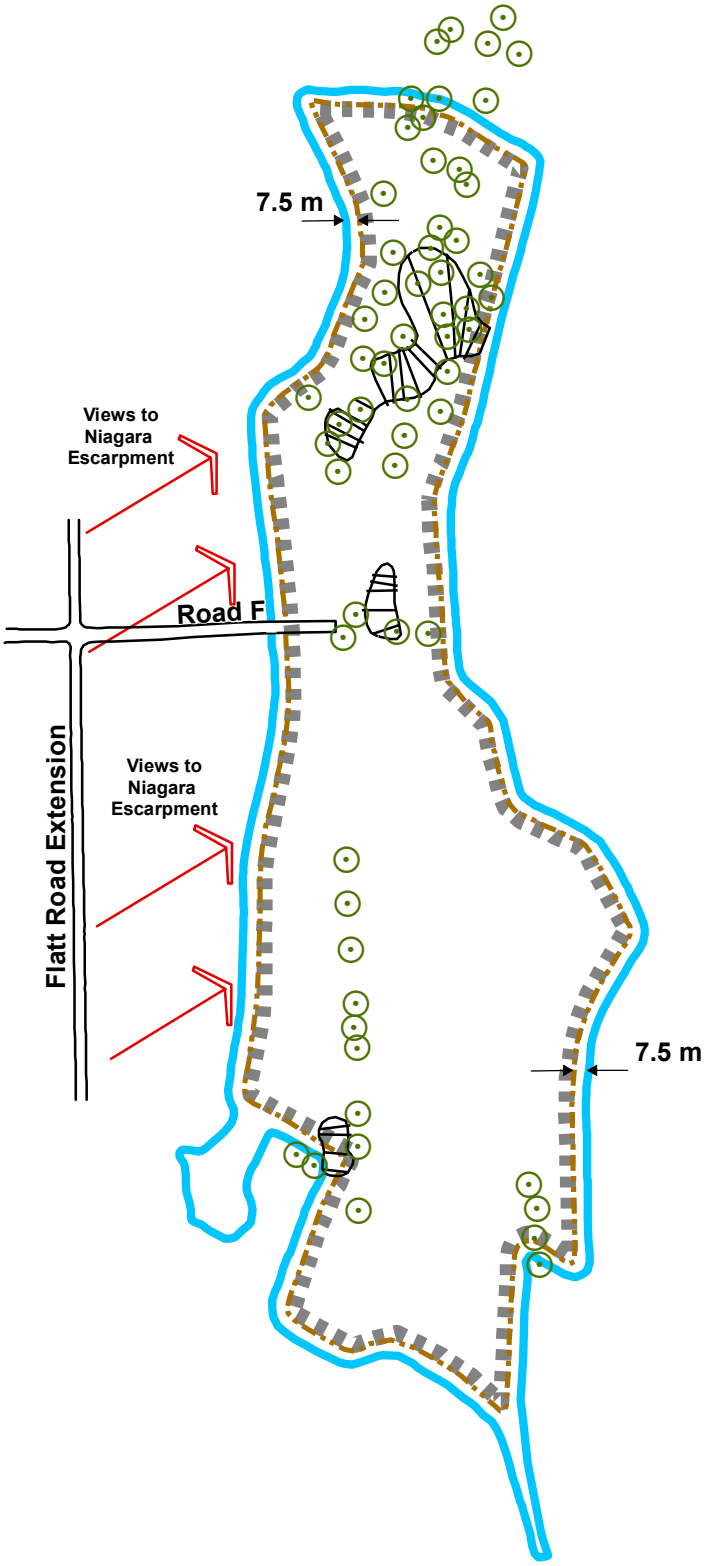
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE M-6
North Aldershot Central Sector
Sub - Area 6
City of Burlington





Legend

- Sub Area Boundary
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- ExistingTree
- Proposed Road
- Views

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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Official Plan Amendment No. 197 (1996)

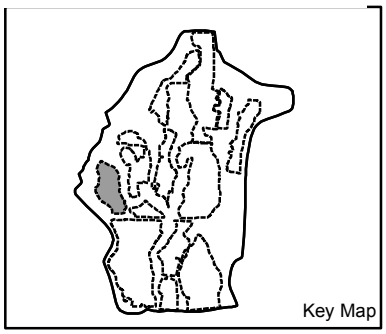
Not to Scale

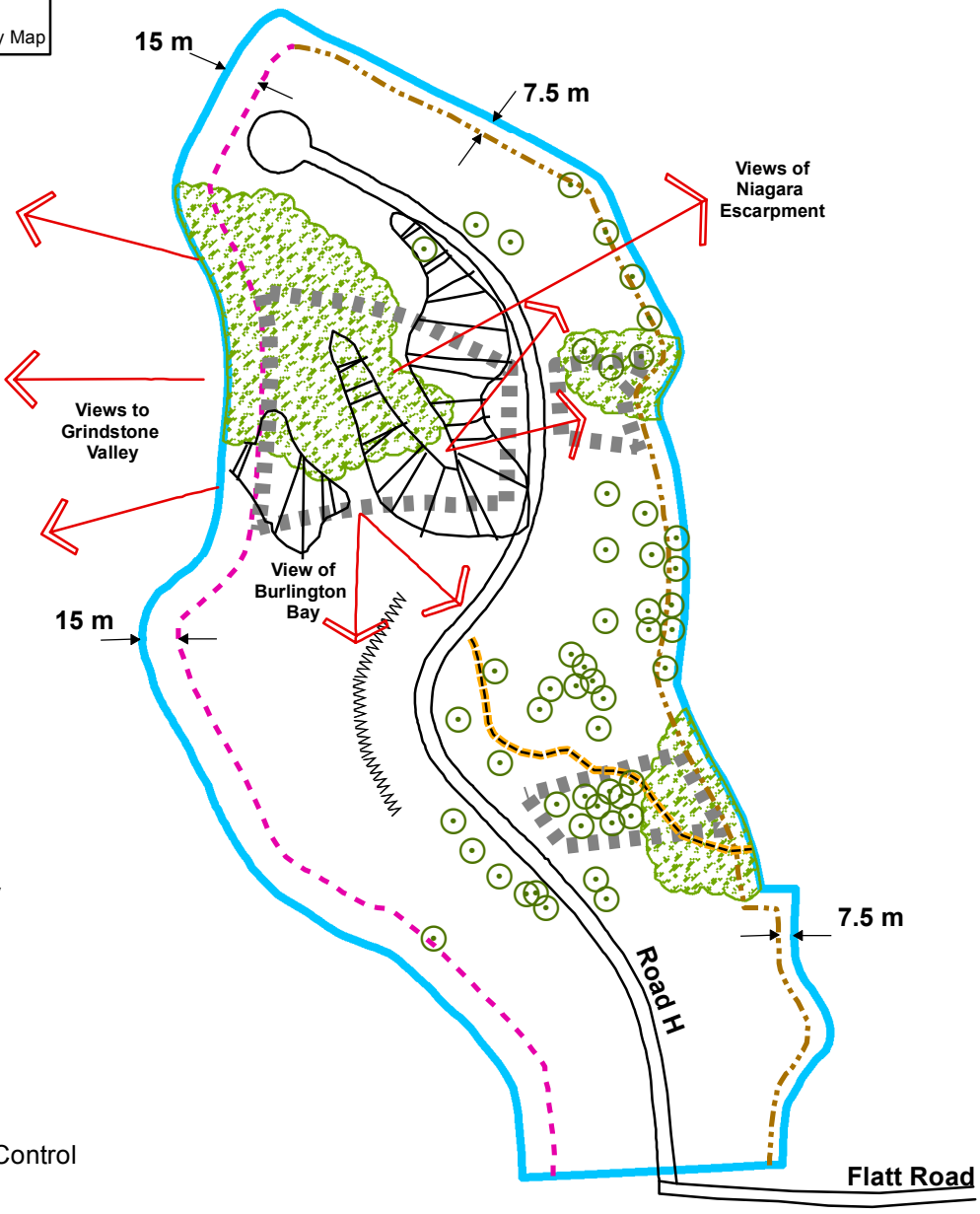
SCHEDULE M-7

North Aldershot Central Sector

Sub - Area 7

City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- Existing Vegetation
- ExistingTree
- Drainage Control
- Proposed Road
- Views

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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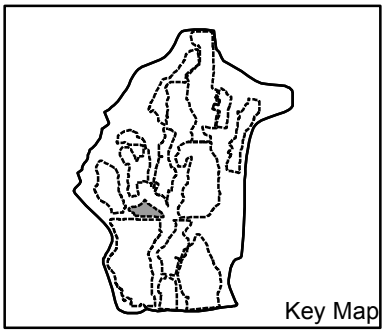
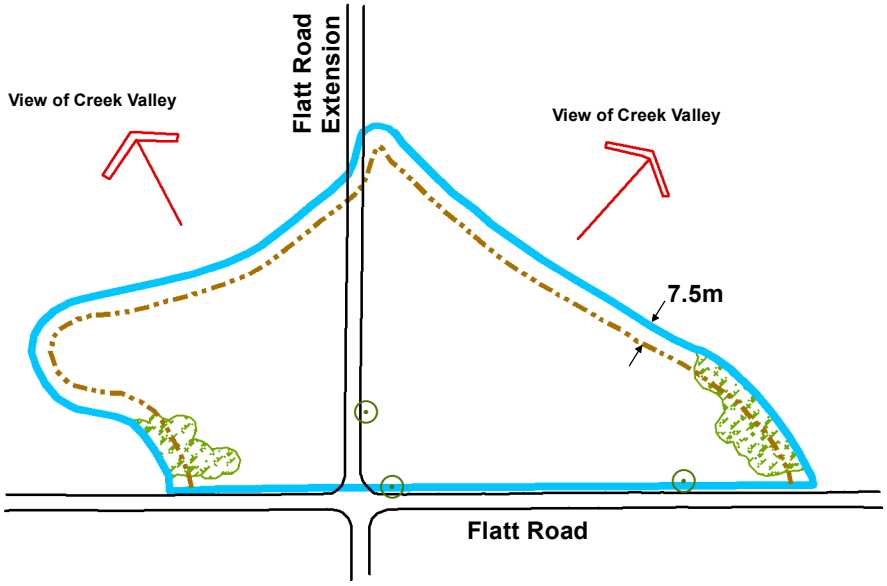
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE M-8
North Aldershot
Central Sector
Sub - Area 8
City of Burlington





Legend

- Sub Area Boundary
- 7.5 m Buffer Zone
- Existing Vegetation
- Existing Tree
- Views

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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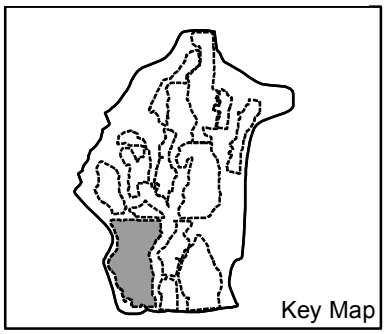
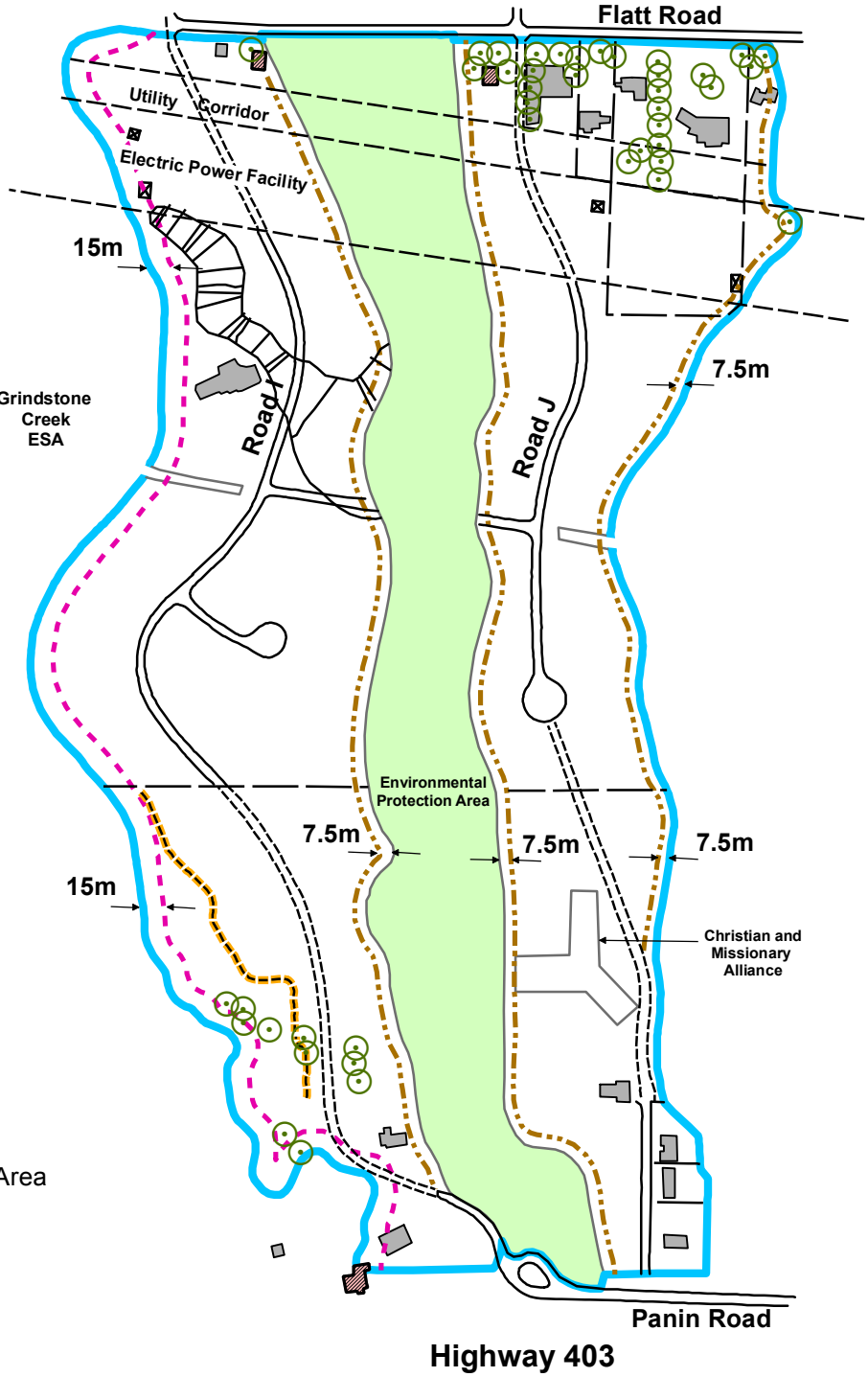
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE M-9

North Aldershot
Central Sector
Sub - Area 9
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Slopes > 15%
- Environmental Protection Area
- Existing Tree
- Drainage Control
- Proposed Road
- Existing House
- Heritage Feature
- Access to be Determined

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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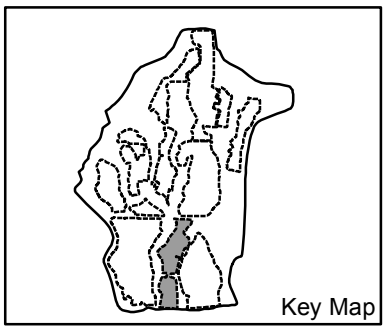
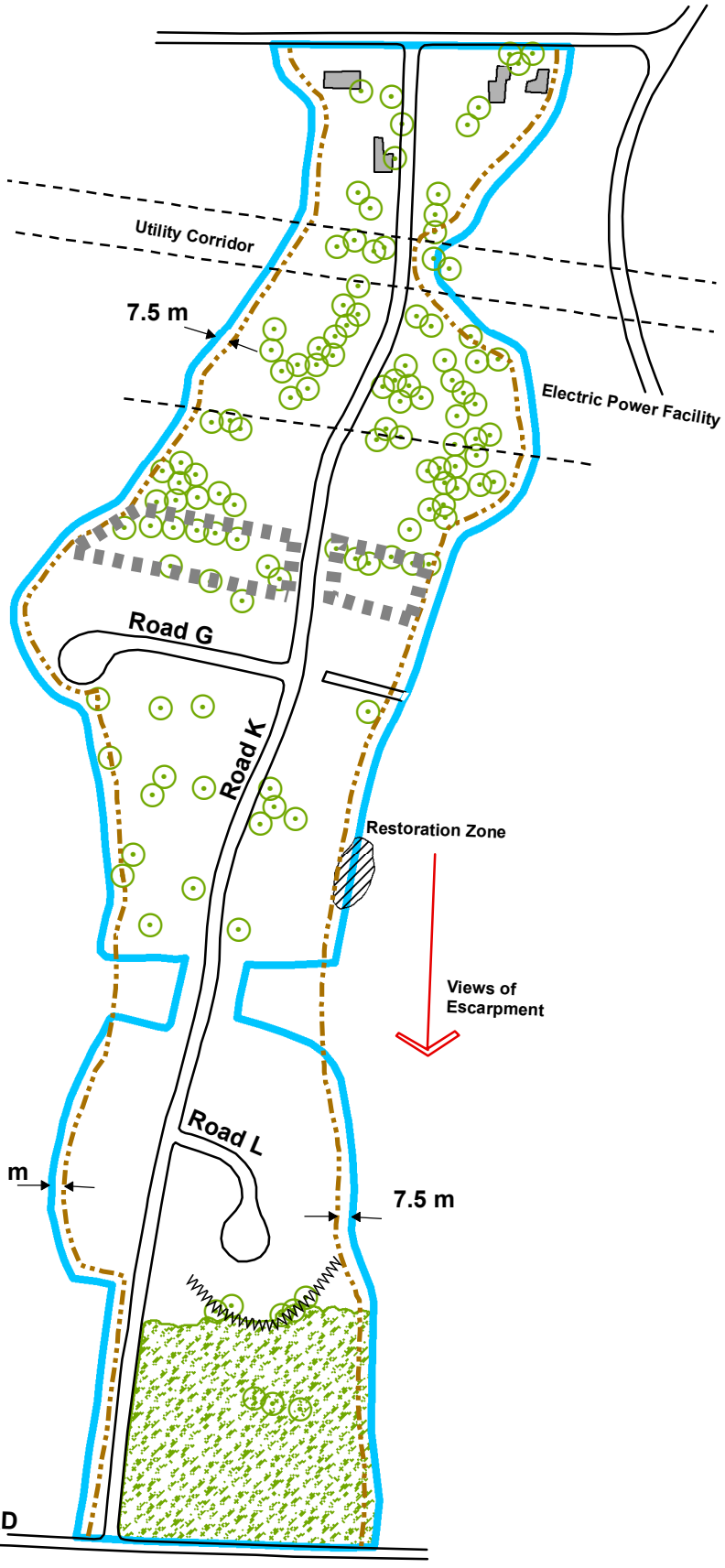
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE M-10

North Aldershot
Central Sector
Sub - Area 10
City of Burlington





Legend

- Sub Area Boundary
- 7.5 m Buffer Zone
- Slopes > 15%
- Site Plan Control
- Building Envelope Control
- Existing Vegetation
- Existing Tree
- Drainage Control
- Proposed Road
- Views
- Existing House

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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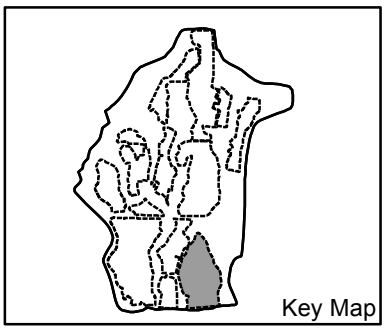
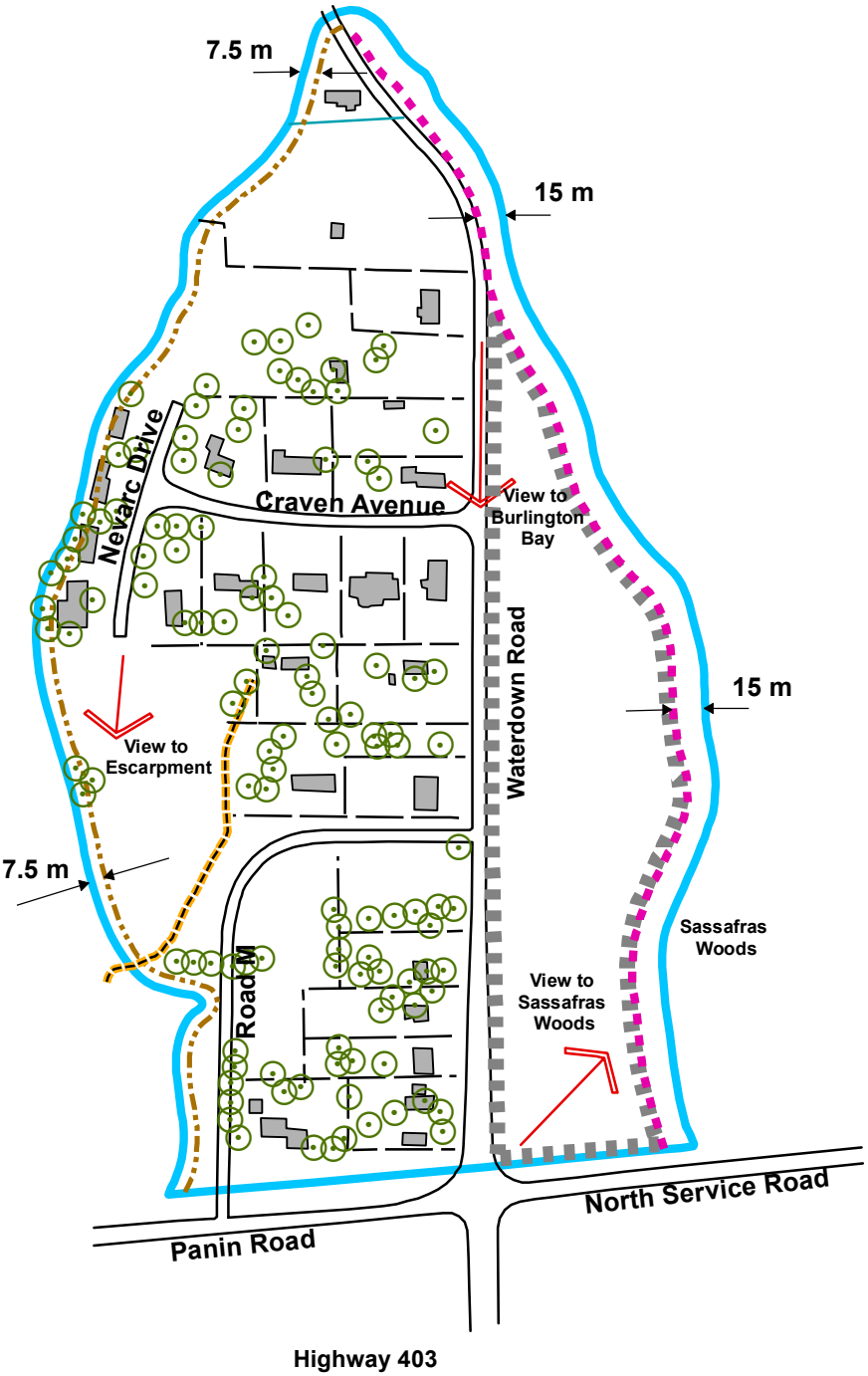
Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE M-11

North Aldershot
Central Sector
Sub - Area 11
City of Burlington





Legend

- Sub Area Boundary
- ESA Buffer Zone
- 7.5 m Buffer Zone
- Site Plan Control
- Existing Tree
- Drainage Control
- Views
- Existing House

The 7.5m and Environmentally Sensitve Area (ESA) buffers are part of the Environmental Protection Area

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Official Plan Amendment No. 197 (1996)

Not to Scale

SCHEDULE N
The Natural Heritage System
City of Burlington

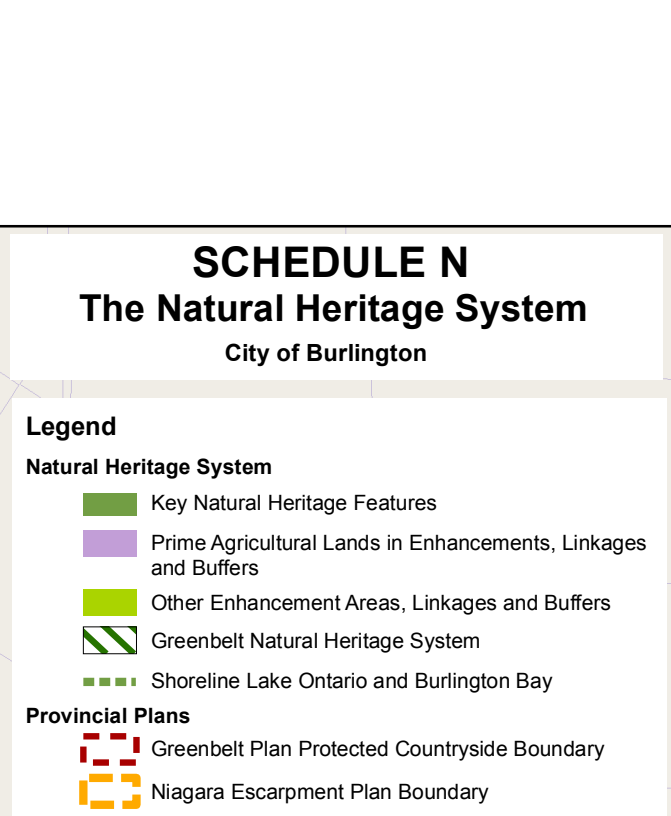
Legend

Natural Heritage System
- Key Natural Heritage Features
- Prime Agricultural Lands in Enhancements, Linkages and Buffers
- Other Enhancement Areas, Linkages and Buffers
- Greenbelt Natural Heritage System
- Shoreline Lake Ontario and Burlington Bay

Provincial Plans
- Greenbelt Plan Protected Countryside Boundary
- Niagara Escarpment Plan Boundary

City of Burlington Official Plan
- Rural Settlement Area Boundary
- Rural Settlement Area
- Mineral Resource Extraction Area

Base Map Information
- Municipal Boundary
- Urban Boundary
- North Aldershot Planning Area Boundary



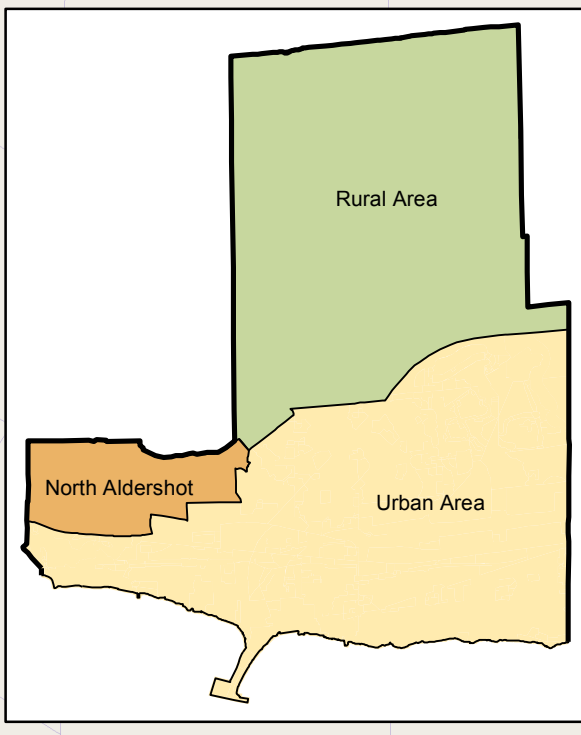
MILTON
HAMILTON
OAKVILLE
HAMILTON
Kilbride
Lowville
Mount Nemo
DERRY RD.
BELL SCHOOL LINE
BRITANNIA RD.
MILBUROUGH LINE
CEDAR SPRINGS RD.
GUELPH LINE
WALKER'S LINE
APPLEBY LINE
NO. 1 SIDE RD.
DUNDAS ST.
HWY. 407
C.N.R.
C.P.R.
WATERDOWN RD.
NO. 6 HWY. N
HWY. 403
BRANT ST.
UPPER MIDDLE ROAD
MAINWAY
Q.E.W. / HWY. 403
HARVESTER RD.
C.N.R.
FAIRVIEW ST.
PLAINS ROAD
NORTH SHORE BLVD.
KING RD.
Q.E.W.
MAPLE AVE.
GUELPH LINE
WALKER'S LINE
APPLEBY LINE
BURLOAK DR.
NEW ST.
LAKESHORE RD.
BURLINGTON BAY
LAKE ONTARIO

0 0.5 1 2 3 4 Kilometers

DRAFT OFFICIAL PLAN - APRIL, 2017

SCHEDULE O
Identified Mineral Resources
City of Burlington

Legend
- Mineral Resource Extraction Area
- Identified Mineral Resource Area
- Rural Area Boundary
- Rural Settlement Area Boundary
- North Aldershot Boundary
- Urban Boundary
- Municipal Boundary



MILTON
HAMILTON
OAKVILLE
HAMILTON
DERRY RD.
BELL SCHOOL LINE
Kilbride
Lowville
BRITANNIA RD.
MILBUROUGH LINE
CEDAR SPRINGS RD.
Mount Nemo
GUELPH LINE
WALKER'S LINE
APPLEBY LINE
NO. 1 SIDE RD.
DUNDAS ST.
HWY. 407
C.N.R.
BRANT ST.
UPPER MIDDLE ROAD
MAINWAY
Q.E.W. / HWY. 403
HARVESTER RD.
C.N.R.
FAIRVIEW ST.
BURLOAK DR.
NO. 6 HWY. N
C.P.R.
WATERDOWN RD.
HWY. 403
PLAINS ROAD
NORTH SHORE BLVD.
KING RD.
Q.E.W.
MAPLE AVE.
GUELPH LINE
WALKER'S LINE
APPLEBY LINE
NEW ST.
LAKESHORE RD.
BURLINGTON BAY
LAKE ONTARIO
0 0.5 1 2 3 4 Kilometers
DRAFT OFFICIAL PLAN - APRIL, 2017

Schedule P-1
Classification of Transportation Facilities - Urban Area
City of Burlington

Legend

- Major Arterial
- Multi Purpose Arterial
- Urban Avenue
- Main Street
- Industrial Connector
- Neighbourhood Connector
- Provincial Freeway
- Provincial Highway
- (#) Regional Road
- Major Transit Station
- Go Transit Car Pool Lot
- Potential Future Transit Station (Approximate Location)
- Rail Line
- Commuter Rail Corridor
- Higher Order 407 Transit Corridor (Regional Official Plan)
- Municipal Boundary
- Urban Boundary

RURAL AREA

HAMILTON

NORTH ALDERSHOT

OAKVILLE

HAMILTON

See Schedule P-2 for Rural Area and North Aldershot

See Schedule P-3 for Downtown Urban Centre

HWY 407
PALLADIUM WAY
THOMAS ALTON BLVD.
C.N.R.
TREMAINE RD.
DUNDAS ST.
DRYDEN AVE
SUTTON RD.
UPPER MIDDLE RD.
MILLCROFT PARK DR.
WALKER'S LINE
BERWICK DR.
HEADON FOREST DR.
HEADON RD.
CAVENDISH DR.
UPPER MIDDLE ROAD
FISHER AVE.
GUELPH LINE
APPLEBY LINE
CORPORATE DR.
MAINWAY
MOUNTAINSIDE DR.
BRANT ST.
KERNS RD.
HWY-6
HWY-403
Q.E.W.
NORTH SERVICE RD.
SOUTH SERVICE RD.
LEIGHLAND RD.
HARVESTER RD.
FAIRVIEW ST.
PLAINS RD. W.
PLAINS RD. E
TOWNSEND AVE.
KING RD.
MAPLE AVE.
NORTH SHORE BLVD. E
LAKESHORE RD.
EASTPORT DR.

5 18 7 20

0 0.5 1 2 3 4 Kilometers

*1 *All Regional Road limits are at the south ramp of the Q.E.W. for Brant Street, Guelph Line, Appleby Line and Burloak Drive.*

Local Streets and Industrial Streets are not shown on this schedule.

SCHEDULE P-2

Classification of Transportation Facilities
Rural Area and North Aldershot

City of Burlington

Legend

- Rural Arterial
- Rural Connector
- Rural Local
- Rural Main Street
- Municipal Boundary
- Urban Boundary
- Provincial Highway
- Provincial Freeway
- Rail Line

MILTON

DERRY RD.

KILBRIDE ST.

NO. 8 SIDE RD.

BELL SCHOOL LINE

MILTON

BRITANNIA RD.

RURAL AREA

BLIND LINE

COLLING RD.

NO.4 SIDE RD.

HAMILTON

MILBUROUGH LINE

NO. 2 SIDE RD.

NO. 2 SIDE RD.

CEDAR SPRINGS RD.

GUELPH LINE

WALKER'S LINE

APPLEBY LINE

NO. 1 SIDE RD.

For classification of Dundas Street see Schedule P-1.

DUNDAS ST.

HWY. 407

C.N.R.

OAKVILLE

C.P.R.

NORTH ALDERSHOT

KING RD.

URBAN AREA

NO. 6 HWY. N

OLD YORK RD.

WATERDOWN RD.

HWY. 403

HWY. 407

Q.E.W.

C.N.R.

BURLOAK DR.

For classification of transportation facilities in the Urban Area see Schedule P-1.

Q.E.W.

BURLINGTON BAY

LAKE ONTARIO

HAMILTON

0 0.5 1 2 3 4 Kilometers

DRAFT OFFICIAL PLAN - APRIL 2017

Schedule P-3
Classification of Transportation Facilites
Downtown Urban Centre
City of Burlington

Legend
- Urban Avenue
- Main Street
- Neighbourhood Connector
- Local Street
- Downtown Urban Centre

DETAIL TO BURLINGTON CANAL

NORTH SHORE BLVD. E
Q.E.W.
LAKESHORE ROAD
LAKE ONTARIO
CANAL

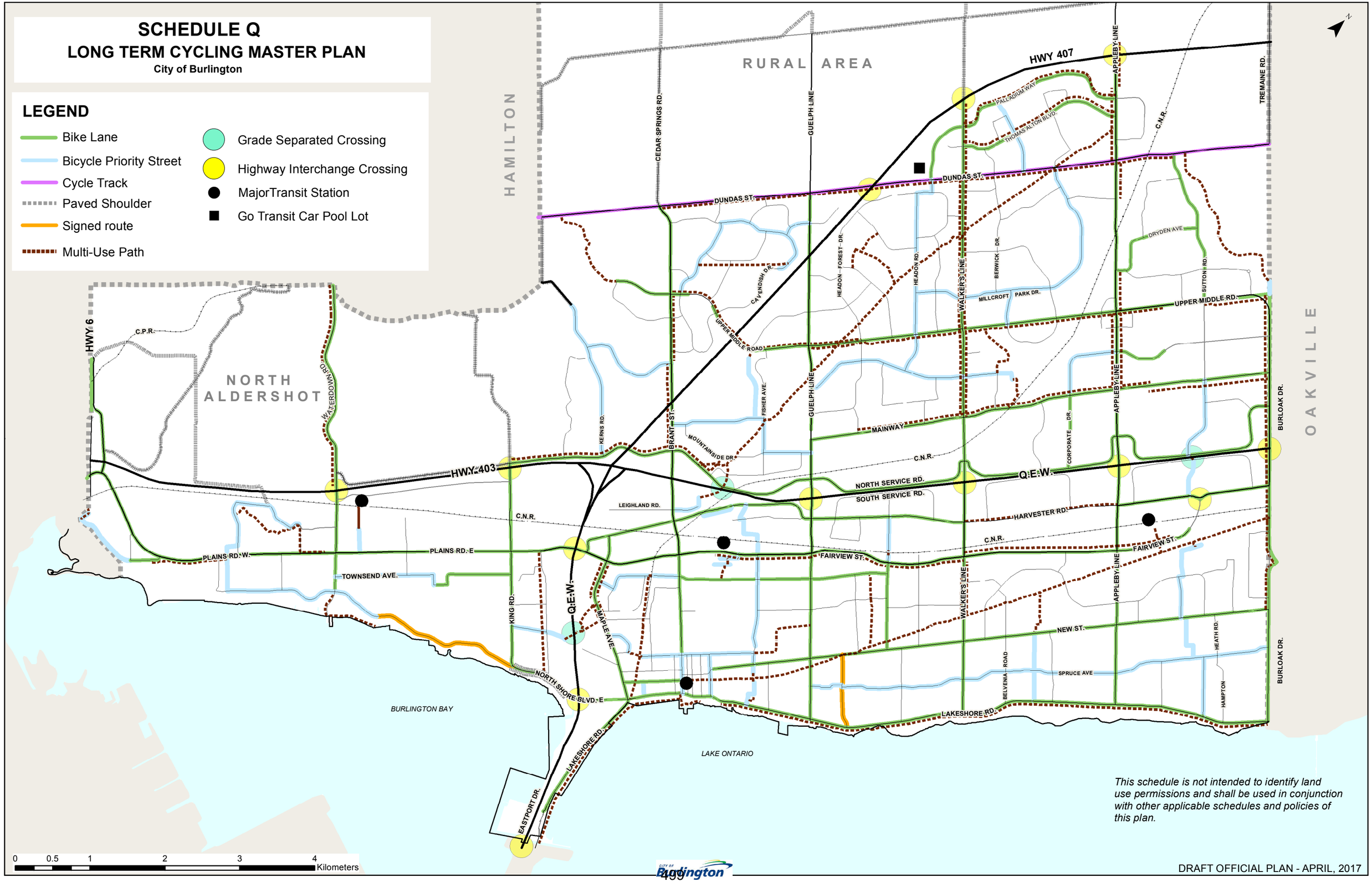
BALDWIN ST.
EDEN PL.
HALIFAX PL.
LOCUST ST.
BIRCH AVE.
CLARK AVE.
EMERALD CRES.
EMERALD ST.
CAROLINE ST.
CAROLINE ST.
HAGER AVE.
HURD AVE.
MARIA ST.
MAPLE AVE.
ONTARIO ST.
JOHN ST.
ELIZABETH ST.
NEW ST.
JAMES ST.
ELGIN ST.
BROCK AVE.
NELSON AVE.
BURLINGTON AVE.
BRANT ST.
PEARL ST.
MARTHA ST.
PINE ST.
HARRIS
CRES.
LAKESHORE ROAD
TORRANCE ST.
NORTH SHORE BLVD. E
OLD LAKESHORE RD.
Q.E.W.
LAKE ONTARIO
LAKESHORE RD.

SEE INSET MAP FOR DETAILS TO BURLINGTON CANAL

SCHEDULE Q
LONG TERM CYCLING MASTER PLAN
City of Burlington

LEGEND

- Bike Lane
- Bicycle Priority Street
- Cycle Track
- Paved Shoulder
- Signed route
- Multi-Use Path
- Grade Separated Crossing
- Highway Interchange Crossing
- MajorTransit Station
- Go Transit Car Pool Lot



0 0.5 1 2 3 4 Kilometers

This schedule is not intended to identify land use permissions and shall be used in conjunction with other applicable schedules and policies of this plan.

SCHEDULE R
Trails Strategy
City of Burlington

Legend

Existing Trails

- Existing Multi-Use Trail (Within Road Right-of-Way)[1]
- Existing Off-Road Multi-Use Trail (Outside of Road Right-of-Way)[2,3]
- Existing Off-Road Trail (Outside of Road Right of Way) Trail and Surface Type Varies

Other Regional Trails / Routes[3,4]

- Existing Bruce Trail and Side Trail[4]
- Waterfront Trail / Trans Canada Trail
- Greenbelt Cycling Route

Proposed Trails and Critical On-Road Connections[5,6]

- Proposed Multi-Use Trail Connection (Within Road Right-of-Way)
- Proposed Multi-Use Trail Connection (Outside of Road Right-of-Way)
- Proposed On Road Connections - Proposed in Community Trails Strategy[7]
- Proposed On Road Connections Per Cycling Master Plan[8]
- Connection Points to Surrounding Municipalities (Identified in Surrounding Municipal/Regional Plans)
- Parks
- Proposed Bridge
- Existing Mid-Block Crossing of Collector or Arterial (eg. Mid-Block Pedestrian Signal or Median Island)
- Mid-Block Crossing Locations Suggested for Improvement (eg. Mid-Block Pedestrian Signal or Median Island)
- Rail Crossings and conections in Mobility Hubs as per City of Burlington Official Plan Review: Mobility Hubs Opportunities and Constraints Study (May 2014)
- Major Transit Station
- Go Transit Car Pool Lot
- Connection Points to Surrounding Municipalities
- Future Trail Connections

MILTON
HAMILTON
OAKVILLE
HAMILTON
DERRY RD.
BELL SCHOOL LINE
BRITANNIA RD.
CEDAR SPRINGS RD.
GUELPH LINE
WALKER'S LINE
APPLEBY LINE
NO. 1 SIDE RD.
DUNDAS ST.
HWY. 407
C.N.R.
UPPER MIDDLE ROAD
BRANT ST.
MAINWAY
C.P.R.
WATERDOWN RD.
NO. 6 HWY. N
HWY. 403
Q.E.W. / HWY. 403
HARVESTER RD.
PLAINS ROAD
FAIRVIEW ST.
BURLOAK DR.
NORTH SHORE BLVD.
KING RD.
Q.E.W.
MAPLE AVE.
NEW ST.
LAKESHORE RD.
BURLINGTON BAY
LAKE ONTARIO

This schedule is not intended to identify land use permissions and shall be used in conjunction with other applicable schedules and policies of this plan.

0 0.5 1 2 3 4 Kilometers

DRAFT OFFICIAL PLAN - APRIL, 2017

TABLE 1. CLASSIFICATION OF TRANSPORTATION FACILITIES – URBAN AREA

City of Burlington

Defining Parameters	Transportation Facilities – Urban Area							
	Urban Arterial				Urban Collectors		Urban Local Street	
	Major Arterial	Multi-Purpose Arterial	Urban Avenue	Main Street	Industrial Connector	Neighbourhood Connector	Industrial Street	Local Street
Transportation Function	Serves mainly inter-regional and regional travel demands. Accommodates truck traffic, rapid transit services and high occupancy vehicle lanes. Connects urban areas or nodes in different municipalities. Carries high volumes of high-speed traffic. Distribute traffic to and from Provincial Freeways and Highways.	Serves mainly regional and intercommunity travel demands. Transit services and active transportation is prioritized. Functions as central corridors with retail uses and connections to urban areas or nodes in different municipalities.	Serves mainly regional and intercommunity travel demands. Cycling is prioritized. Designed as landscaped, tree-lined corridors with connections to urban areas or nodes in different municipalities.	Serves mainly downtown traffic. Transit services and active transportation is prioritized. Primarily pedestrian-oriented public realm and street-oriented buildings.	Serves mainly inter-regional freight travel demands. Goods movement is prioritized. Carries high-speed traffic.	Serves mainly intercommunity travel demands. Active transportation is prioritized. Designed with high degree of protection for pedestrians and cyclists	Traffic movement is secondary to goods movement.	Traffic movement is secondary to land access. High emphasis on pedestrian movement.
Access Control	High degree of private access control is recommended	Moderate degree of private access control is recommended	Moderate degree of private access control is recommended	Access consolidation for vehicle access is recommended	Moderate degree of private access control is recommended	Access consolidation for vehicle access is recommended	Land access is primary function	Land access is primary function
People Moving Capacity and Flow Characteristics	High people moving capacity; Free flow except at signals	High people moving capacity; Interrupted traffic flow	Moderate – high people moving capacity; Interrupted traffic flow	Moderate to high people moving capacity; Interrupted traffic flow	Moderate people moving capacity; Interrupted traffic flow mainly at signals	Moderate people moving capacity; Interrupted traffic flow mainly at signals	Low people moving capacity; Interrupted traffic flow	Low people moving capacity; Interrupted traffic flow
Mode Priority	Accommodation of mode by facility type							
Pedestrians	Standard facilities	Enhanced facilities	Enhanced facilities	Enhanced facilities	Standard facilities	Standard facilities	Standard facilities	Standard facilities
Cyclists	Standard facilities	Standard facilities	Enhanced facilities	Enhanced facilities	Context-specific	Standard facilities	Standard facilities	Standard facilities
Goods Movement Vehicles	Standard facilities	Standard facilities	Standard facilities	Context-specific	Standard facilities	Context-specific	Standard facilities	Context-specific
Transit	Enhanced facilities	Enhanced facilities	Standard facilities	Enhanced facilities	Standard facilities	Standard facilities	Context-specific	Context-specific
HOV	Context-specific	Context-specific	Context-specific	Context-specific	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Private Cars	Standard facilities	Standard facilities	Standard facilities	Standard facilities	Standard facilities	Standard facilities	Standard facilities	Standard facilities
Desired Connections	Connects to Provincial and Regional Highways, other Urban Arterials, and Urban Collectors	Connects to Regional Highways, Urban Arterials and Urban Collectors	Connects to Regional Highways, Urban Arterials and Urban Collectors	Connects to Regional Highways, Urban Arterials, and Urban Collectors	Connects to Urban Arterials	Connects to Urban Arterials and Urban Local Streets	Connects to Urban Collectors and Urban Local Streets	Connects to Urban Collectors and Urban Local Streets

Facility Type Priority Ranking Table

Priority Ranking (Highest to lowest)	Level of Facility Type
↑	Enhanced
	Standard
	Context-specific
	Not Applicable

Notes:

1. Street and Road Design Guidelines that establish the design parameters for enhanced, standard and context-specific facilities per street typologies are under review and will be provided.
2. Provincial Freeways and Highways under the jurisdiction of the Ministry of Transportation are not described in this table. Provincial Freeways and Highways are show on Schedule P1, Classification of Transportation Facilities – Urban Area and Schedule P2, Classification of Transportation Facilities – Rural Area and North Aldershot Area. Local streets and Industrial Streets are not shown on Schedule P-1, Classification of Transportation Facilities – Urban Area.

TABLE 1. CLASSIFICATION OF TRANSPORTATION FACILITIES – RURAL AREA AND NORTH ALDERSHOT

City of Burlington

Defining Parameters	Transportation Facilities – Rural Area			
	Rural Roads			
	Rural Arterial	Rural Main Street	Rural Connector	Rural Local
Transportation Function	Movement of traffic and goods are primary considerations. Serves interregional travel demands.	Moderate traffic movement with street oriented buildings.	Traffic movement equal consideration with access.	Slow speed streets for local access.
Access Control	Partial access control	Access consolidation for vehicle access is recommended	None	None
Flow Characteristics	Free traffic flow except at signals	Interrupted traffic flow with high quality pedestrian amenities	Interrupted traffic flow	Interrupted traffic flow
Mode Priority	Accommodation of Mode by facility type			
Pedestrians	Not Applicable	Standard facilities	Context-specific	Standard facilities
Cyclists	Not Applicable	Standard facilities	Context-specific	Context-specific
Goods Vehicles	Standard/Enhanced facilities	Standard facilities	Standard facilities	Context-specific
Private Cars	Standard facilities	Standard facilities	Standard facilities	Standard facilities
Desired Connections	Connects to Provincial and Regional Highways, Urban Arterials and other Rural Roads	Connects to Regional Highways, Rural Arterials, and Rural Roads	Connects to other Rural Roads	Connects to other Rural Roads

Facility Type Priority Ranking Table

Priority Ranking (Highest to lowest)
Level of Facility Type
Enhanced
Standard
Context-specific
Not Applicable

Notes:

1. Street and Road Design Guidelines that establish the design parameters for enhanced, standard and context-specific facilities per street typologies are under review and will be provided.
2. Provincial Freeways and Highways under the jurisdiction of the Ministry of Transportation are not described in this table. Provincial Freeways and Highways are show on Schedule P1, Classification of Transportation Facilities – Urban Area and Schedule P2, Classification of Transportation Facilities – Rural Area and North Aldershot Area.

TABLE 2. PUBLIC RIGHT-OF-WAY WIDTHS [(1)]

The following Table *shall* be read in conjunction with the Public Right-of-Way policies contained in Chapter 6.

STREET	FROM	TO	PUBLIC RIGHT-OF-WAY WIDTH (metres)
Alexan Crescent	Entire Length		16
Angus Court	Entire Length		18
Appleby Line	Lakeshore Road	New Street	30
	New Street	Fairview Street	36
	Fairview Street	300m south of Dundas St	R*
	300m south of Dundas St	Derry Road	R *
Applegarth Drive	Entire Length		14
Atkinson Drive	Entire Length		18
Auckland Drive	Entire Length		14
Austin Court	Blue Spruce Avenue	50m East	22
	50m East	Limit	14
Autumn Harvest Way	Entire Length		14
Avalon Drive	Entire Length		14
Baker Drive	Upper Middle Road	Sunmill Crescent	16
	Sunmill Crescent	Limit	14
Bayswater Avenue	Entire Length		15
Bell School Line	Entire Length		26
Bellhaven Crescent	Entire Length		15
Bellwood Avenue	Emerald Street	Wellington Street	18
Birch Avenue	Entire Length		17
Birchleaf Lane	Entire Length		12.5
Bird Boulevard	Entire Length		14
Blathwayte Lane	Entire Length		10
Blenheim Street	Brant Street	Hurd Avenue	16
Blue Spruce Avenue	Dryden Avenue	Thorn Lane	18
	Thorn Lane	Upper Middle Road	22
Bluegrass Lane	Entire Length		14.5
Bonnieview Avenue	Spring Garden Road	Parkhill Avenue	15
Brada Crescent	West Limit	Bluegrass Lane	14.5
	Bluegrass Lane	North Limit	18
Braeswood Lane	Entire Length		14
Brant Street	Lakeshore Road	Caroline Street	18
	Caroline Street	Maplewood Avenue	As Is
	Maplewood Avenue	Fairview St	36
	Fairview St	Dundas Street	R*

Britannia Road	Entire Length		30
Brock Avenue	Lakeshore Road	Ontario Street	18
Broadleaf Crescent	Entire Length		14
Brookdale Street	Entire Length		14
Brookfield Avenue	Lakeshore Road	Pomona Avenue	15
Bruce Street	140 m west of Seneca Avenue	137 m east of Delaware Avenue	18
Bunton Crescent	Entire Length		14
Burloak Drive	Lakeshore Road	400 m north of New Street (realigned)	30
	400 m north of New Street	Harvester Rd	42
	Harvester Rd	Upper Middle Road	R*
Bushberry Lane	Entire Length		12.5
Bushtrail Court	Entire Length		15
Carns Court	Entire Length		18
Casselman Court	Entire Length		14
Cachet Crescent	Entire Length		14
Cedar Springs Road	Entire Length		30[(2)]
Chapman Court	Entire Length		18
Chercover Court	Blue Spruce Avenue	50m North	22
	50m North	Limit	14
Clark Avenue	Birch Avenue	Caroline Street	16
	Caroline Street	Cul-de-sac	18
Coaldale Drive	Entire Length		18
Coldwater Street	Entire Length		14
Cornerstone Drive	(in front of public school)		19
Corporate Drive	Appleby Line	600 m east of Appleby Line	26
	600 m east of Appleby Line	Burloak Drive	26[(3)]
Crosby Avenue	New Street	Caroline Street	18
Crosswinds Court	Entire Length		18
Cumberland Avenue	Fairview Street	New Street	26
Curtis Road	Entire Length		14
Danielle Drive	Entire Length		14
Debeir Street	Entire Length		14
Deer Place	Entire Length		18
Delaware Avenue	Lakeshore Road	New Street	17.5
Derry Road	Entire Length		R*
Dryden Avenue	Entire Length		26
Duchess Court	Entire Length		14
Dundas Street	Kerns Road	Tremaine Road	R*
Dunmore Avenue	Entire Length		14
Easton Road	Pathfinder Drive	Orchard Road	15.5
	Orchard Road	Sutton Drive	18

Edgewood Place	Entire Length		16
Elmside Crescent	Entire Length		14
Emerald Street	Caroline Street	North of Emerald Crescent	17
	North of Emerald Crescent	Wellington Avenue	18
	Wellington Ave	Victoria Avenue	9 (each side)
	Victoria Avenue	North of Woodland Avenue	18
Emerson Drive	Entire Length		15.5
Empire Crescent	Entire Length		14
English Crescent	Entire Length		14
Eveningstar Drive	Entire Length		14
Fairview Street	Queen Elizabeth Way	GO Station	40
	GO Station	150 m west of Guelph Line	36
	150 m west of Guelph Line	200 m east of Guelph Line	40
	200 m east of Guelph Line	150 west of Walker's Line	36
	150 m west of Walker's Line	150 m east of Walker's Line	40
	150 m east of Walker's Line	150 m west of Appleby Line	36
	150 m west of Appleby Line	150 m east of Appleby Line	40
	150 m east of Appleby Line	Harvester Road	36
Fernbrook Court	Entire Length		16
Forest Grove Crescent	Entire Length		14
Fruitland Avenue	Lakeshore Road	Lake Ontario	15
Garland Crescent	Entire Length		14
Georgina Court	Entire Length		14
Glenhaven Avenue	Entire Length		15
Green Street	South of Lakeshore Road		17
Greening Lane	Entire Length		14
Greer Drive	Entire Length		14
Guelph Line	Lakeshore Road	New Street	24
	New Street	Prospect Street	35
	Prospect Street	Fairview Street	40
	Fairview St	Derry Road	R*
Hager Avenue	Ontario Street	Birch Avenue	16.5
Haldimand Crescent	Entire Length		14
Halton Place	Entire Length		18
Hampton Court	Entire Length		18
Harrison Court	South intersection of Appleby Line	Hydro Right-of-Way	20 to 25
	Hydro Right-of-Way	180 m easterly of north intersection of Appleby Line	18
	180 m easterly of north intersection of Appleby Line	North intersection of Appleby Line	22 to 26
Harvester Road	Guelph Line	Appleby Line	32
	Appleby Line	Burloak Drive	36
Haswell Lane	Entire Length		12.5

Heslop Street	Entire Length		14
Heritage Road	North Service Road	Mainway	26
Holtby Avenue	New Street	Caroline Street	18
Hurd Avenue	Birch Avenue	Ontario Street	16
Industrial Street	Mountainside Drive	Stanley Drive	26
	Stanley Drive	North Service Road	20
Irving Street	Entire Length		14
Jacada Road	Entire Length		14
Jameson Crescent	Entire Length		14
Jardine Crescent	Blue Spruce Avenue	Redstone Street	22
	Redstone Street	Redstone Street	14
Jarvis Crescent	Entire Length		16
Joshua Drive	Entire Length		14
Kempling Lane	Entire Length		14
Kenneth Crescent	Entire Length		14
Kevin Crescent	Entire Length		18
Kilbride Street	Town Line	McNiven Road	30
	McNiven Road	Carriage Trail	26
	Carriage Trail	Twiss Road	30
Kindos Street	Entire Length		14
King Road	North Shore Boulevard	CNR	30
	CNR	North Service Road	35
	North Service Road	Northerly Limit	30 (2)
Lakeland Crescent	Lakeshore Road	Fruitland Avenue	15
Lakeshore Road	Entire Length		30
Langford Road	Entire Length		14
Little Street	Entire Length		14
Mainway	Guelph Line	Burloak Drive	30
Maple Avenue	North Shore Blvd.	Ontario Street	26
	Ontario Street	Rambo-Hager Div. Ch.	30
	Rambo-Hager Div. Ch.	Fairview Street	35
	Fairview Street	Plains Road	30
Maria Street	Brant Street	Martha Street	15
Marjan Lane	Entire Length		12.5
Mackay Court	Entire Length		18
McCormack Drive	Entire Length		14
McNiven Road	Cedar Springs Road	Derry Road	26
Medland Drive	Entire Length		18
Millborough Line	Derry Road	Kilbride Street	R*
	Kilbride Street	Southerly Limit	26
Mill Street (Kilbride)	Entire Length		15

Mountainside Drive	Industrial Street	Guelph Line	26
Nelson Avenue	Lakeshore Road	Ontario Street	18
New Street	Martha Street	Beverly Drive	30
	Beverly Drive	Burloak Drive	35
Newell Crescent	Quinte Street	50m East	22
	50m East	Limit	14
No. 1 Side Road	Milborough Line	Guelph Line	26
	Guelph Line	Appleby Line	30
No. 2 Side Road	Cedar Springs Road	Guelph Line	30
	Walker's Line	Bell School Line	26
No. 4 Side Road	Entire Length		26
No. 8 Side Road	Cedar Springs Road	Twiss Road	26
	Twiss Road	Guelph Line	26
North Service Road	Waterdown Road	500 m east of Guelph Line	30
	500 m east of Guelph Line	Burloak Drive	22
Norland Drive	Entire Length		14
North Shore Blvd.	Maple Avenue	Indian Road	35
	Indian Road	King Road	26
Nova Crescent	Quinte Street	50m West	22
	50m West	Limit	14
Novis Way	Entire Length		14
Oakley Drive	Entire Length		14
Oak Grove Place	Entire Length		14
Old York Road	No. 6 Highway	Snake Road	26
	Snake Road	York Road	26
Omaha Street	Entire Length		10
Page Crescent	Blue Spruce Avenue	50m South	22
	50m South	Limit	14.5
Palladium Way	Entire Length		26
Panton Street	South of Kilbride Street		As Is
Parkhill Avenue	Entire Length		15
Pathfinder Drive	Entire Length		18
Paula Court	Entire Length		18
Penman Lane	Entire Length		12.5
Picketts Way	Entire Length		14
Pine Street	Brant Street	Martha Street	14
Plains Road	Highway 6	South side of Hwy. No.403	26
	South side of Hwy. 403	Queen Elizabeth Way	36
	130 m north of Fairview Street	Brenda Crescent	30
Player Court	Entire Length		18
Pomona Avenue	Lakeshore Road	146 m north of Lakeshore Road	15
Prescott Place	Entire Length		12.5

Price Court	Entire Length		18
Prospect Street	Guelph Line	Cumberland Avenue	30
Queensway Drive	Brenda Crescent	Guelph Line	30
Quinte Street	Upper Middle Road	Blue Spruce Avenue	18
	Blue Spruce Avenue	Redstone Street	22
Ravine Crescent	Entire Length		14
Redstone Street	Entire Length		14
Ridgewell Road	Entire Length		14
Robjen Road	Entire Length		14
Rome Crescent	Quinte Street	50m West	22
	50m West	Limit	14
Rosaline Road	Entire Length		14
Roseland Crescent	Entire Length		18
Roseville Court	Entire Length		14
Russet Crescent	Entire Length		14
Scotia Crescent	Quinte Street	English Street	22
	English Street	Limit	14
Seneca Avenue	Lakeshore Road	New Street	18
Seton Crescent	Entire Length		14
Shadetree Avenue	Entire Length		14
Simcoe Drive	Entire Length		18
Snake Road	Entire Length		30 (2)
South Service Road	Waterdown Road	King Road	26
Spence Lane	Entire Length		14
Stokes Lane	Entire Length		14
Stonehaven Drive	Entire Length		14
Sundial Road	Entire Length		14
Sunmill Crescent	Entire Length		14
Susan Court	Entire Length		18
Sutton Drive	Mainway	Upper Middle Road	30(3)
	Upper Middle Road	Russet Crescent	26
	Russet Crescent	Trans Canada Pipeline	31
	Trans Canada Pipeline	Dundas Street	26
Thomas Alton Boulevard	Entire Length		26
Thorn Lane	Entire Length		14
Tremaine Road	Dundas Street	No. 1 Side Road	R*
Twelve Mile Trail	Valleyhigh Drive	90m east	14
	90m north-east	145m north-west	26
Twiss Road	No. 8 Side Road	Derry Road	30
Tydman Way	Entire Length		14
Upper Middle Road	Westerly limit	Highway 407	35
	Highway 407	Guelph Line	40

	Guelph Line	Appleby Line	40
	Appleby Line	Burloak Drive	R*
Valleyhigh Drive	Entire Length		14
Vanessa Drive	Entire Length		14
Viking Crescent	Entire Length		14
Walker's Line	Lakeshore Road	New Street	30
	New Street	Fairview Street	30
	Fairview Street	Highway 407	35
	Highway 407	Derry Road	30(2)
Waterdown Road	Plains Road	Hwy 403 westerly on-ramp	As Is
	Hwy 403 westerly on-ramp Northerly limit		30(2)(3)
Waterloo Street	North of Woodland Avenue		18
Wellington Avenue	Victoria Avenue	Woodland Avenue	18
Whitehorn Drive	Entire Length		14
Willow Avenue	Entire Length		10
Wood Crescent	Entire Length		14
Woodglen Crescent	Entire Length		14
Woodland Avenue	New Street	Emerald Street	18
Woodsmere Court	Entire Length		16
York Boulevard	Boundary of City of Hamilton	Plains Road	35
York Road	Entire Length		26

NOTES:

(1) The public right-of-way width of all other streets or portions of streets not identified in Table 2 *shall* be the actual width as it existed on the date of the registration of the plan of subdivision or the date of the coming into force of this amendment.

(2) Public right-of-way widths to be required for sections located within an Escarpment Natural Area designation will be reduced where possible based on detailed designs in recognition of the natural features present at these locations and the rural character of the area.

(3) The final public right-of-way width will be determined as part of future studies including area specific planning studies~~,~~ and/or subdivision approvals.

(R*) Regional Road – Refer to the Regional Official Plan.

Appendices

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APPENDICES

APPENDIX A	COUNCIL-ADOPTED DESIGN GUIDELINES	A-5
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APPENDIX A

COUNCIL-ADOPTED DESIGN GUIDELINES

This list is provided for reference purposes only, and does not form part of the Plan.

1. Streetscape Design Study for Downtown Burlington, 1981
2. Headon Community Design Guidelines, 1990
3. Tansley Triangles Secondary Plan Background Study: Part Nine, Urban Design, April 1992
4. Tansley Community Urban Design Guidelines, 1994
5. Uptown Mixed Use Centre Urban Design Guidelines, 1994
6. North Aldershot Inter-Agency Review, Final Report, May 1994, Land Use Concept, Section E-Permitted Uses, Densities and Design Guidelines
7. Burloak Office Park Urban Design Guidelines
8. Orchard Community: Secondary Planning Study Report: Final Report, February 1995, Section 11.0, Urban Design Guidelines for Transit Corridors
9. Alton West Planning Area: Urban Design Study and Guidelines, August 2003
10. Alton Central East Community: Urban Design Study and Guidelines, March 2004
11. City of Burlington Downtown Urban Design Guidelines, 2006 (includes Old Lakeshore Road Precinct Urban Design Guidelines, 2009)
12. Plains Road Corridor Urban Design Guidelines, 2006
13. Design Guidelines for Detached Private Garages, 2009
14. Design Guidelines for Low Density Residential Zones and North Aldershot, 2009
15. Tall Building Design Guidelines (Interim)
16. Mixed Use Commercial Guidelines (Draft)
17. Sustainable Building and Development Guidelines (Draft)

APPENDIX B

COUNCIL-APPROVED AREA SPECIFIC PLANS AND SECONDARY PLANS

This list is provided for reference purposes only, and does not form part of the Plan.

1. Howard Road/Waterdown Road Secondary Plan
2. Leighland Community Secondary Plan
3. Uptown Secondary Plan
4. Alton Community Secondary Plan
5. Orchard Community Secondary Plan

APPENDIX C

WATERSHED PLANS, SUBWATERSHED STUDIES AND OTHER RELATED STUDIES

This list is provided for reference purposes only, and does not form part of the Plan.

1. Our Legacy to Value: The Grindstone Creek [Watershed Study], June 1998
2. Hager and Rambo Creeks Flood Control Pre-Design Study, November 1984
3. Rambo-Hager Creek Watershed Study, January 1979
4. Tuck, Shoreacres, Appleby and Sheldon Creeks Watershed Study, June 1985
5. Sheldon Creek Watershed Master Plan, October 1993
6. Bronte Creek Watershed Study, March 2002
7. North Shore Watershed Study, August 2004
8. Clappison's Corners Industrial Business Park Master Drainage Plan, December 1991
9. Alton Community Secondary Plan Subwatershed Impact Study, July 1997
10. Orchard Community Secondary Plan Sheldon Creek Subwatershed Impact Study, September 1995
11. Grindstone Creek Subwatershed Study, January 1995 (Grindstone Settlement Area)
12. Addendum to the Grindstone Creek Subwatershed Study, February 1996
13. Falcon Creek Hydrology and Hydraulics Study, December 2012
14. Aldershot Community Stormwater Master Plan, April 2013
15. Technical Summary Updated Hydrology Indian Creek, Hager-Rambo System, Roseland Creek, April 1997
16. Upper Hager Creek Class EA, 2014
17. Rambo Creek Erosion Control/Stream Restoration Class Environmental Assessment, December 2007
18. Class Environmental Assessment for Roseland Creek Flood Control, February 2009
19. Tuck Creek Erosion Control Municipal Class Environmental Assessment, June 2012
20. Shoreacres Creek Floodplain Mapping Update, 1997
21. Shoreacres Creek Erosion Control and Stream Restoration New Street to Lake Ontario Class Environmental Assessment, January 2009
22. Appleby Creek Floodline Mapping Update, 1997
23. Sheldon Creek Hydrologic Model Update Study, May 2014

APPENDIX D

SUSTAINABLE DEVELOPMENT PRINCIPLES AND OBJECTIVES

DRAFT - November 9, 2016

NOTE: Please note that the Council approval process for the draft updated sustainable development principles and objectives will occur outside of the Official Plan process. If you would like more information on this process please visit: www.burlington.ca/sdc

The principles and objectives of sustainable development are included for reference purposes only and do not form a part of the Official Plan.

The goal of Sustainable Development is to create the built form and systems that support the kinds of communities and connections that provide social, economic and environmental well being now and in the future. The City of Burlington has adopted the following Principles and Objectives to guide the citizens and leadership of the City in their discussions about how to achieve sustainable development. Note that these Principles and Objectives were first endorsed by Council in 1994 and this is the second edition.

PRINCIPLES

- **Principle 1:** Recognize the interdependence of humans and the rest of nature in a common ecosystem; seek to prevent and reverse degradation of the earth, air, water, plants and animals by human activity.

- **Principle 2:** Recognize the urgency of climate change and take measures to reduce greenhouse gas emissions and to adapt.

- **Principle 3:** Promote conservation, stewardship and responsible use of resources. Discourage processes and practices that result in natural resources being consumed at a rate faster than they can be replenished.

- **Principle 4:** Discourage the production and use of persistent and harmful substances. Reinforce proper disposal practices for such substances.

- **Principle 5:** Affirm and promote practices that provide a safe and healthy environment, build resilience and help our community not only meet the economic and social needs of all citizens but enhance quality of life.

OBJECTIVES

1. **PROTECTION AND ENHANCEMENT OF NATURAL FEATURES:** Protect and enhance Burlington's natural features to ensure that shorelines, natural water courses, wetlands, flood plains, woodlands and forestry tracts, as well as notable landmarks such as the Niagara Escarpment, are preserved for future generations. Improve the connectivity of natural features to enhance the natural heritage system. Preserve habitat to maintain and increase biodiversity and protect species at risk.

2. **PROTECTION OF NATURAL RESOURCES:** Sustainably manage and protect natural resources such as water, minerals and fertile lands. Reverse degradation of natural resources when feasible.

3. **RESPONSIBLE USE OF NATURAL RESOURCES:** Reduce the consumption of natural resources and ensure users are responsible for the full local costs of services such as water, electricity and sanitary sewers. Provide educational programs to encourage conservation of natural resources and increase awareness of the full costs of services.

4. **GREENING OF THE CITY:** Promote the preservation, management and planting of trees and other vegetation on private and public property within the City. Encourage the use of native, non-invasive and diverse species.

5. **NATURAL FEATURES AND GREEN SPACE:** Ensure natural features and greenspace are fundamental components of the City including new developments and redevelopments.

6. **SUPERIOR NEIGHBOURHOOD DESIGN:** Make land-use decisions considering the natural features, site characteristics and location relative to employment, transportation and amenities. Apply an ecosystem approach to assess the impacts of development and to ensure environmental integrity, diversity and resiliency. Create vibrant, equitable communities that are healthy, walkable and transit supportive.

7. **SENSE OF COMMUNITY:** Create sustainable and appropriate forms of development that reflect the human scale, promote a sense of community, and connect and integrate urban development and natural surroundings.

8. **NEIGHBOURHOOD CONNECTIVITY:** Promote community development where residents can easily access necessities and amenities, such as housing, employment, locally produced food, retail, green spaces, education, recreation, and arts and culture through active or public transportation.

9. **SUSTAINABLE TRANSPORTATION SYSTEM:** Prioritize walking, cycling and public transit and make the best use of the existing road system for the safe movement of goods and people. Support multi-modal connectivity within the City and with neighbouring municipalities.

10. **EFFICIENT URBAN DESIGN:** Increase the efficiency of land use in the urban community with the goal of reducing greenhouse gas and other air emissions and provide efficient, well connected routes for active transportation and transit. Promote urban intensification and development policies, rather than suburban policies that generate sprawl.

11. **NATURAL STORM WATER MANAGEMENT:** Protect water courses in their natural state and encourage the restoration of water courses that have been degraded. Encourage low impact development design and use of best practices to improve storm water quality and reduce the quantity of storm water sent to traditional storm water infrastructure.

12. **ENERGY CONSERVATION, EFFICIENCY AND GENERATION:** Promote net zero carbon energy generation and usage. Increase energy conservation through efficient land use planning and building design. Encourage sustainable local thermal and electrical energy generation and the supporting distribution network. Adopt low emission forms of transportation. Take all opportunities to switch from fossil fuel to renewable and electricity-based technologies.

13. **AGRICULTURE AND FOOD:** Promote policies that improve the longterm sustainability of local agriculture and the rural community. Increase the supply of local, affordable and nutritious food. Protect agricultural land from loss and fragmentation.

14. **HEALTHY LIFESTYLES:** Promote and support healthy and active lifestyles through the development of complete neighbourhoods, active transportation infrastructure, recreational facilities and parks.

15. **COMMUNITY ENGAGEMENT:** Seek and encourage public participation and consider public input in city decision-making. The economic, environmental and social aspects of proposed developments should be considered. Decisions should address all aspects and build consensus among stakeholders.

16. **EVALUATION OF DEVELOPMENT:** Continuously monitor and evaluate community development to assess its sustainability in relation to social, environmental or economic impacts.

17. **SUSTAINABILITY ASSESSMENT:** To assess progress towards **s**ustainability, the City of Burlington should prepare a performance review of the entire municipality at regular intervals and develop and implement an action plan based on the findings.

18. **LEADERSHIP:** Take a leadership position on sustainability issues both within and outside of the City of Burlington. Recognize that our local actions can have global implications.

APPENDIX E

CONSERVATION HALTON APPROXIMATE REGULATION LIMIT MAPPING

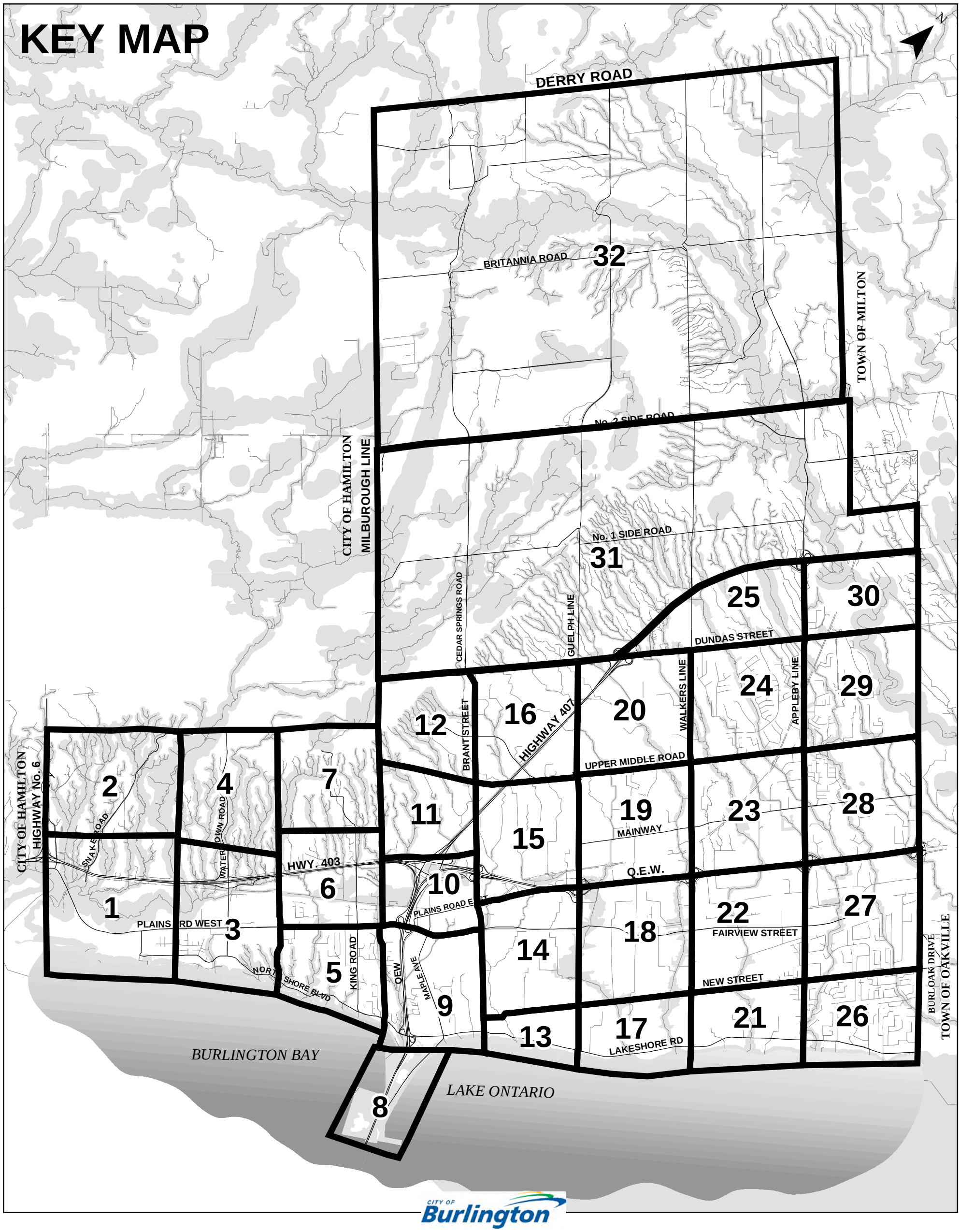
This section is provided for reference purposes only, and does not form part of the Official Plan.

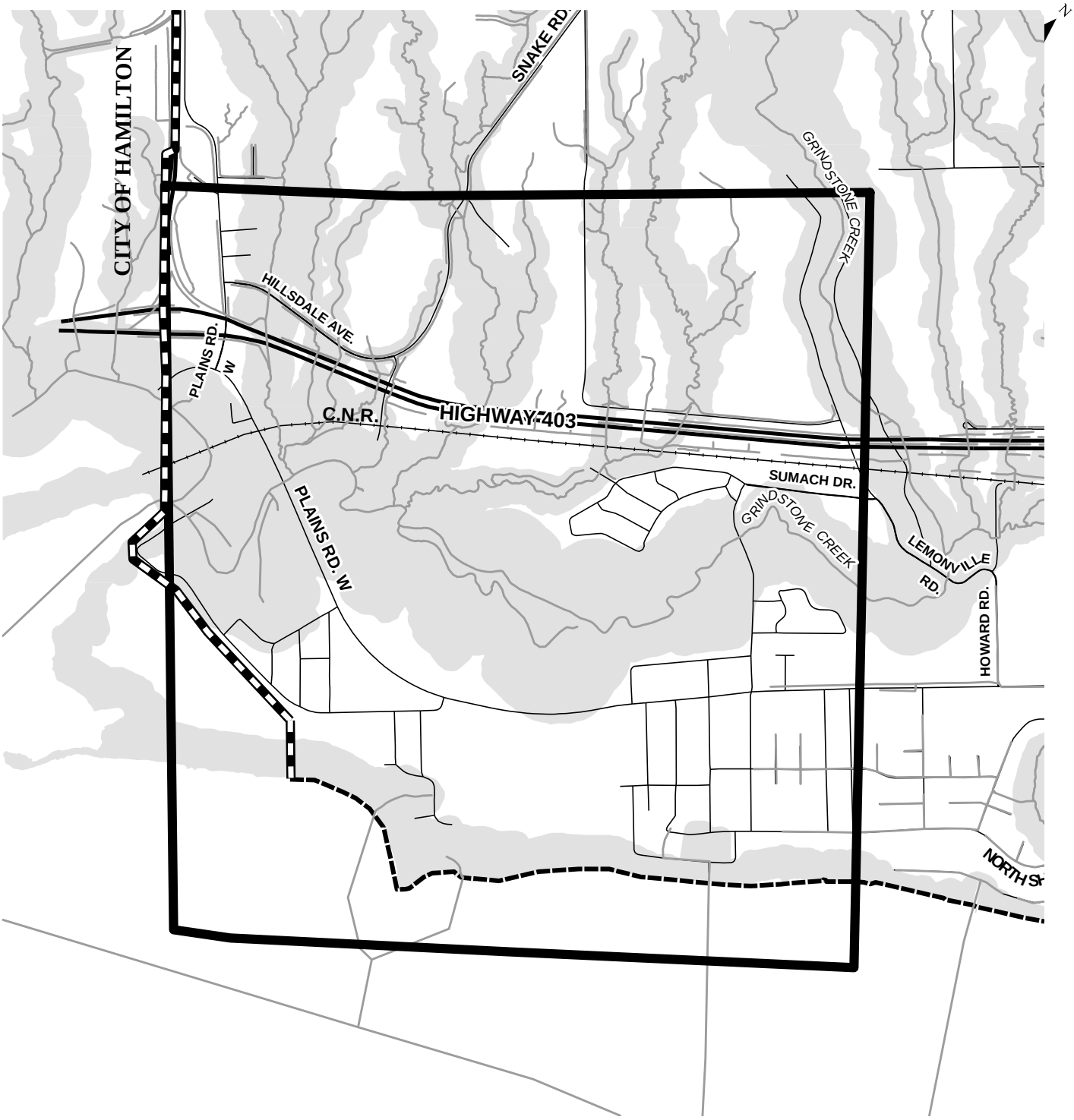
NOTE: Conservation Halton regulates lands in or adjacent to river or stream valleys (including flooding and erosion hazards), wetlands, shorelines and other hazardous lands. The approximate regulated limit (ARL) of these lands is illustrated by the following maps.

Permission is required from Conservation Halton for undertaking any works in or adjacent to watercourses, river or stream valleys, lands adjacent or close to the shoreline for Lake Ontario, other natural hazards such as karst, and wetlands and surrounding lands where development could interfere with the hydrologic function of a wetland.

The map lines are approximate and there may be some regulated areas and watercourses which not have been mapped. Please contact Conservation Halton to confirm the ARL Mapping and permit requirements.

KEY MAP


DERRY ROAD
BRITANNIA ROAD
32
TOWN OF MILTON
No. 2 SIDE ROAD
CITY OF HAMILTON
MILBUROUGH LINE
No. 1 SIDE ROAD
31
CEDAR SPRINGS ROAD
GUELPH LINE
25
30
DUNDAS STREET
12
16
HIGHWAY 407
20
WALKERS LINE
24
APPLEBY LINE
29
BRANT STREET
UPPER MIDDLE ROAD
CITY OF HAMILTON
HIGHWAY No. 6
2
4
7
11
15
19
MAINWAY
23
28
SNAKE ROAD
WATERDOWN ROAD
HWY. 403
Q.E.W.
1
6
10
PLAINS ROAD EAST
PLAINS RD WEST
3
22
27
FAIRVIEW STREET
14
18
NORTH SHORE BLVD
5
KING ROAD
QEW
MAPLE AVE
NEW STREET
9
21
26
BURLOAK DRIVE
TOWN OF OAKVILLE
13
17
LAKESHORE RD
BURLINGTON BAY
LAKE ONTARIO
8
CITY OF Burlington



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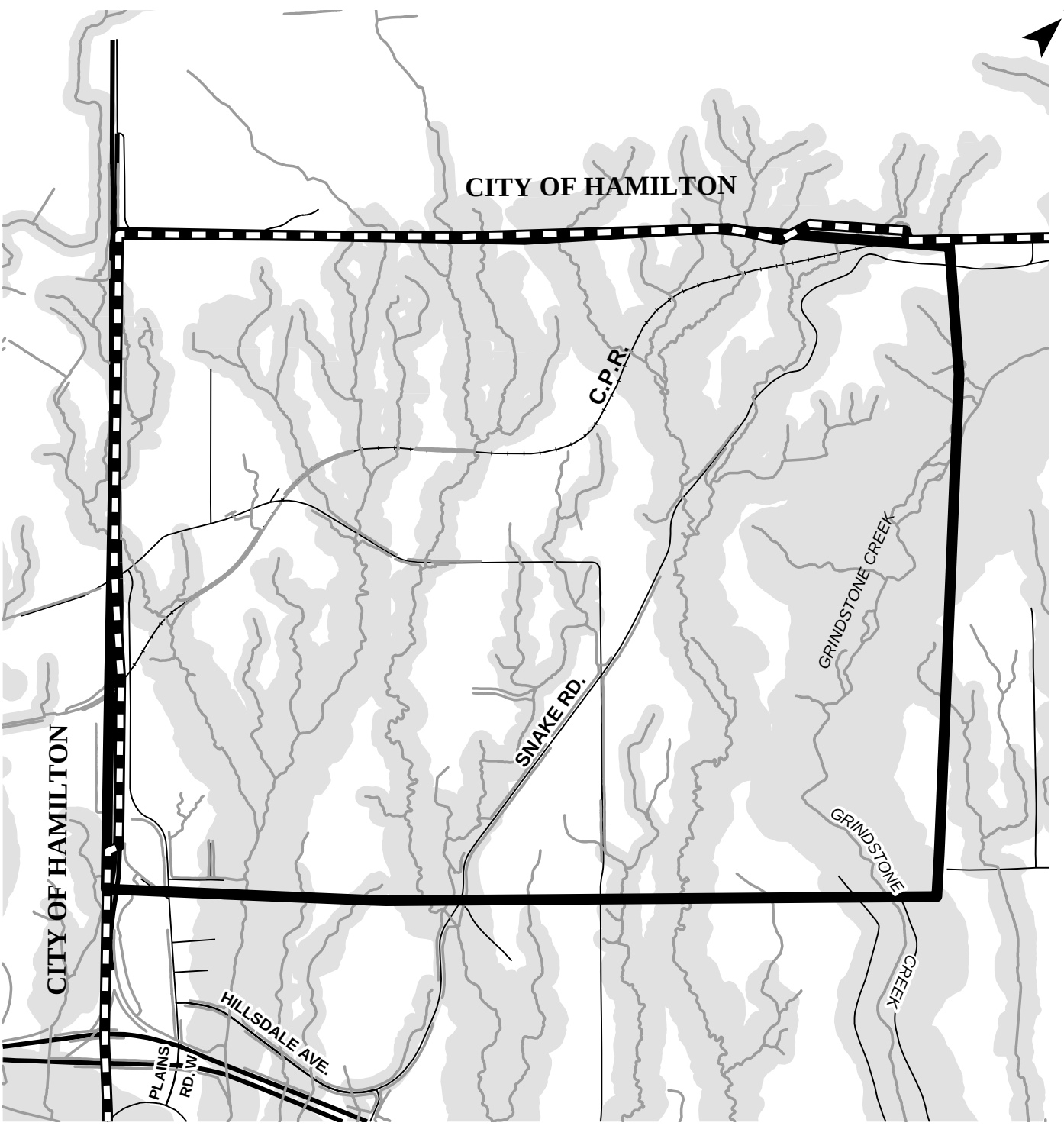
Conservation Halton Approximate Regulated Limit

APPENDIX E - 1



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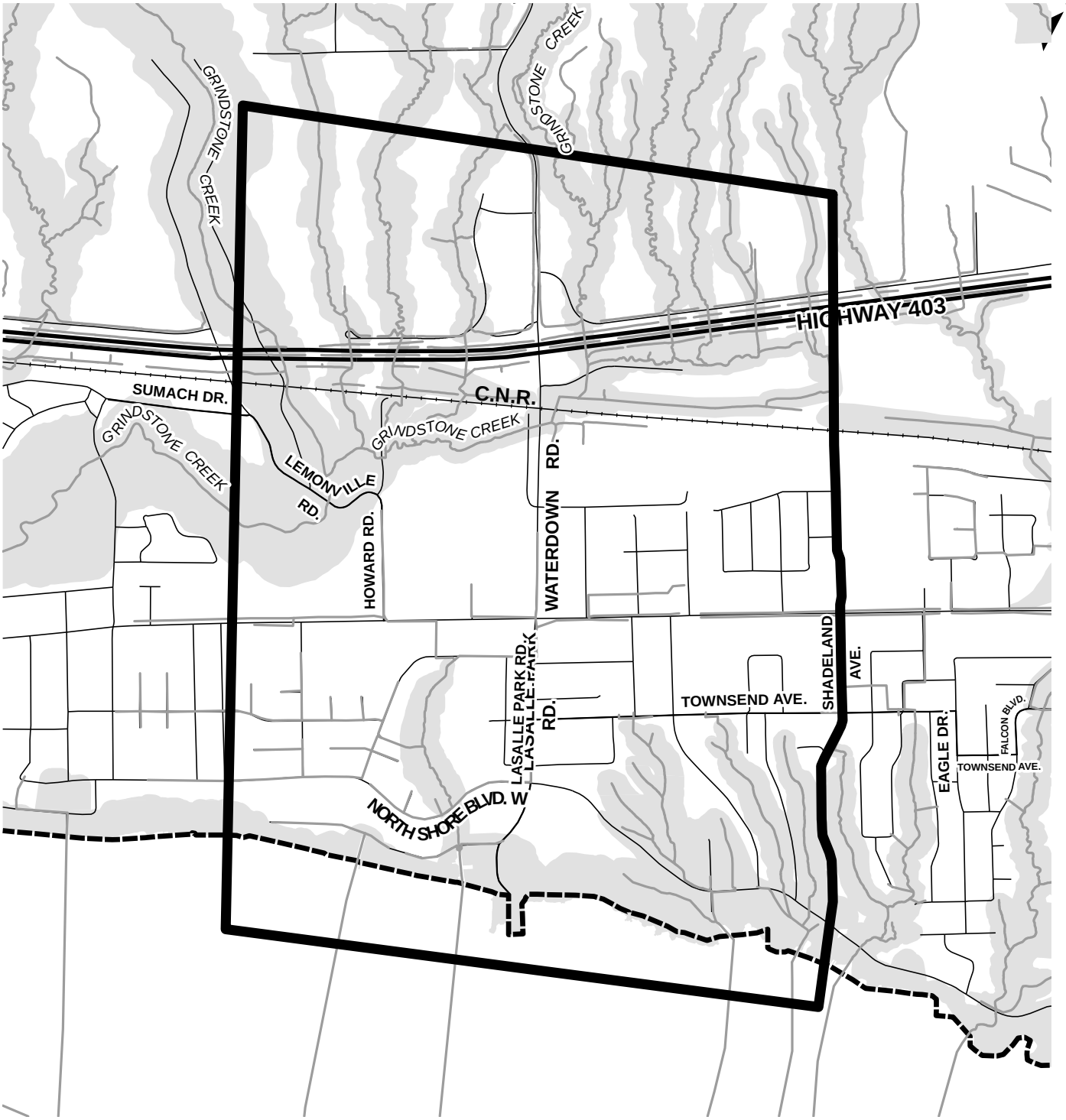
Conservation Halton Approximate Regulated Limit

APPENDIX E - 2



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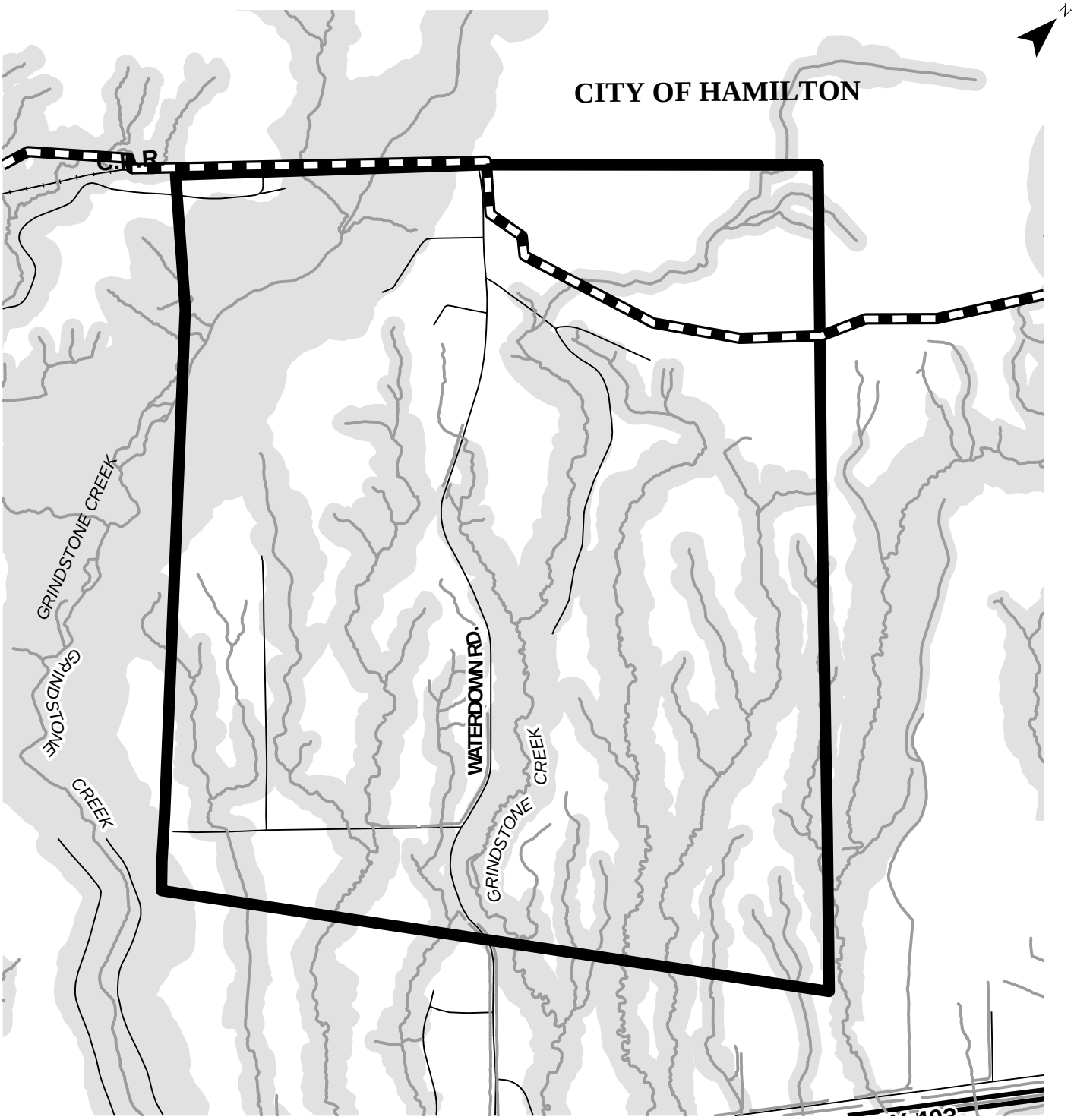

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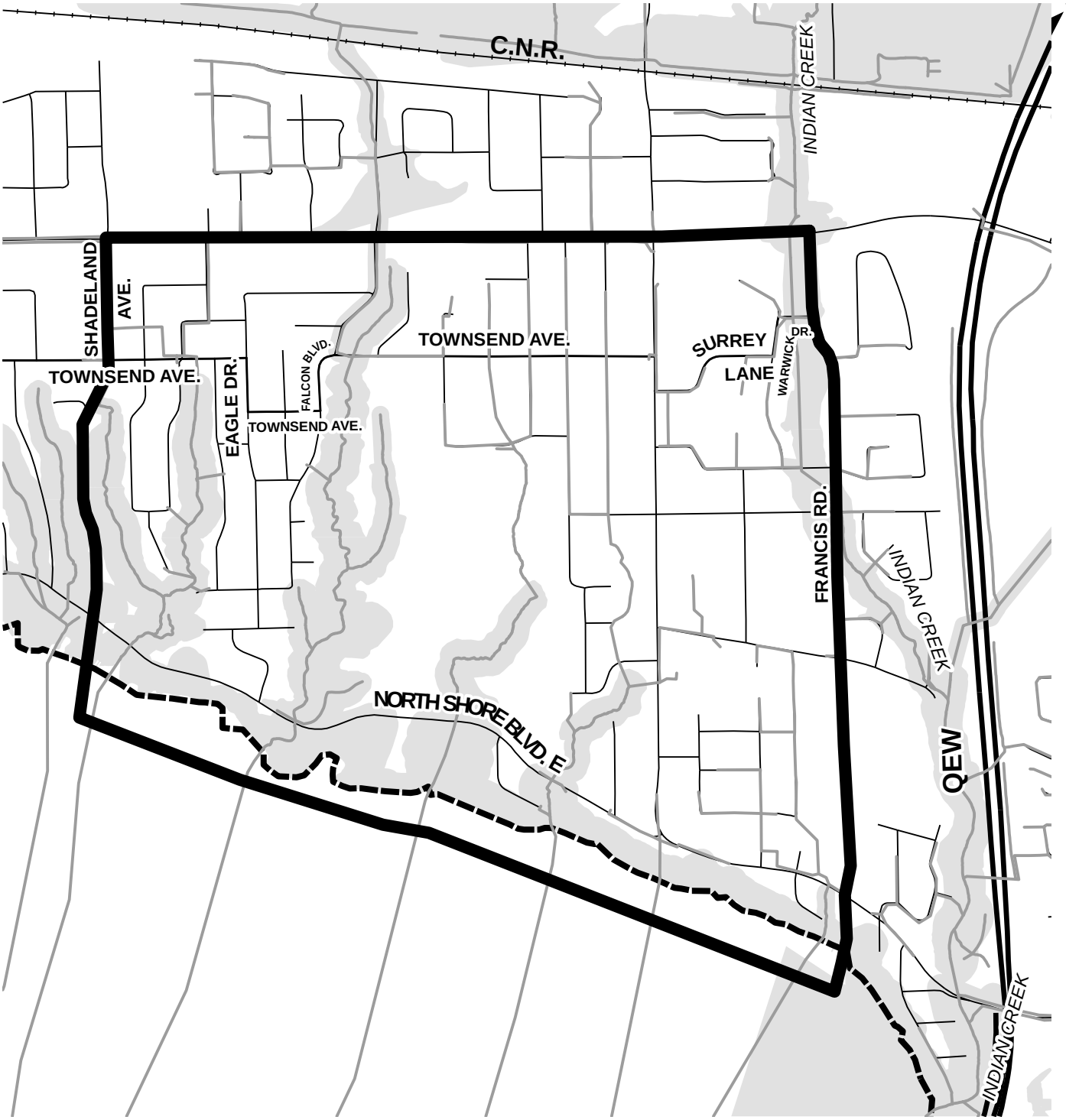
Conservation Halton Approximate Regulated Limit

APPENDIX E - 4



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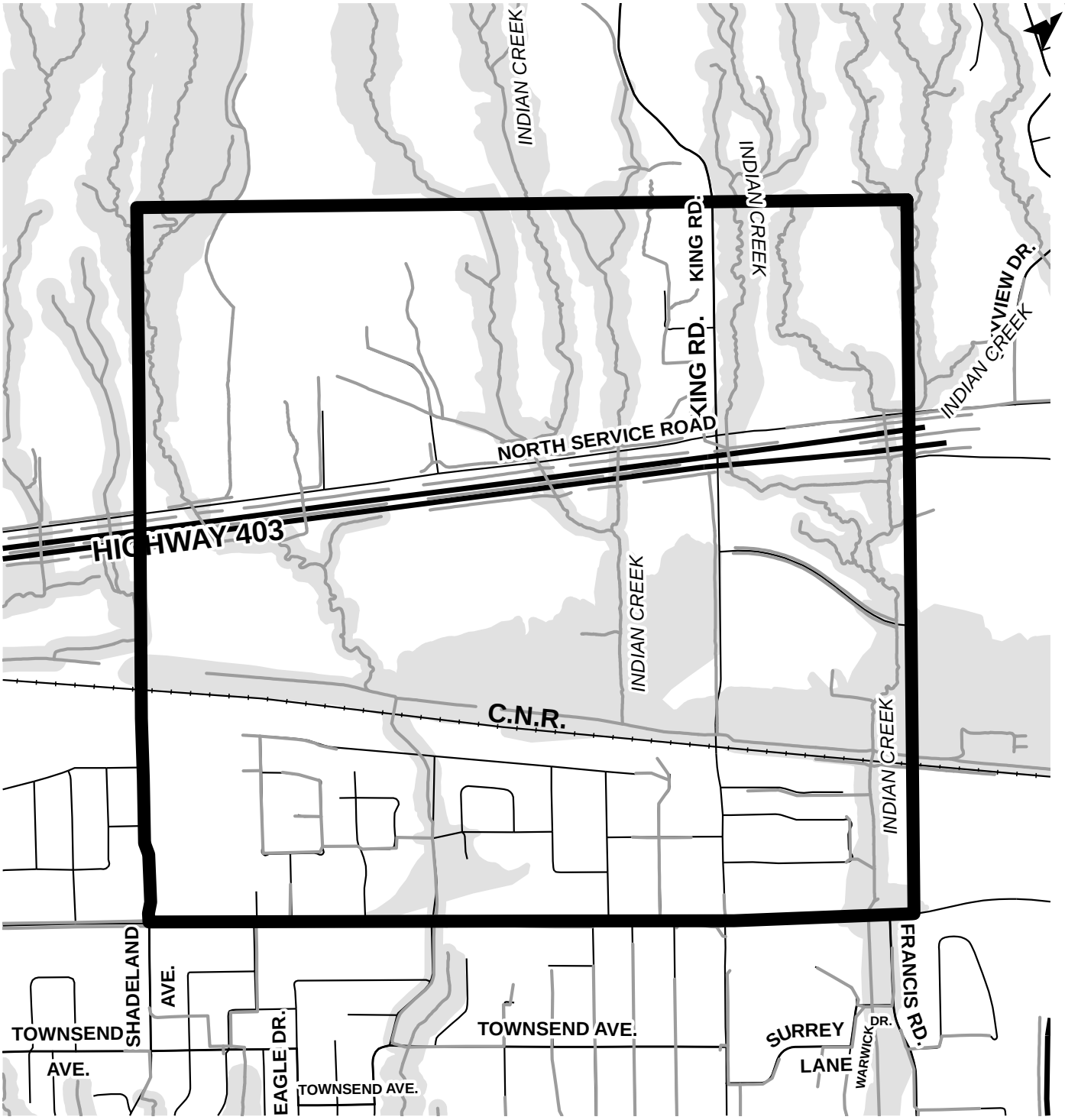
Conservation Halton Approximate Regulated Limit

APPENDIX E - 5



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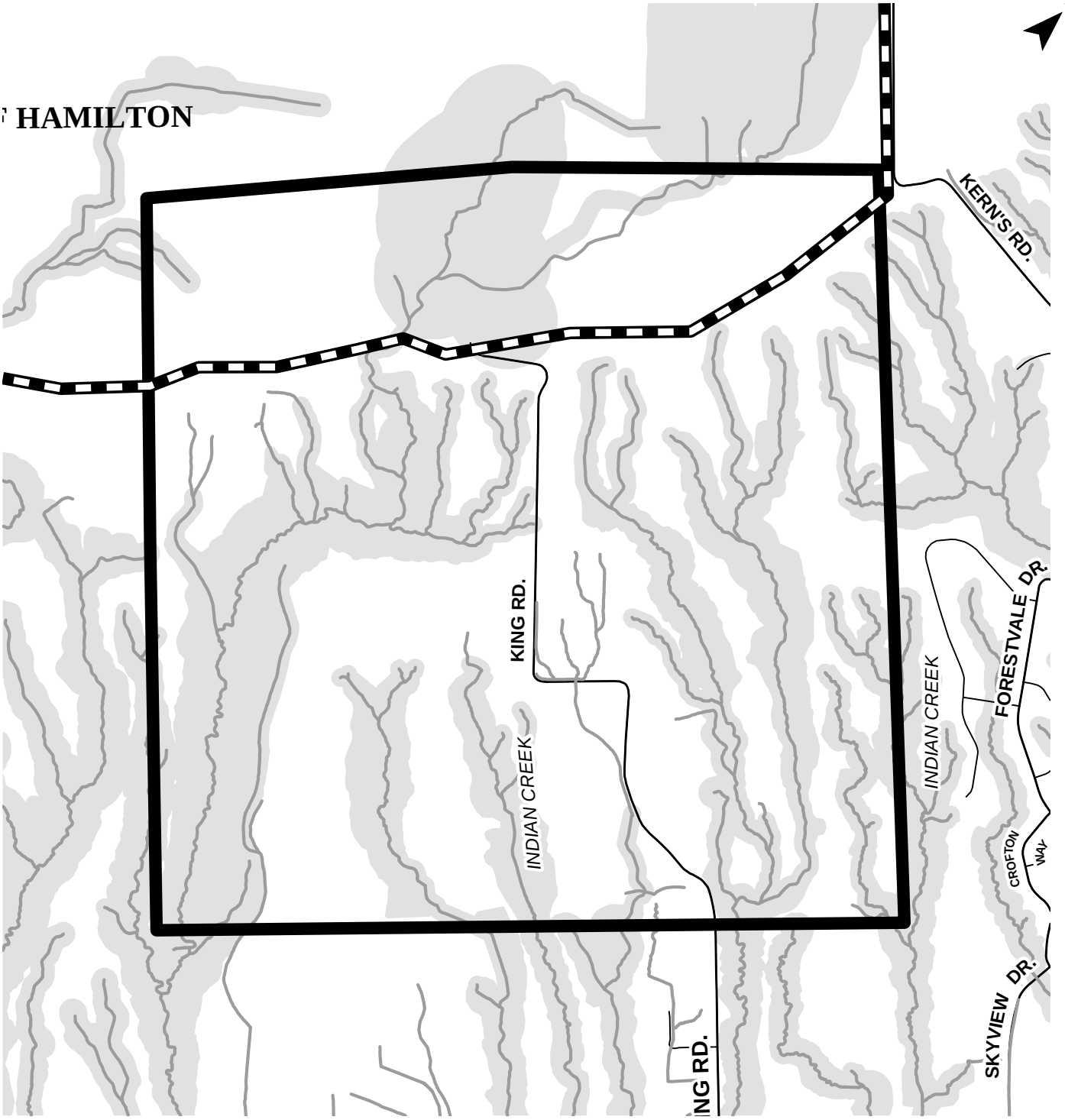
Conservation Halton Approximate Regulated Limit

APPENDIX E - 6



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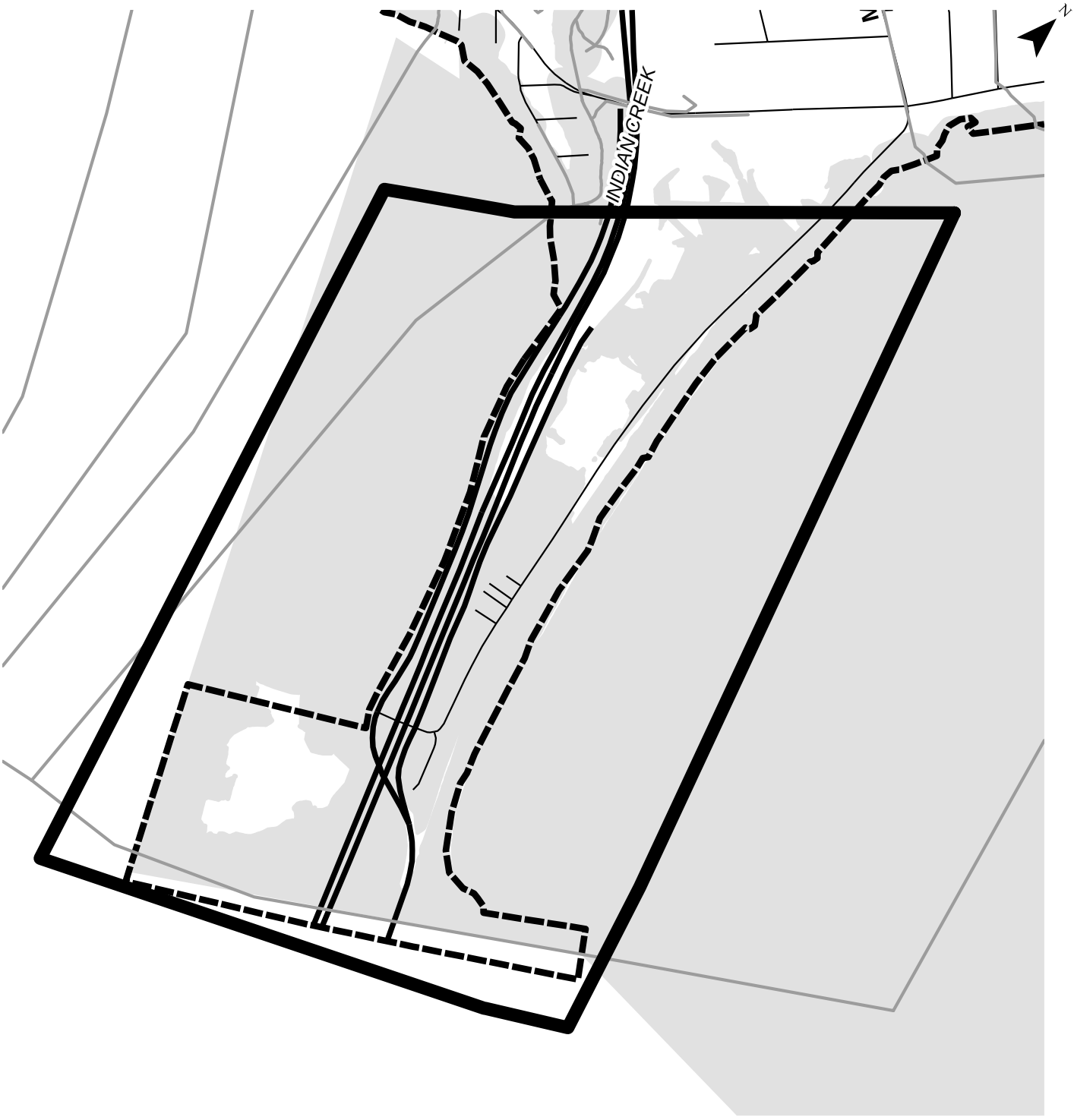

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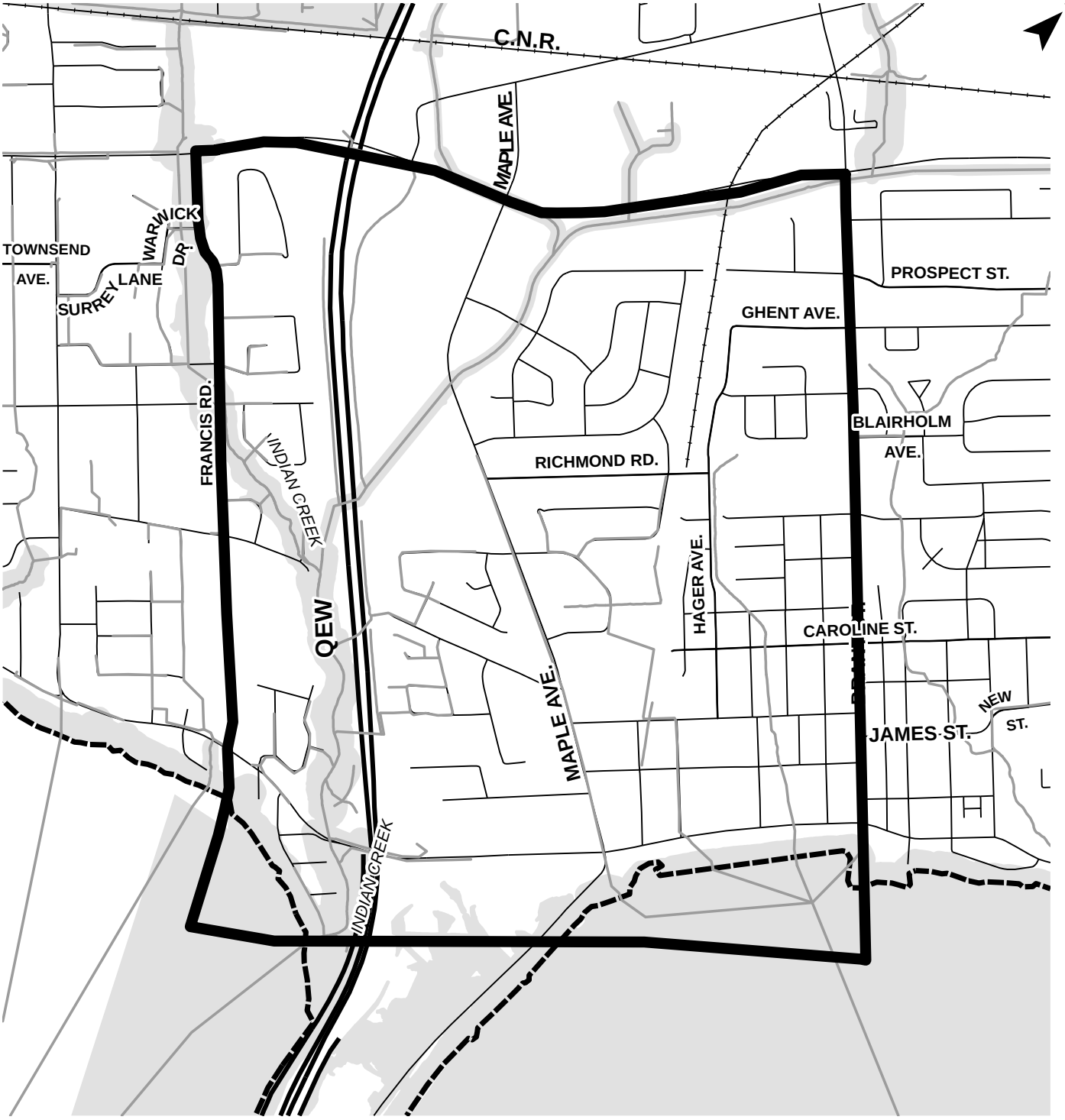
Conservation Halton Approximate Regulated Limit

APPENDIX E - 8



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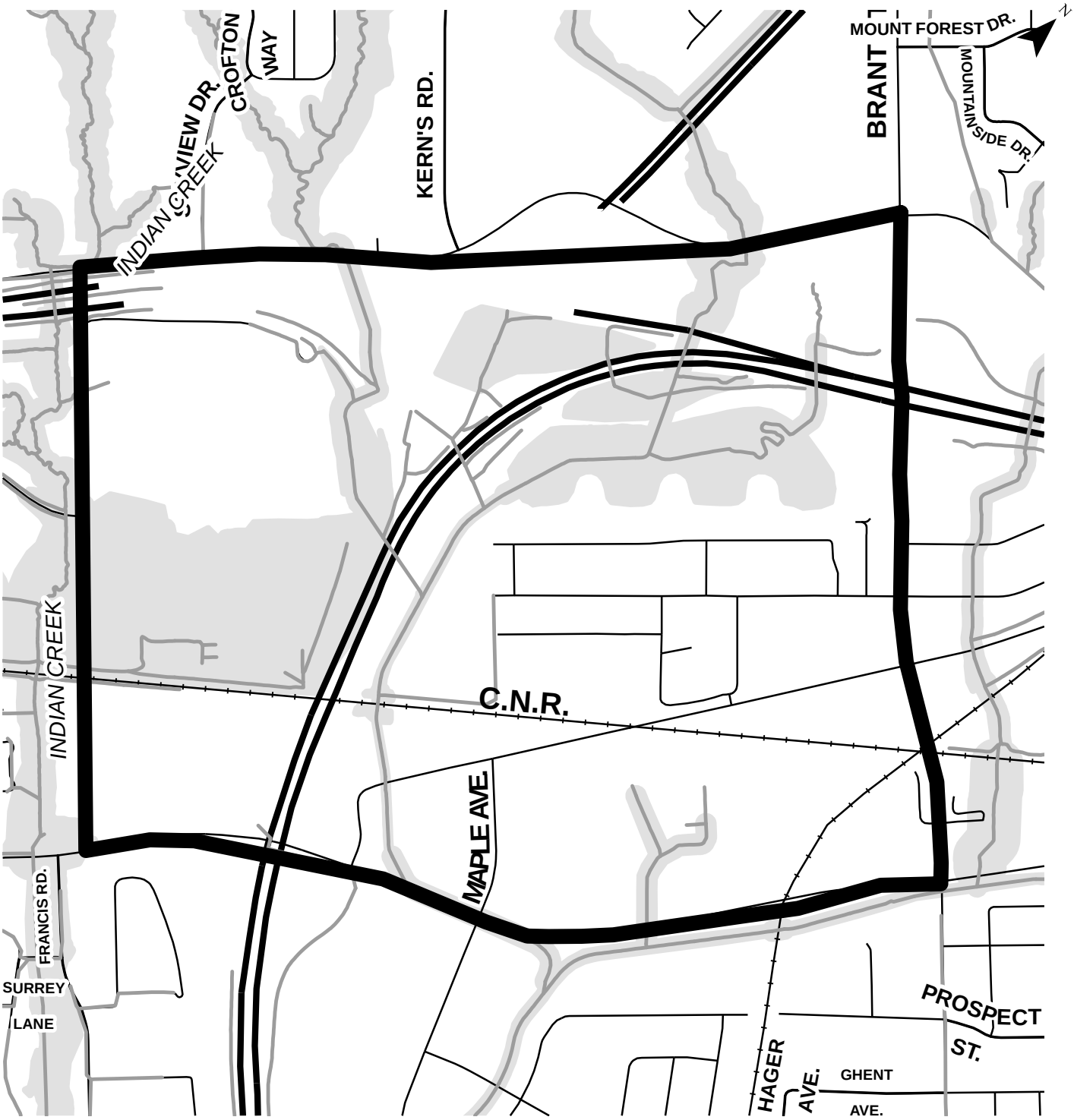
Conservation Halton Approximate Regulated Limit

APPENDIX E - 9



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APPENDIX E - 10

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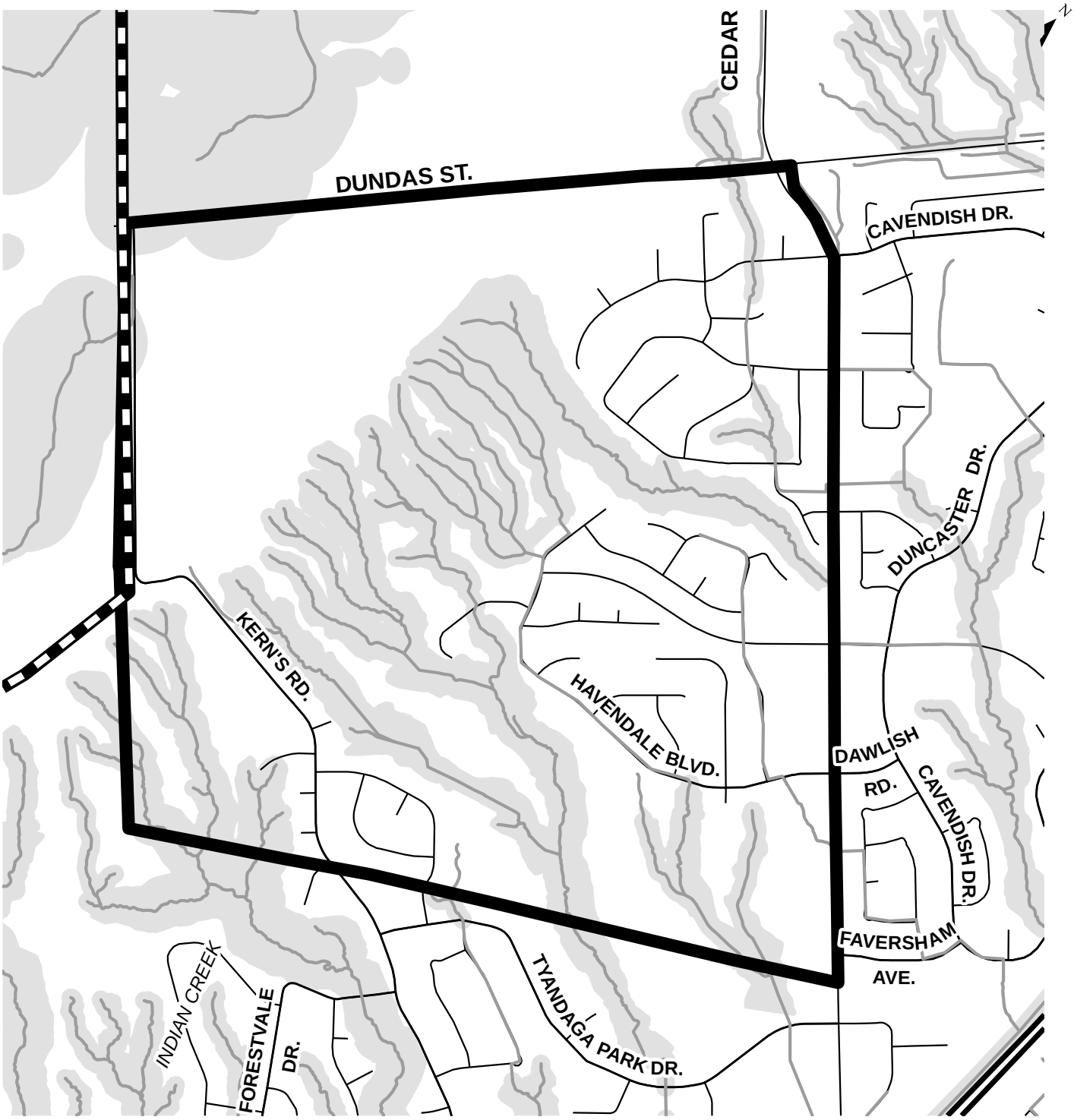
Conservation Halton Approximate Regulated Limit

APPENDIX E - 11



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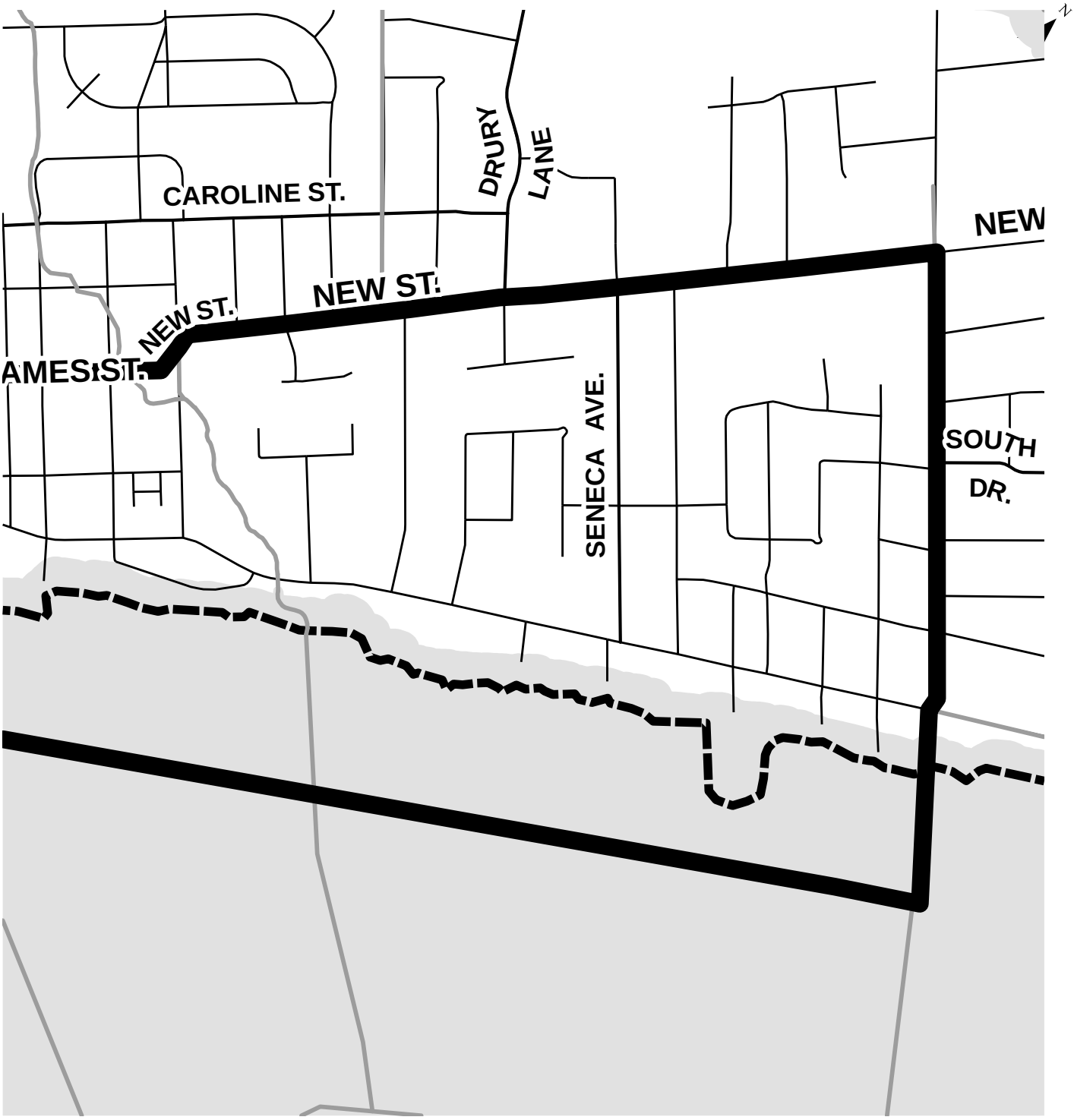

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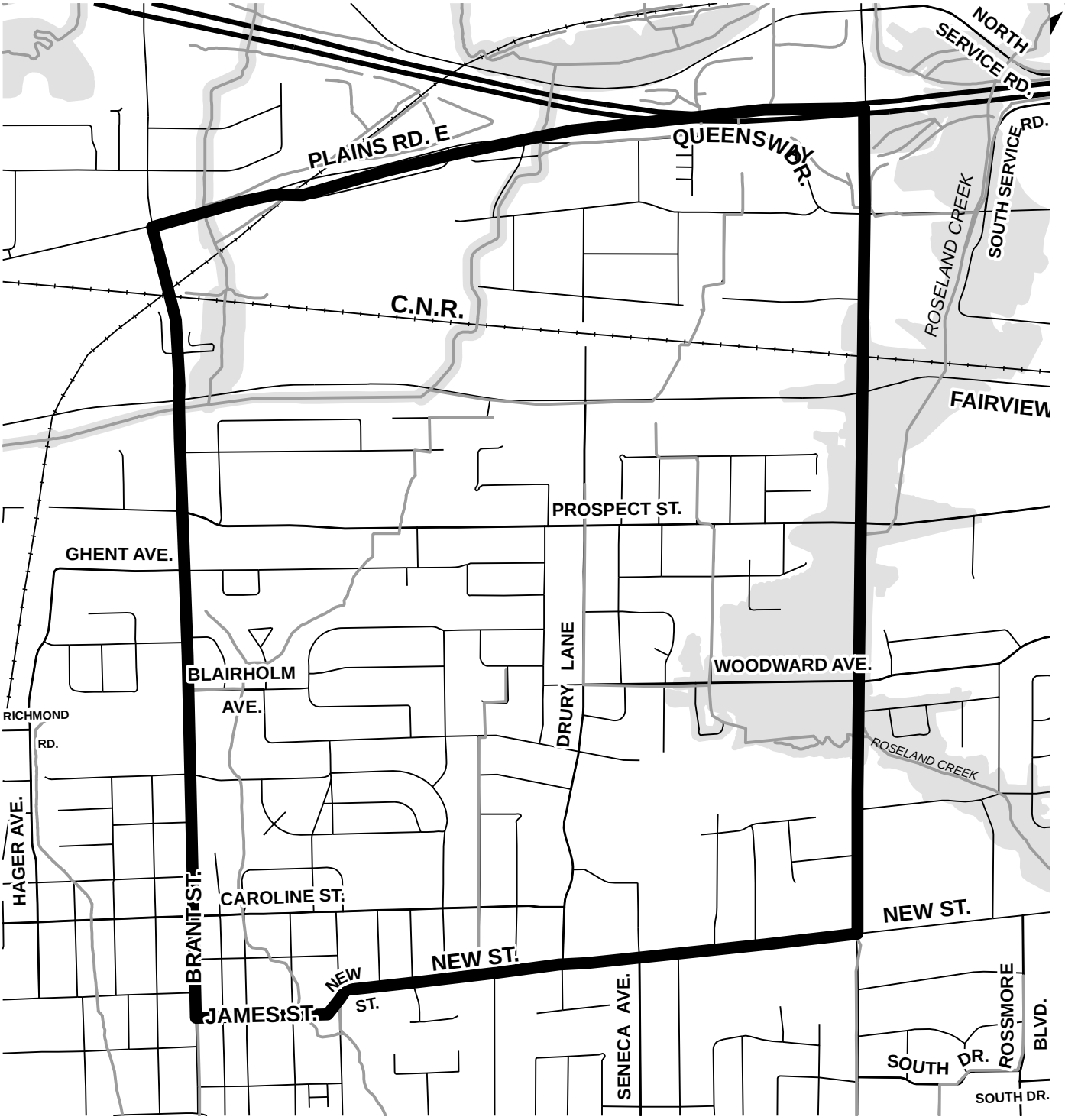

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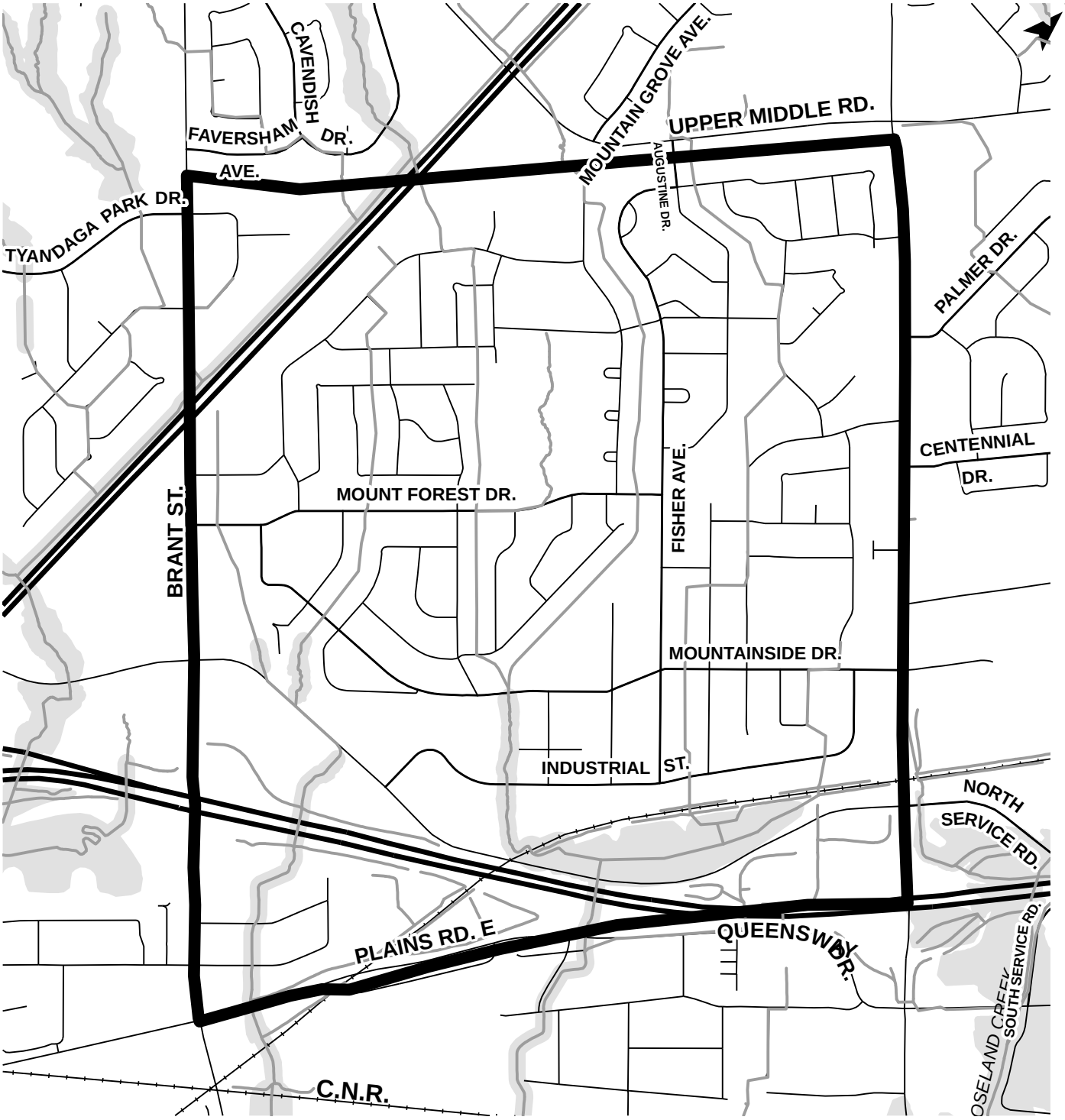

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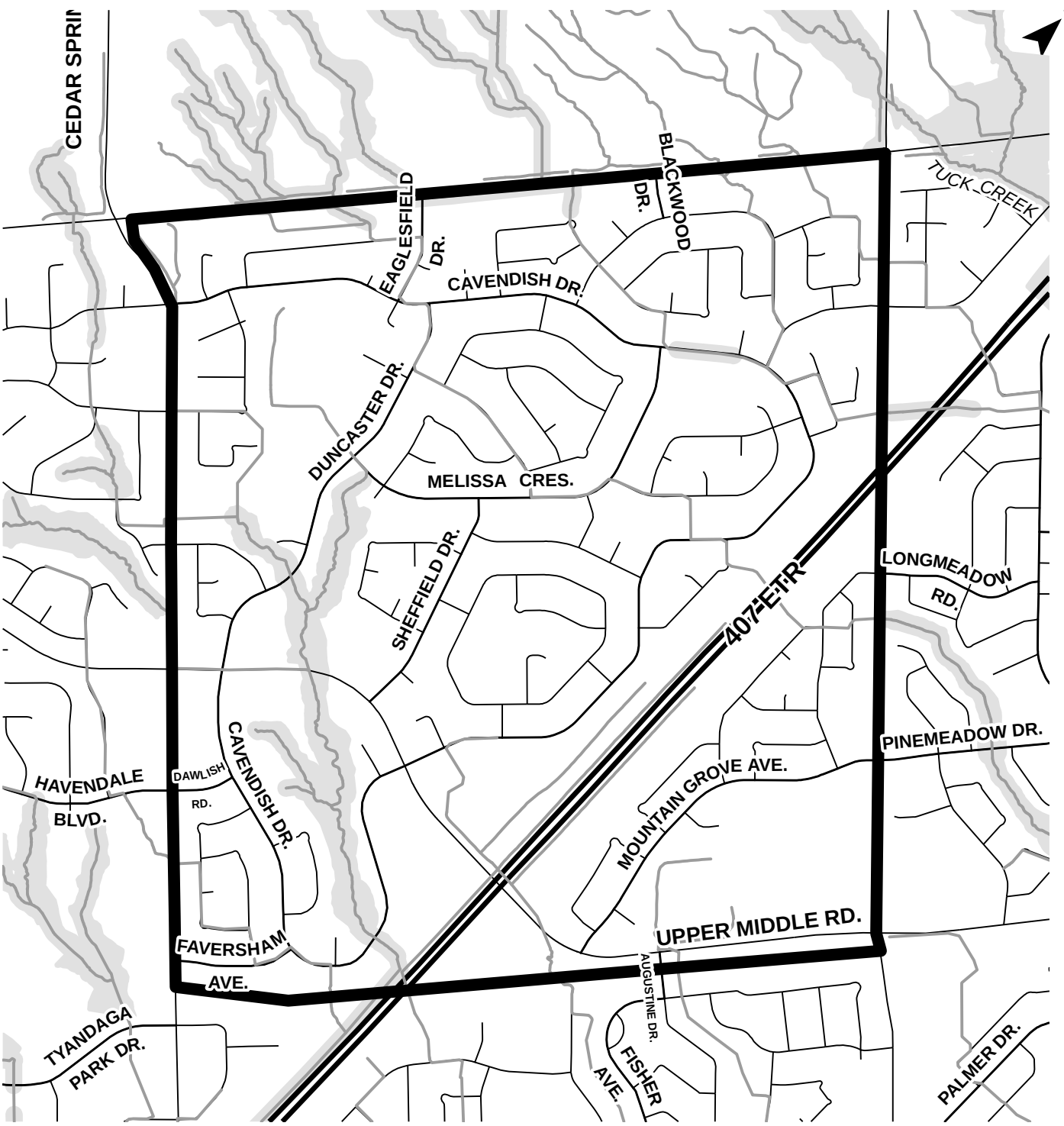

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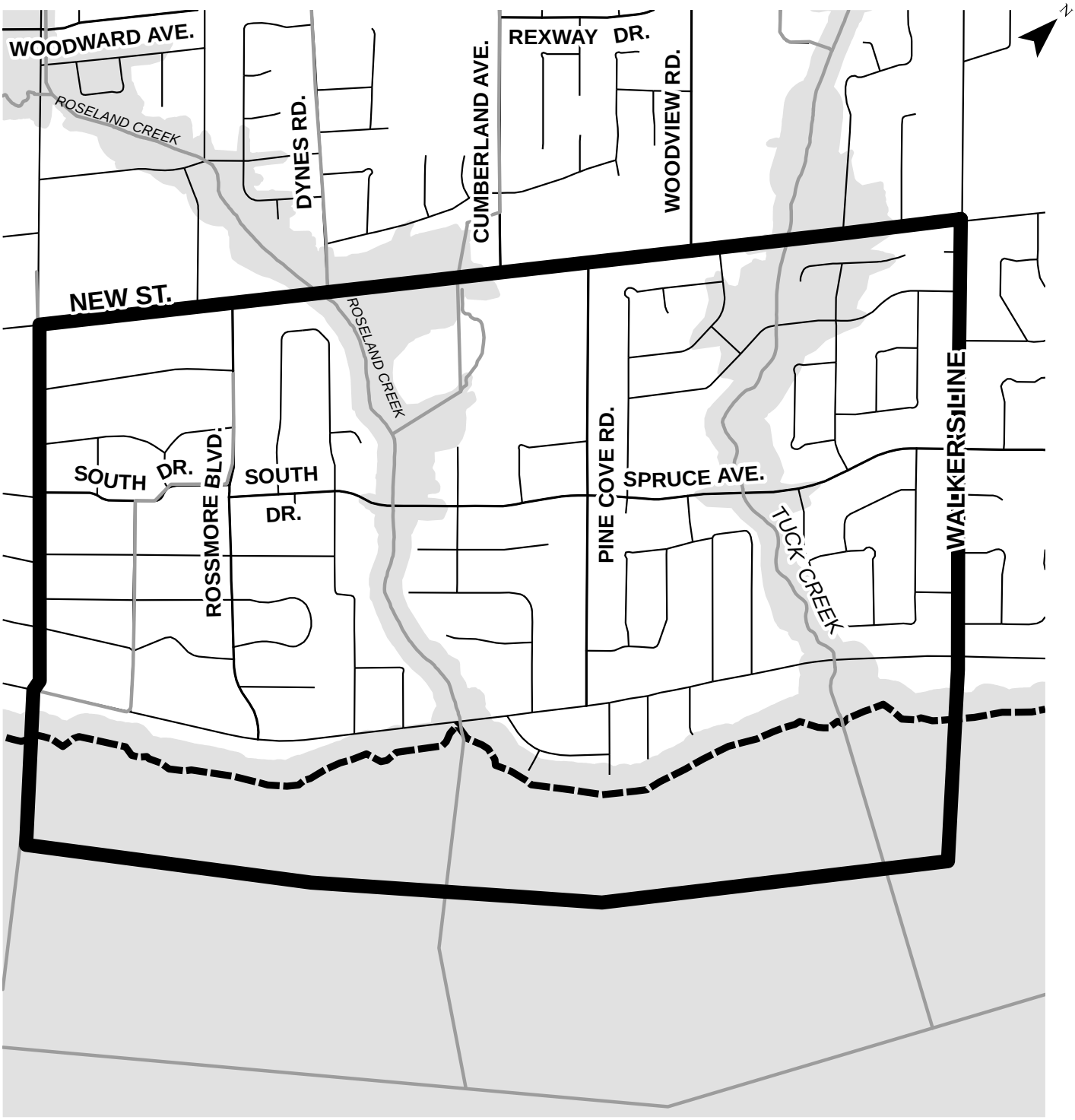
Conservation Halton Approximate Regulated Limit

APPENDIX E - 16



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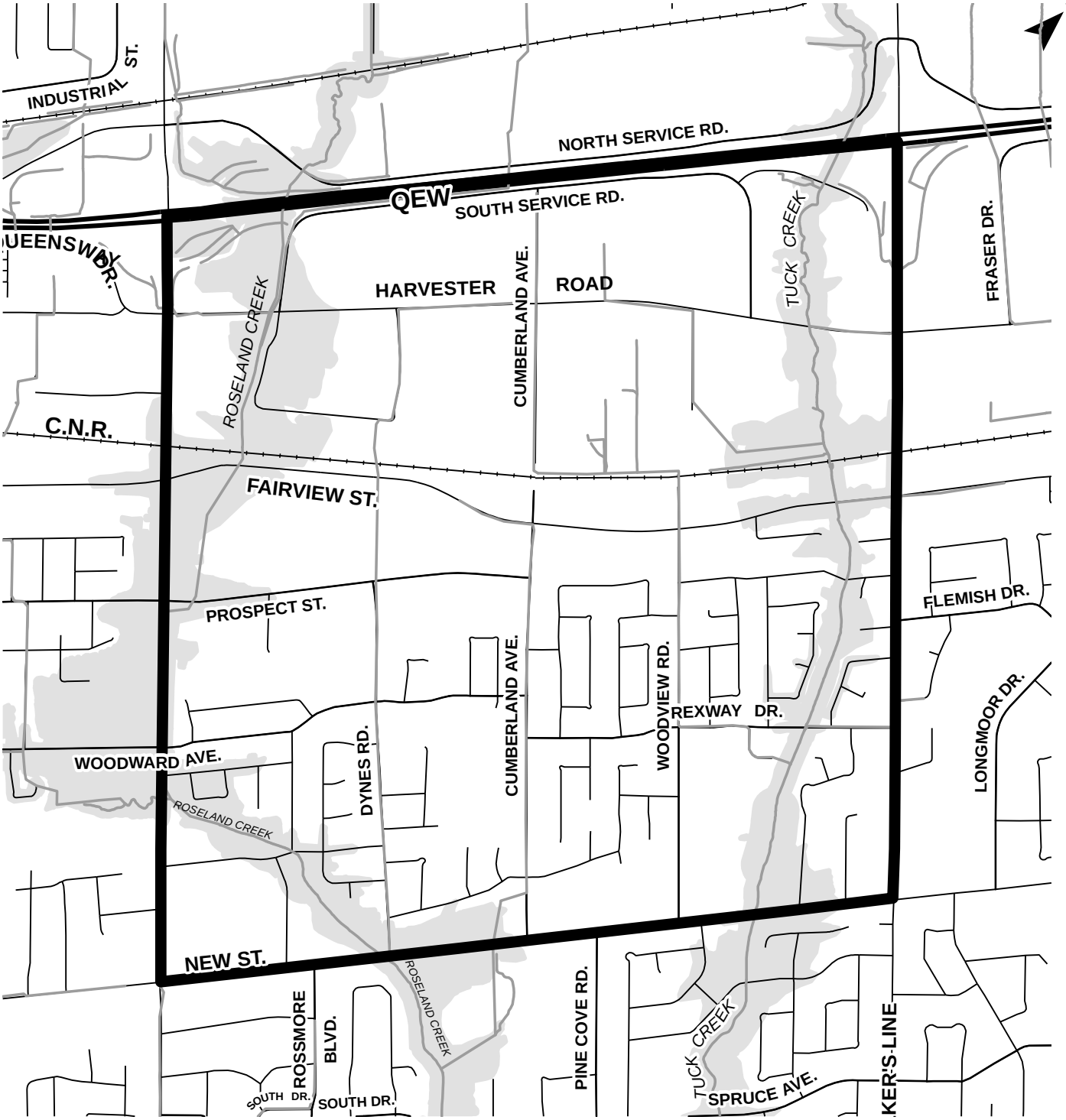

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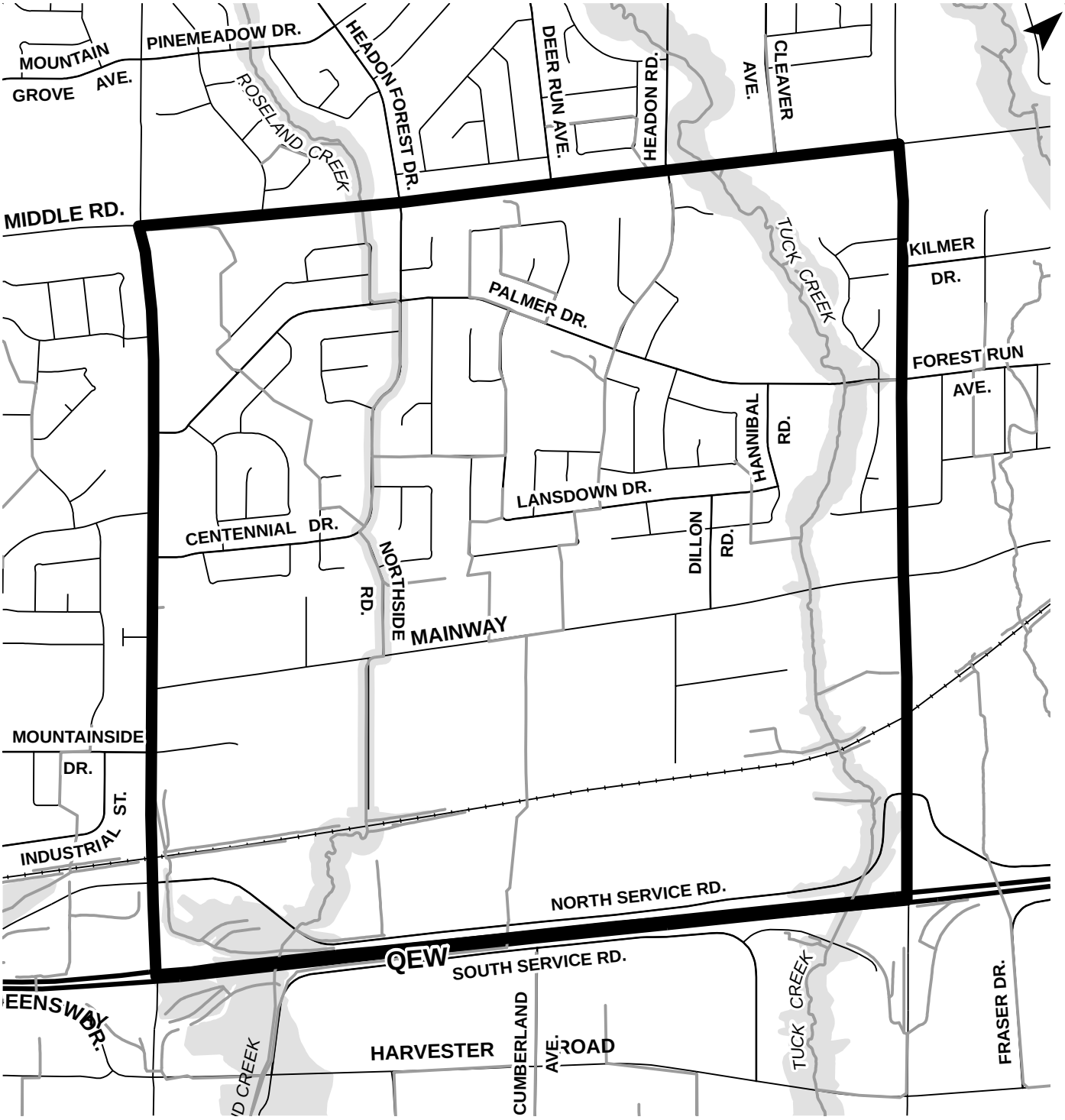
Conservation Halton Approximate Regulated Limit

APPENDIX E - 18



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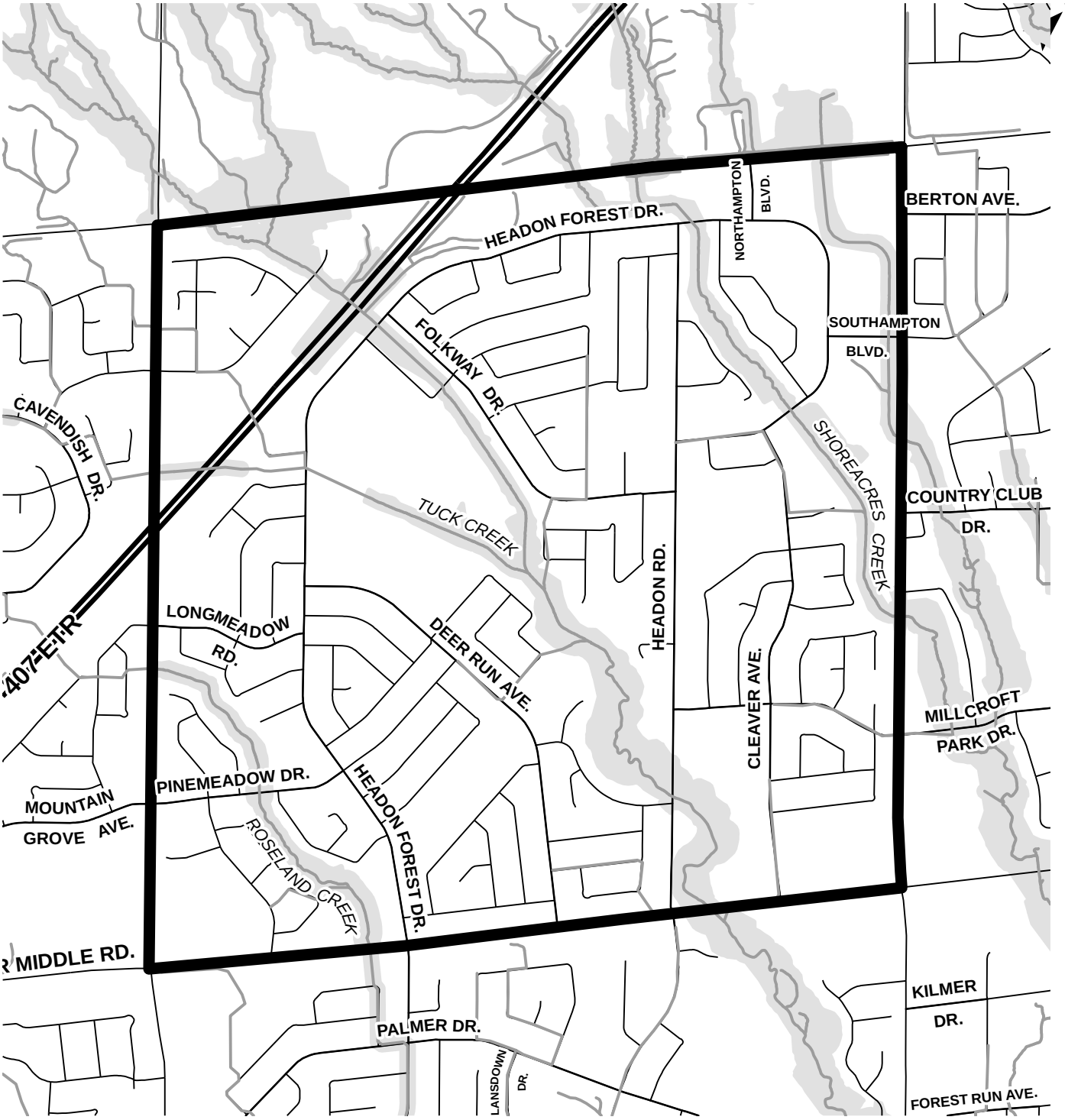

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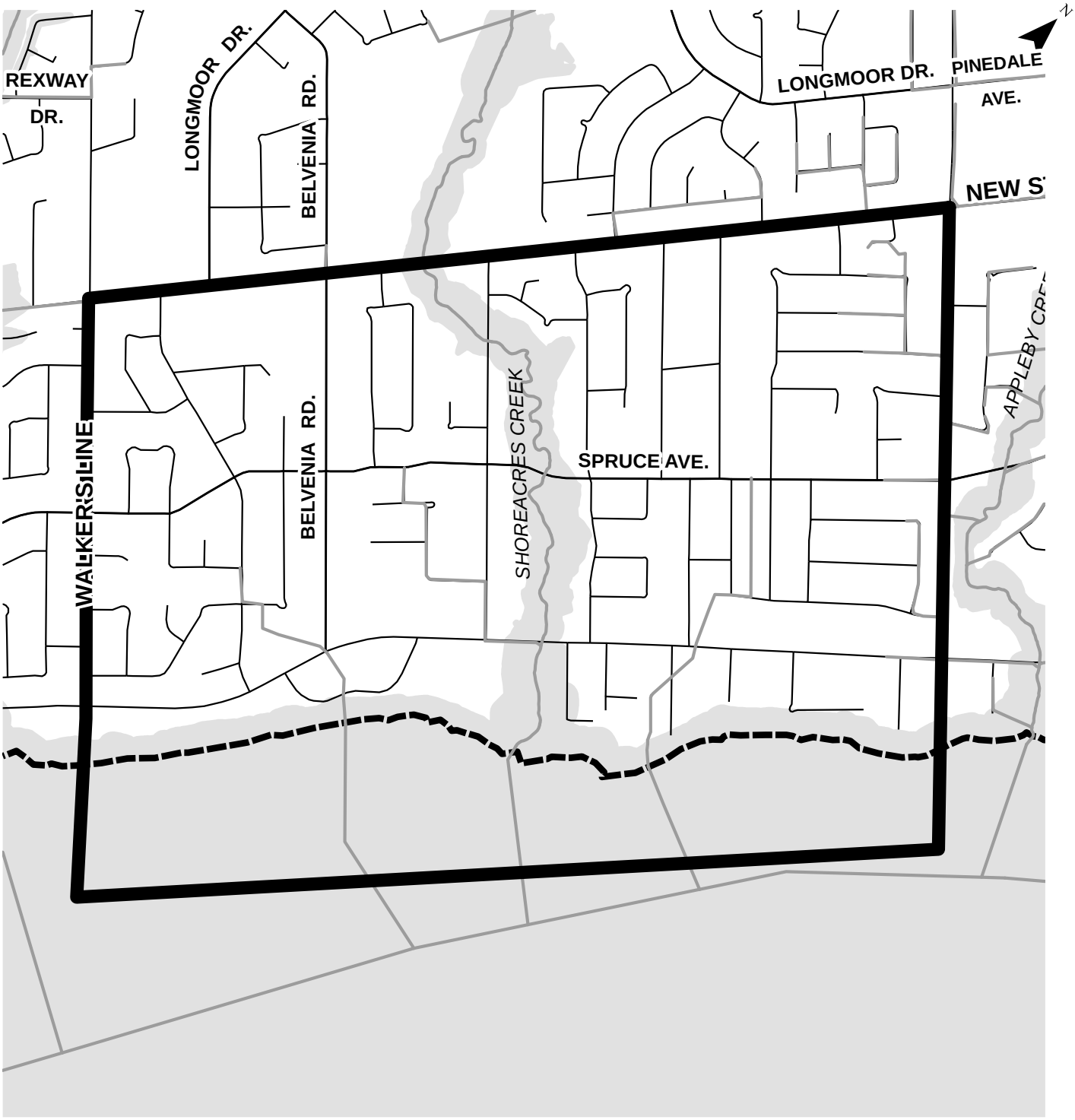

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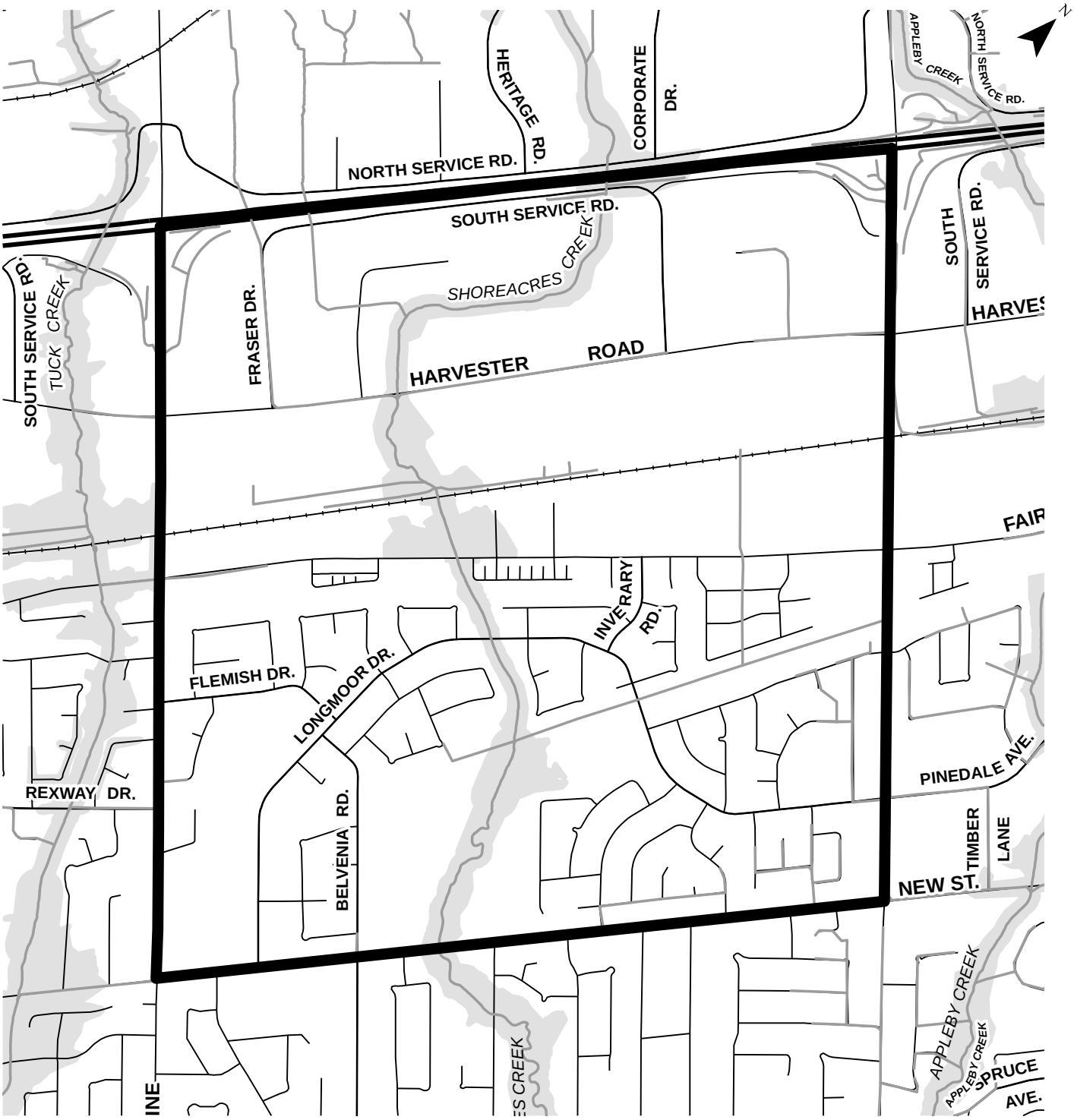
Conservation Halton Approximate Regulated Limit

APPENDIX E - 21



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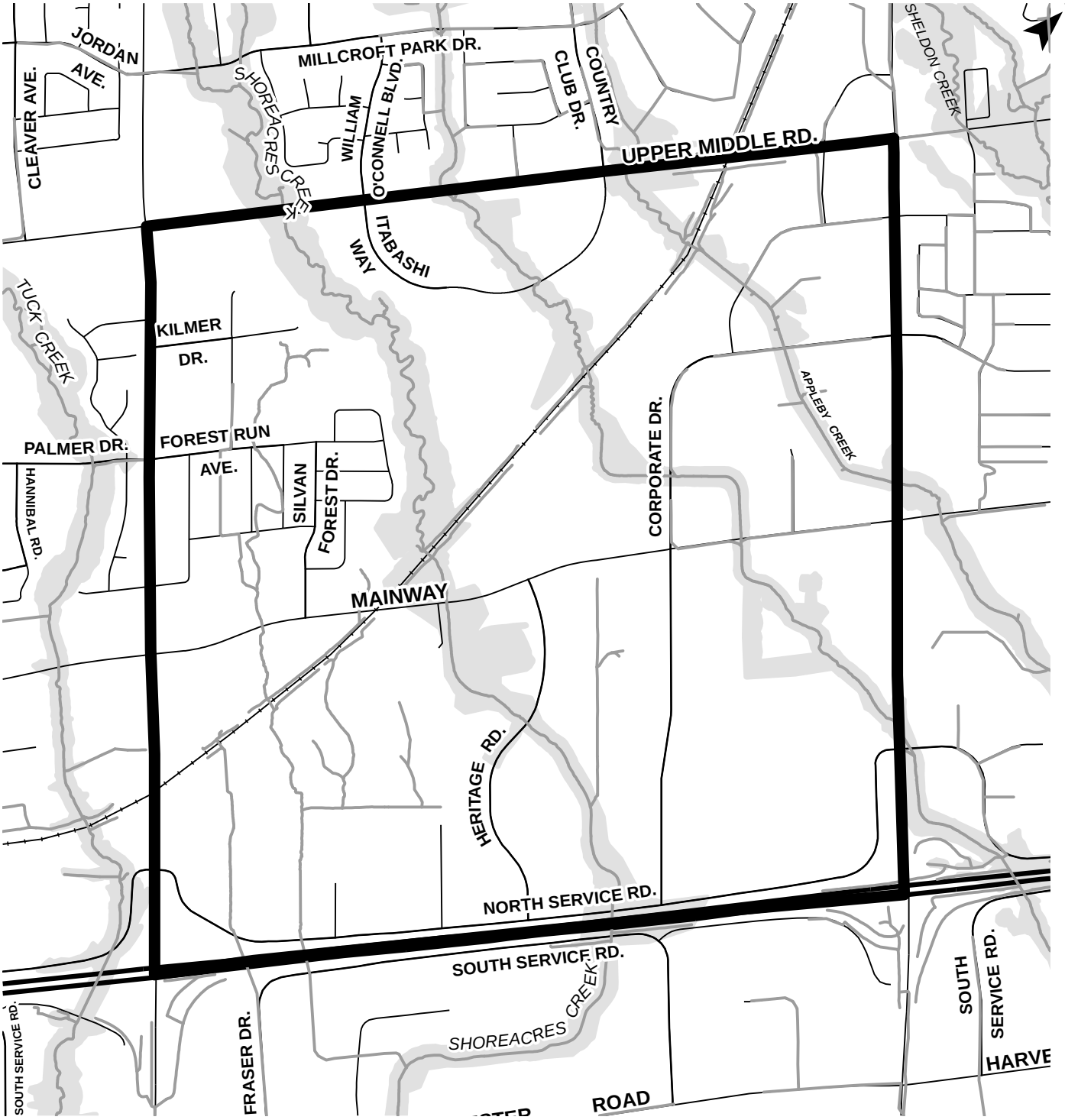
Conservation Halton Approximate Regulated Limit



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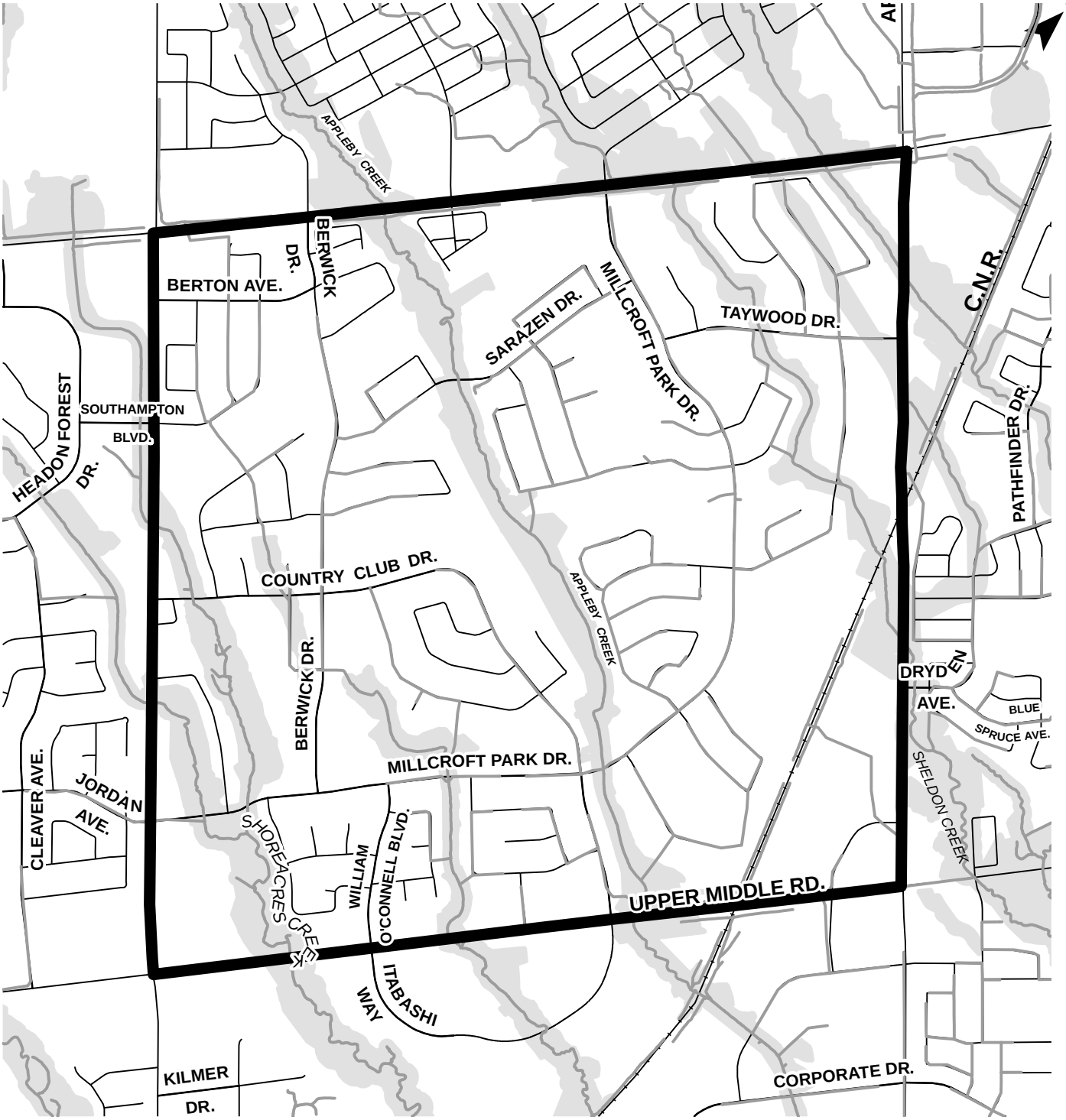
Conservation Halton Approximate Regulated Limit

APPENDIX E - 23



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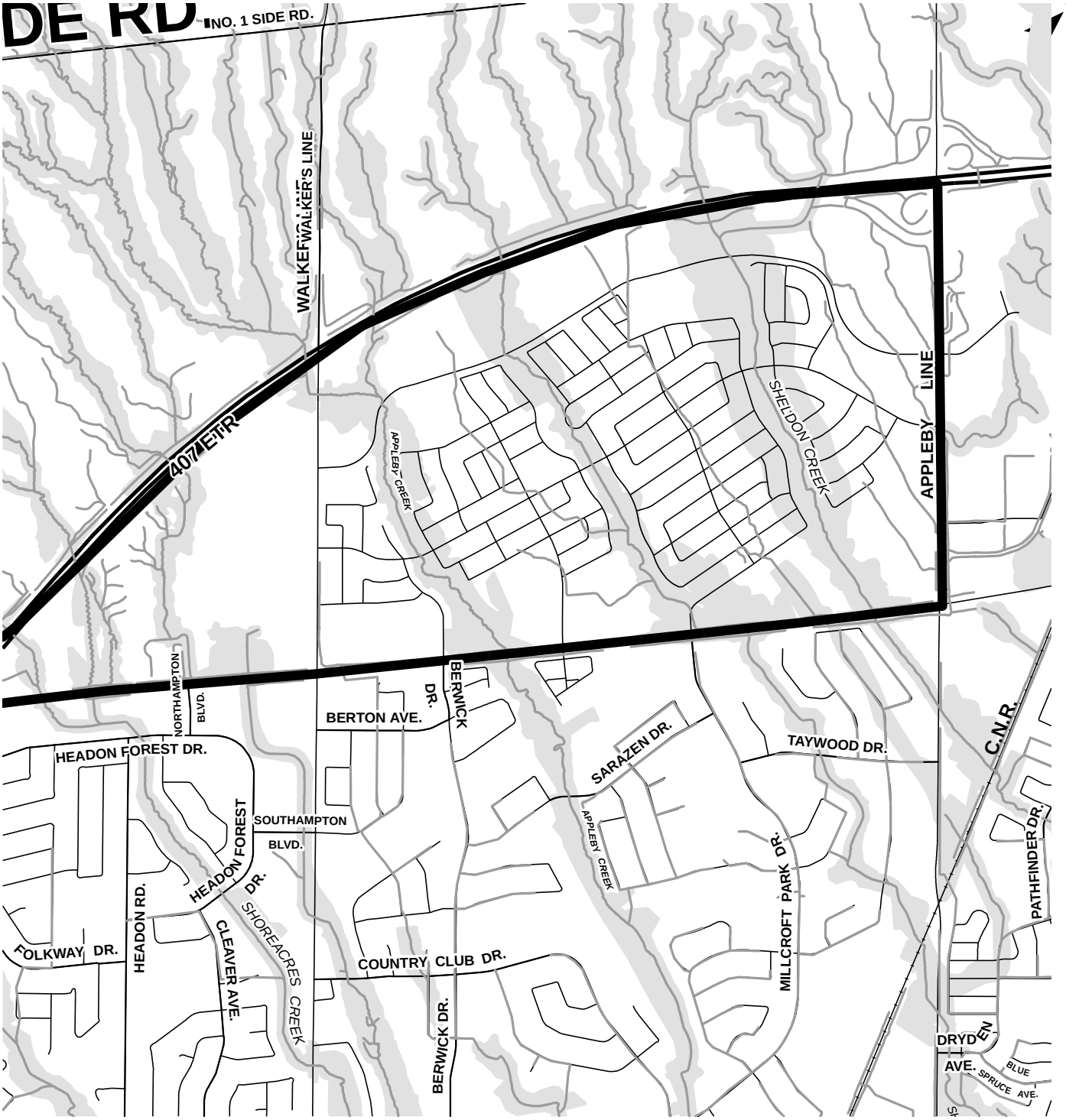

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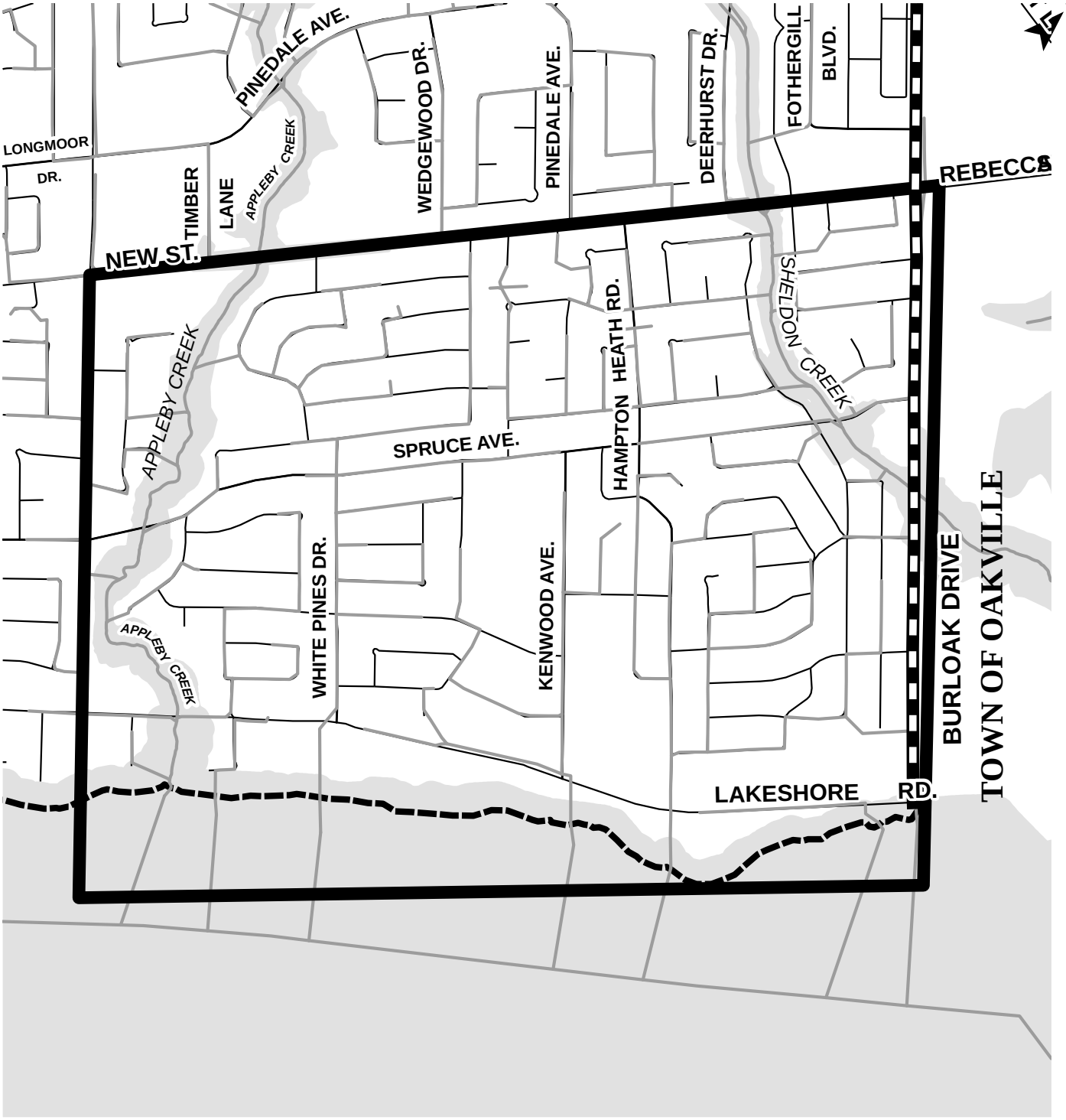

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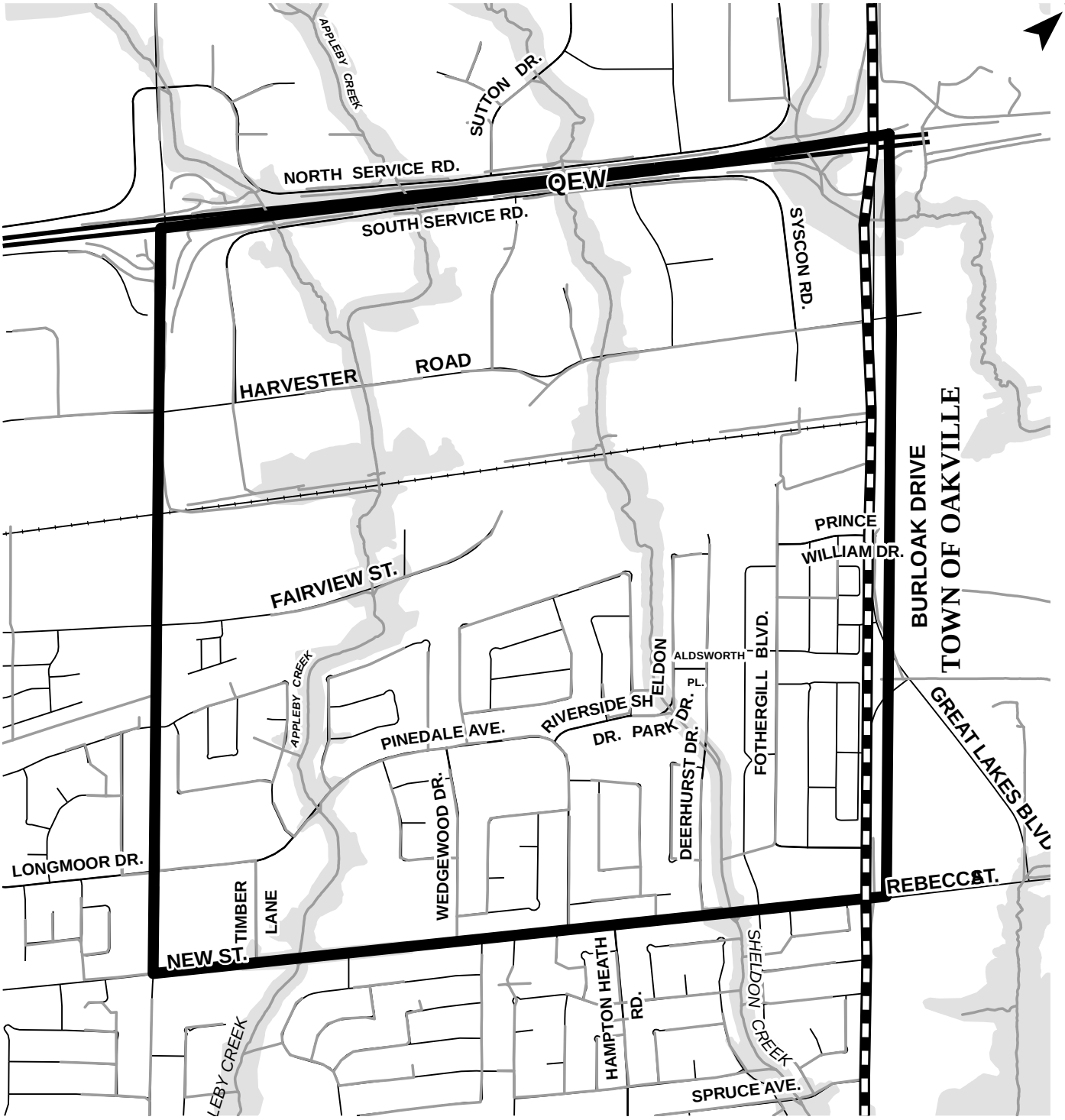

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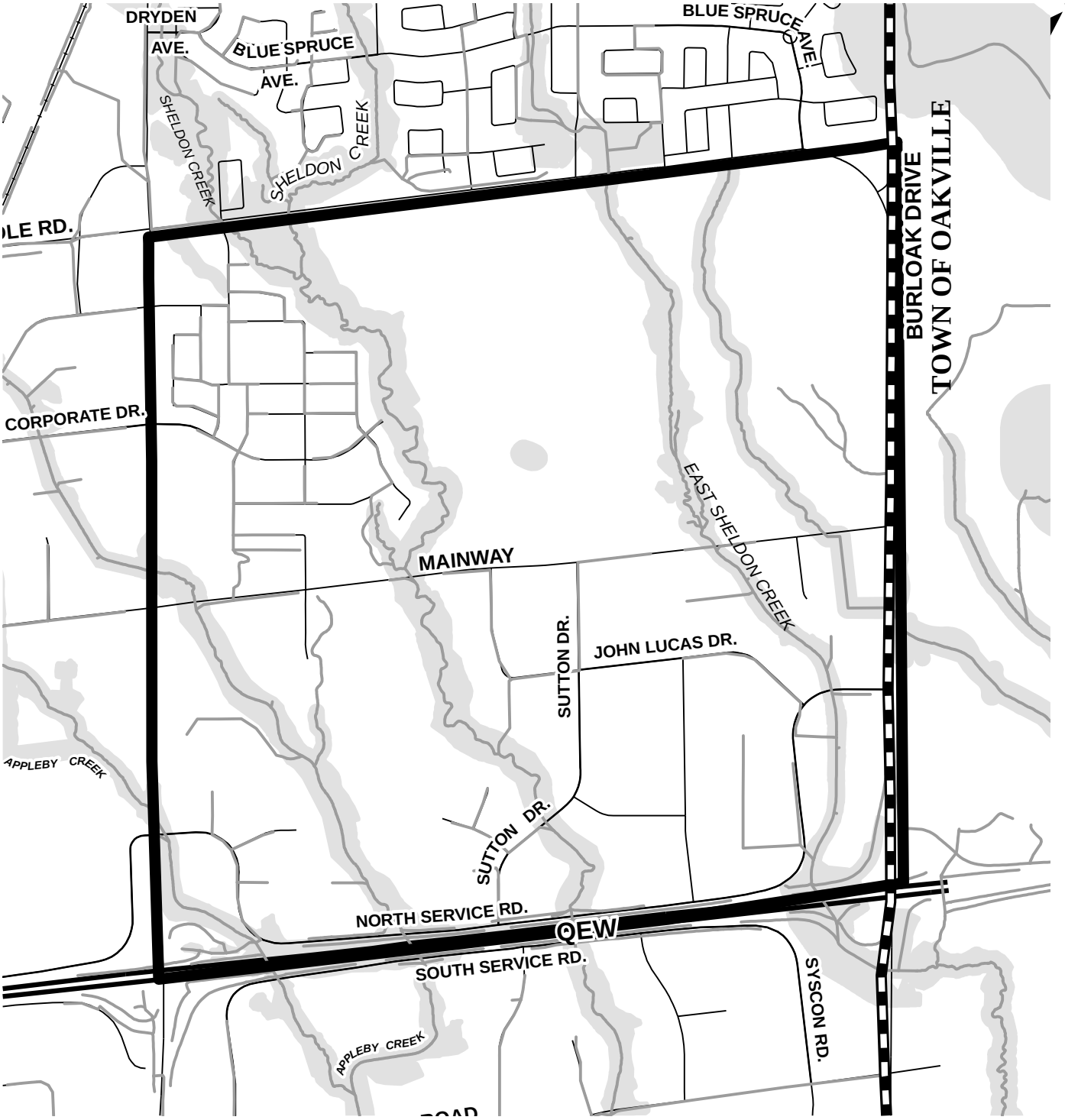

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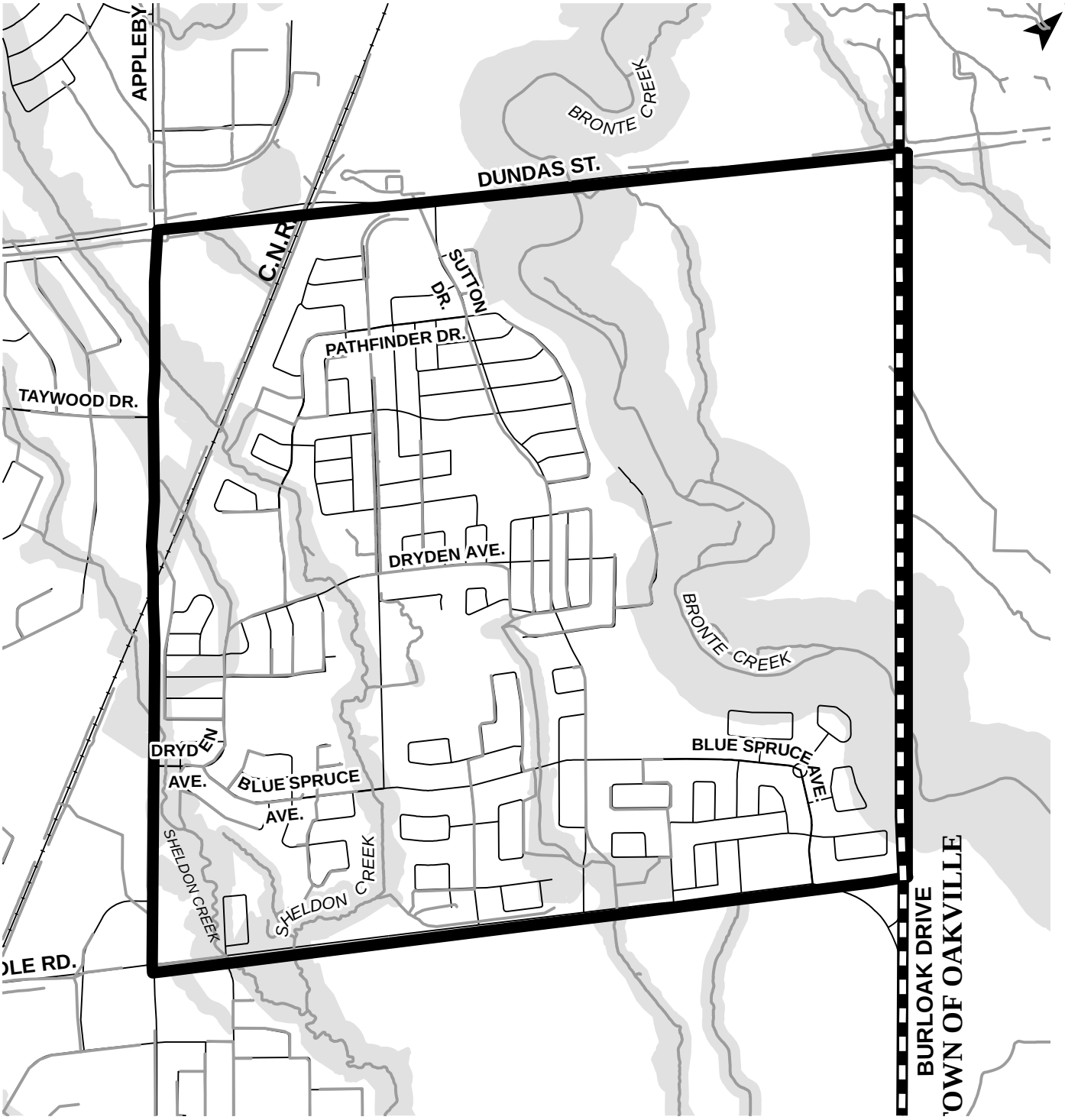

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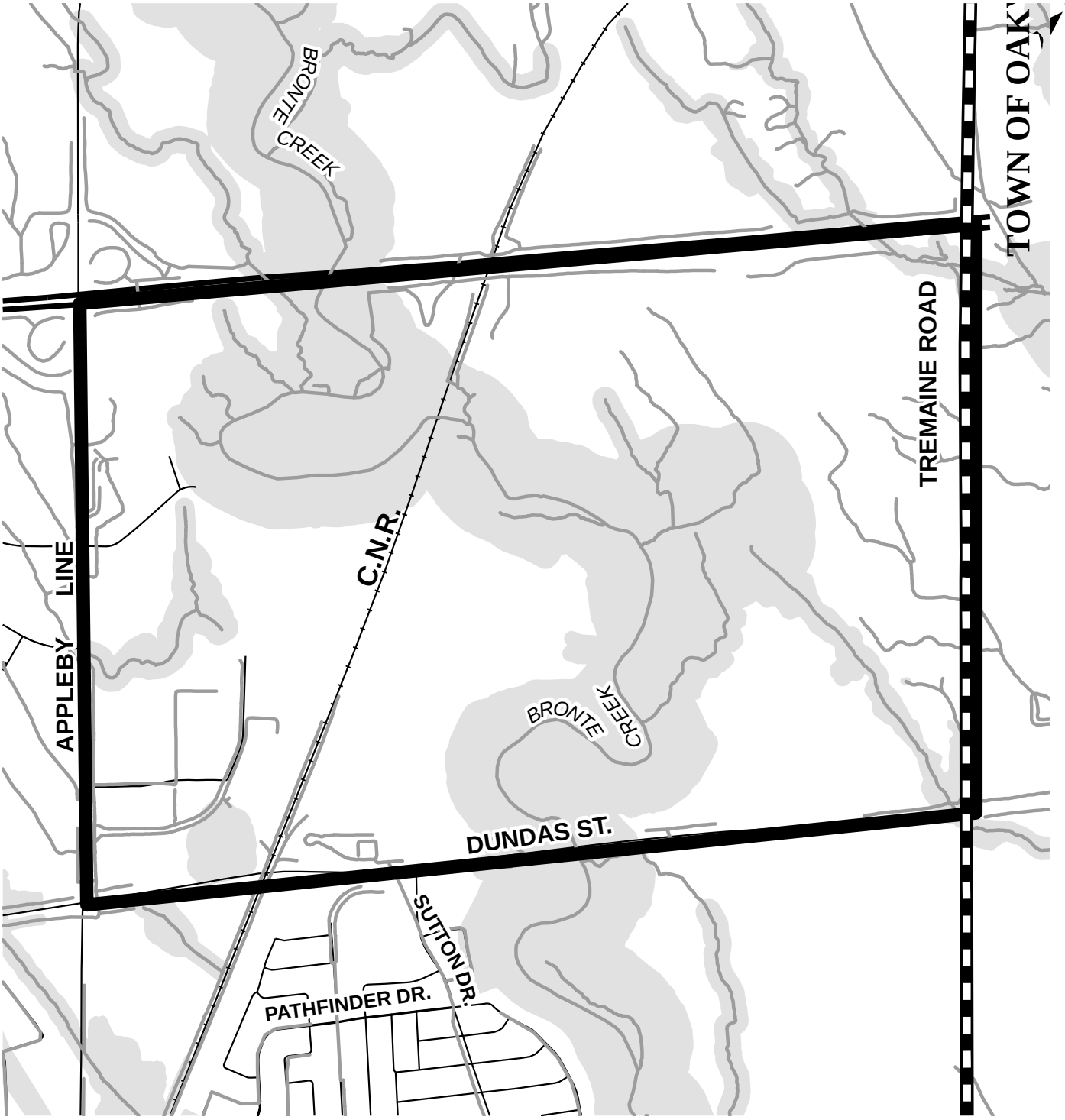

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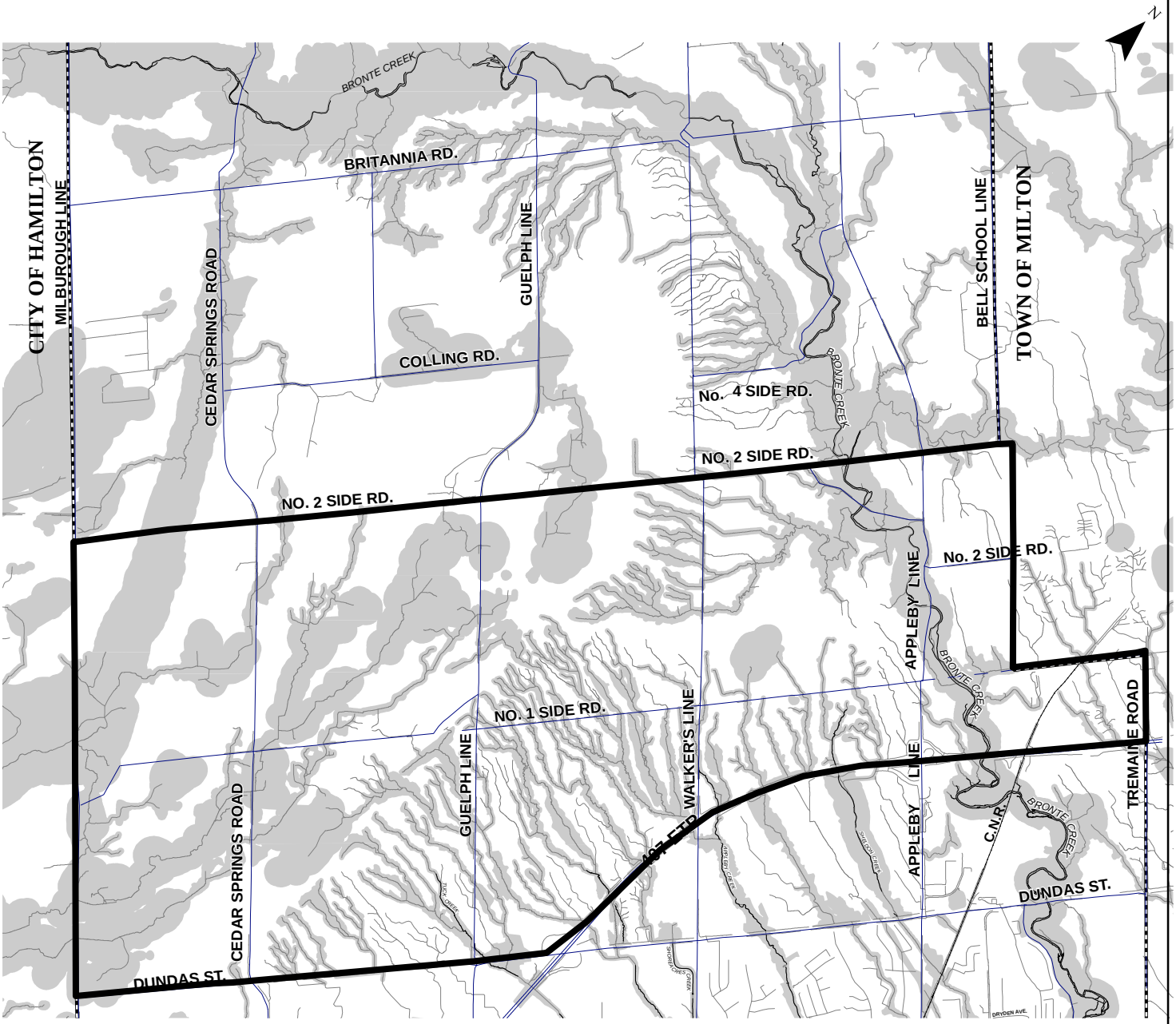

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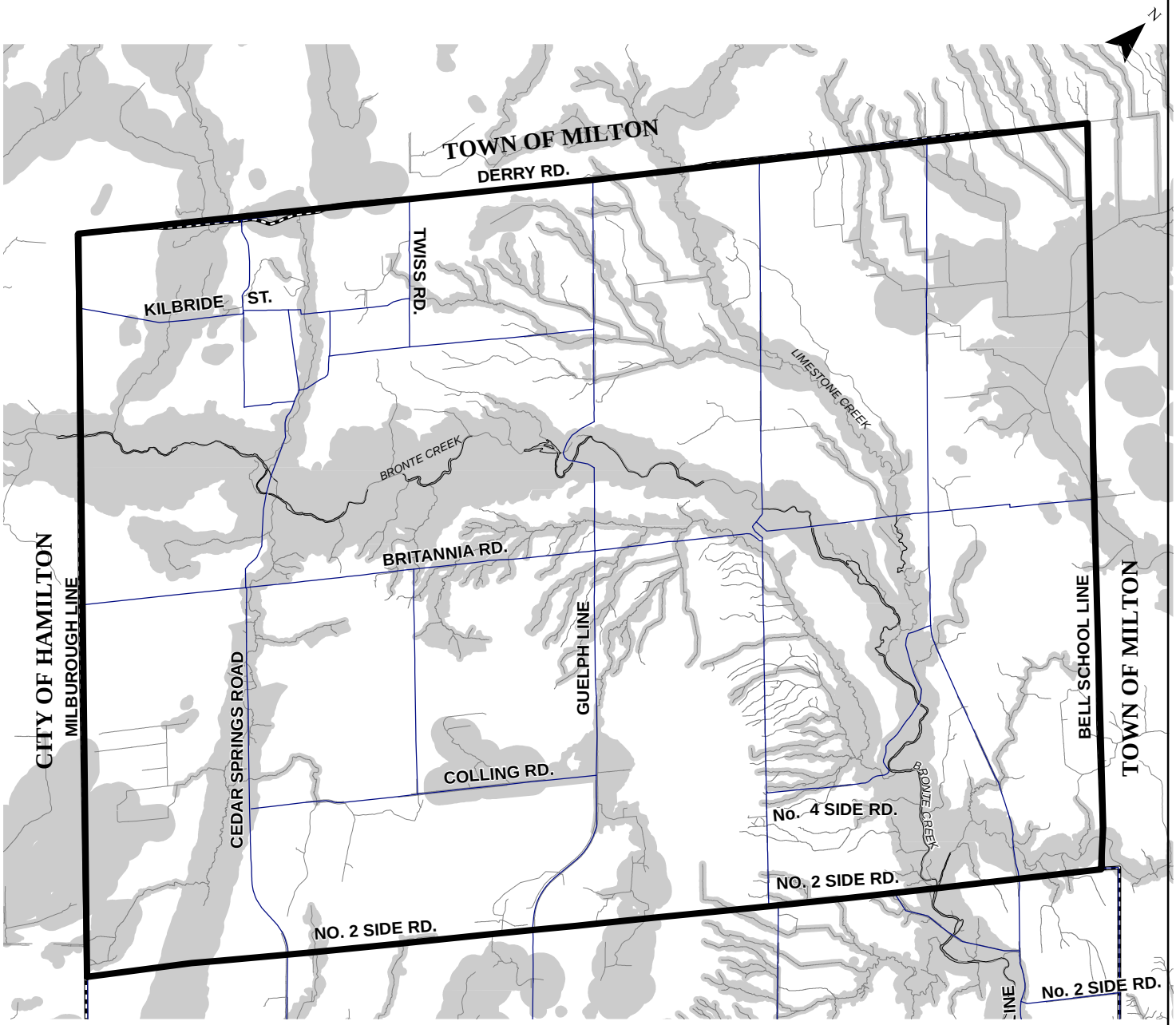
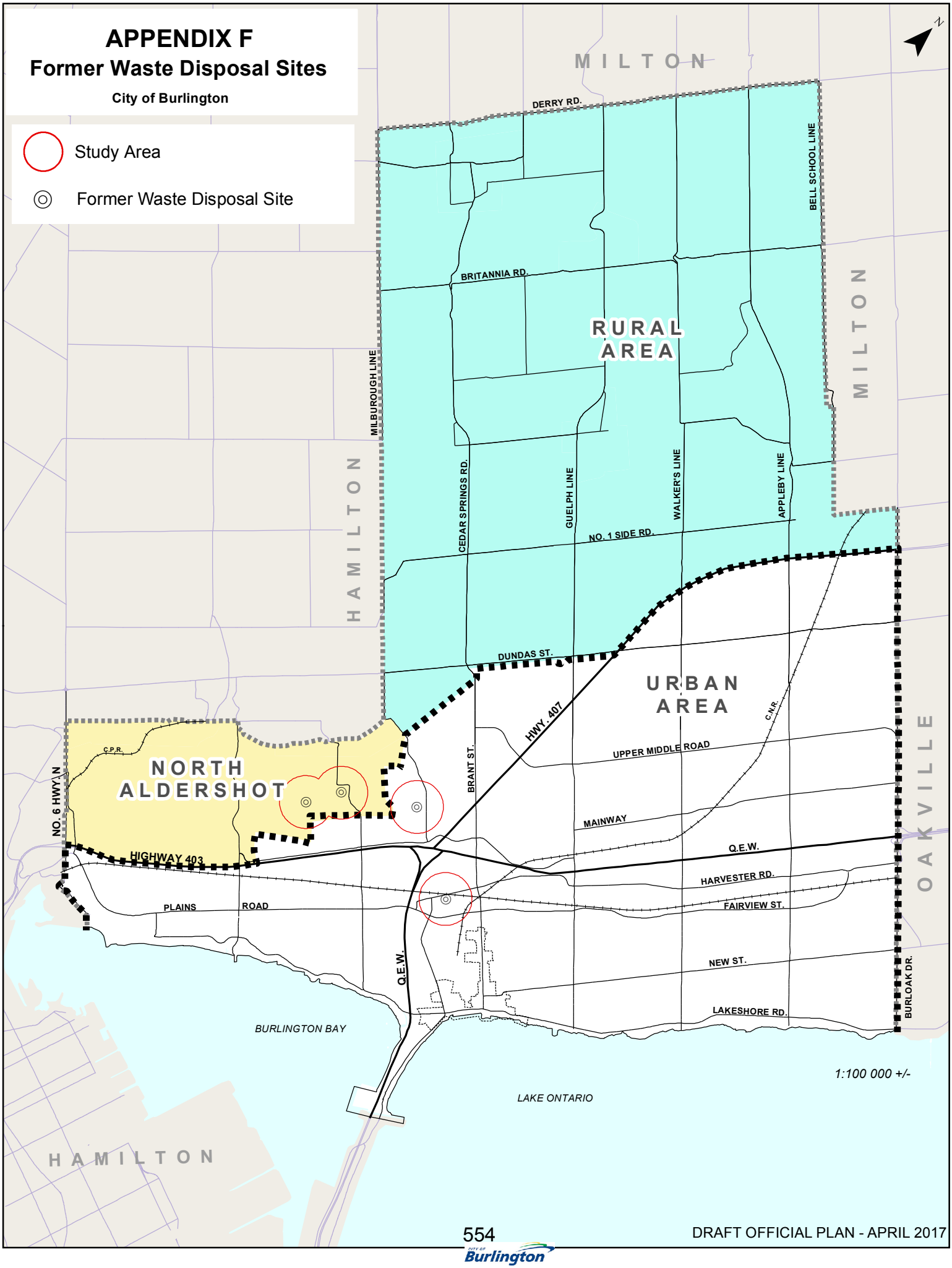
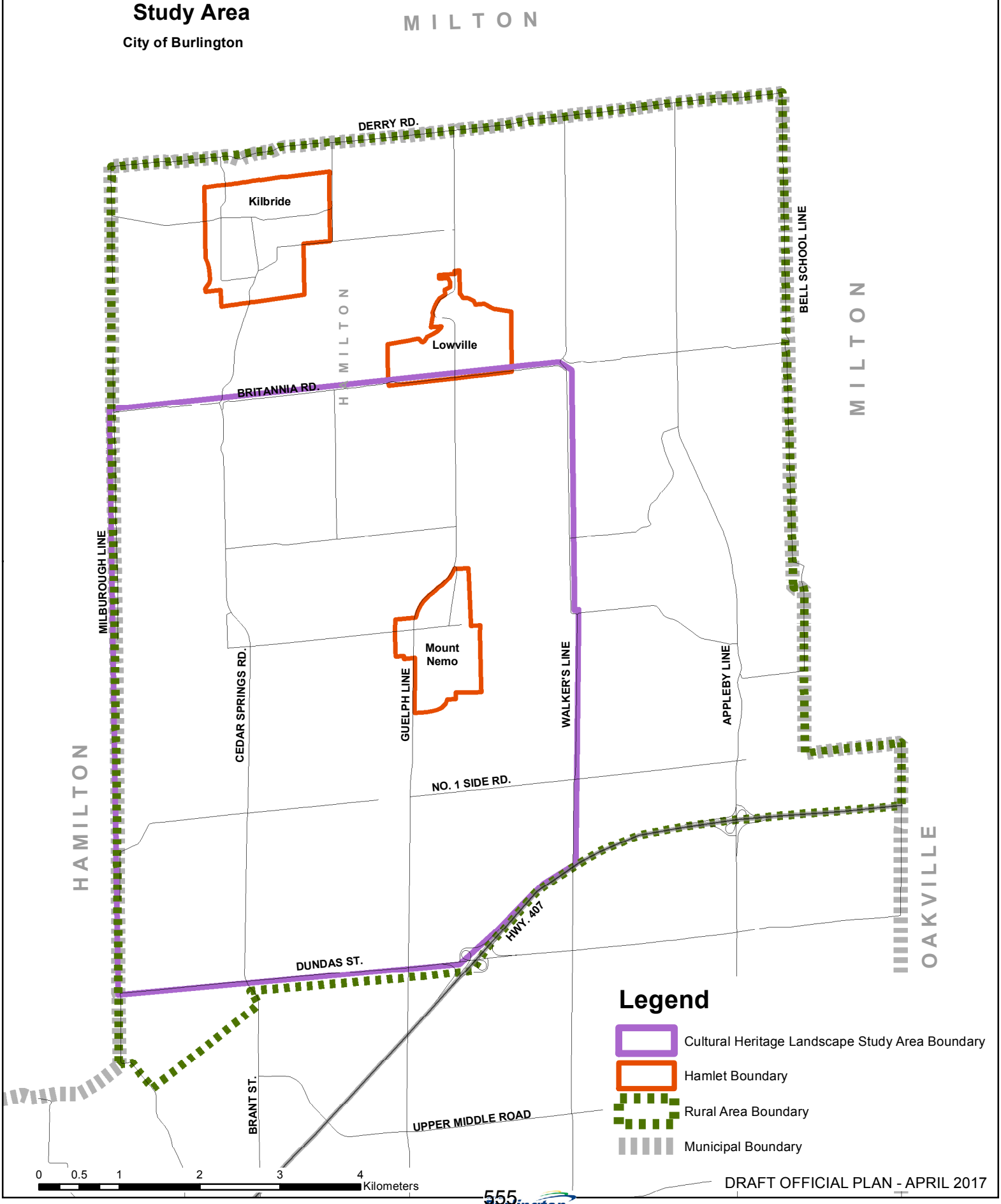


Conservation Halton Approximate Regulated Limit

APPENDIX E - 32


APPENDIX F
Former Waste Disposal Sites
City of Burlington
Study Area
Former Waste Disposal Site
MILTON
DERRY RD.
BELL SCHOOL LINE
BRITANNIA RD.
RURAL AREA
MILBURROUGH LINE
MILTON
HAMILTON
CEDAR SPRINGS RD.
GUELPH LINE
WALKER'S LINE
APPLEBY LINE
NO. 1 SIDE RD.
DUNDAS ST.
URBAN AREA
HWY. 407
C.N.R.
C.P.R.
NORTH ALDERSHOT
NO. 6 HWY N
BRANT ST.
UPPER MIDDLE ROAD
MAINWAY
Q.E.W.
HIGHWAY 403
HARVESTER RD.
PLAINS
ROAD
FAIRVIEW ST.
OAKVILLE
Q.E.W.
NEW ST.
BURLOAK DR.
LAKESHORE RD.
BURLINGTON BAY
1:100 000 +/-
LAKE ONTARIO
HAMILTON

APPENDIX G
Cultural Heritage Landscape Study Area
City of Burlington



Appendix B – Planning Policy Context

Provincial, Regional and Local Planning Context

Staff have carefully considered Provincial, Regional and local plans, policies and regulations in preparing the draft new OP. Legal requirements to have regard for, conform to, or be consistent with these documents have played an important role in establishing the context for policy development. However, it should be noted that a municipality may adopt policies that are more stringent than provincial plans and policies, unless doing so would conflict with any of the policies or objectives of those documents.

A general overview of this planning context is provided below, with those elements that are most relevant to the new policy directions presented in this report being described in more detail. For a more detailed description of those policies, plans and regulations of relevance to the policy directions presented in earlier staff reports reference should be made to those earlier reports. The list of previous staff reports can be found in Appendix D of this report (PB-01-17).

Planning Act

The *Planning Act* requires, municipalities, when dealing with their responsibilities under the *Act*, to have regard to a wide range of matters of provincial interest including: protection of ecological systems, including natural areas, features and functions; promotion of development that is designed to be sustainable; support of public transit and to be oriented to pedestrians.

The *Planning Act* also requires that:

- all planning decisions by Council shall be consistent with the Provincial Policy Statement (PPS) and conform with provincial plans (Greenbelt Plan, Niagara Escarpment Plan, Places to Grow – Growth Plan for the Greater Golden Horseshoe);
- an Official Plan contain goals, objectives and policies established to manage and direct physical change and the effects on the social, economic and natural environment;
- requires a municipality to review its official plan not less frequently than every five years (extended to 10 years for a new official plan as per Bill 73).

All matters of Provincial interest are addressed in the draft new Official Plan. The draft new Official Plan is consistent with the PPS, and conforms to the Greenbelt Plan, the Niagara Escarpment Plan as well as Places to Grow.

Provincial Policy Statement

On February 24, 2014 the Province released the *Provincial Policy Statement, 2014* (PPS, 2014) which came into effect on April 30, 2014. The PPS recognizes that Official Plans are the most important vehicle for the implementation of the PPS. As noted above Council decisions affecting planning matters "shall be consistent with" policy statements issued under the *Act*.

The stated vision of the PPS is that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety.

The PPS provides policy direction respecting the following topics:

Building Strong Healthy Communities

- Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
- Coordination among Planning Authorities and Levels of Government
- Land Use Compatibility – planning to prevent or mitigate adverse effects on sensitive land uses from major facilities and ensure the long-term viability of major facilities.
- Employment, including the protection of employment areas and provision for a diversified economy.
- Housing, including providing for an appropriate range and mix of housing types and densities required to meet projected requirements.
- Public Spaces, Recreation, Parks, Trails and Open Space – promoting healthy, active communities by providing for a full range and equitable distribution of recreation opportunities and for active transportation.
- Infrastructure and Public Service Facilities – providing infrastructure in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs and is coordinated and integrated with land use planning.

- Long-Term Economic Prosperity – supporting and promoting a wide variety of economic development.
- Energy Conservation, Air Quality and Climate Change – including support for reduced greenhouse gas emissions and for climate change adaptation.

Wise Use and Management of Resources

- Natural Heritage – protecting natural features and areas and natural heritage systems
- Water – protecting, improving or restoring both the quality and the quantity of surface and ground water.
- Agriculture – protecting prime agricultural areas and agricultural uses and permitting agriculture-related uses and on-farm diversified uses.
- Minerals and Petroleum
- Mineral Aggregate Resources – including policies protecting mineral aggregate resources and respecting mineral resource extraction operations and their rehabilitation.
- Cultural Heritage and Archaeology – conserving significant built heritage resources and significant cultural heritage landscapes and archaeological resources.

Protecting Public Health and Safety

- Natural Hazards – regulating development on hazardous lands, such as floodplains, and on hazardous sites.
- Human-Made Hazards – including contaminated lands and waters and lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations.

Implementation and Interpretation

The PPS includes direction related to this report in the following sections:

- Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
- Housing
- Infrastructure and Public Service Facilities
- Long Term Economic Prosperity
- Energy Conservation, Air Quality and Climate Change

The policies discussed below have particular relevance:.

Settlement Areas
Land uses within a settlement area should incorporate a variety of densities and mix of uses that use land and infrastructure efficiently, minimize negative impacts to air quality and climate change, support transit and active transportation and include a range of opportunities for *intensification* and *redevelopment*.

Intensification and Redevelopment
The PPS states, in part, that:

> *Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (Section 1.1.3.3).*

Role of Upper and Lower Tier Municipalities
The PPS highlights the role of the upper tier municipality in consultation with the lower-tier municipality. Together, along with other municipal partners, population, housing and employment projections are allocated to each lower tier municipality. The local vision for growth and development, specifically Intensification areas including nodes and transit corridors must be developed in conformity with the Regional Official Plan.

Places to Grow

Places to Grow: Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) includes a wide ranging set of policies intended to assist in managing growth in the GGH to 2031. The *Growth Plan* directs growth to the *built up areas* which are defined as areas within the urban boundary but are not considered designated greenfield areas.

Guiding Principles of the Growth Plan
The guiding principles of the *Growth Plan* are intended to guide decisions on how land is developed, resources are managed and public dollars invested:

- Build compact, vibrant and complete communities.
- Plan and manage growth to support a strong and competitive economy.
- Protect, conserve, enhance and wisely use the valuable natural resources of land, air, water for current and future generations.

- Optimize the use of existing and new infrastructure to support growth in a compact, efficient form.
- Provide for different approached to managing growth that recognize the diversity of communities in the GGH.
- Promote collaboration among all sectors – government, provide and non-profit – and residents to achieve the vision.

The *Growth Plan* sets out the following policies with respect to managing growth:

Managing Growth

Population and growth will be accommodated within the built up area and focused in intensification areas. The Plan identifies key areas where intensification shall be accommodated:

- Urban Growth Centres
    - Planned to achieve 200 people and jobs
    - An area for investment in institutional and region wide public services as well as commercial, recreational and cultural uses
    - Transit
    - High density and major employment centre
    - Accommodate a significant share of population and employment growth
- Major Transit Station Areas and Intensification Corridors
    - Accommodate higher residential and employment densities to support existing or planned transit service
    - Incorporate a mix uses including office, institutional, commercial and residential wherever appropriate.
- Employment Lands
    - Provide for an appropriate mix of employment uses
    - Support a wide range of economic activities and ancillary uses with any necessary infrastructure
    - Plan for, protect and preserve employment areas

The Greenbelt Plan

The Greenbelt Plan designates a broad band of of green space, farmland, vibrant communities, forests, wetlands, and watersheds surrounding the designated urban areas as permanently Protected Countryside. In Burlington the Protected Countryside

Area includes lands within North Aldershot, those lands in the Rural Area that lie outside the Niagara Escarpment Plan and lands within the Bronte Creek valley in the Urban Area. The Plan includes policies to :

- Protect against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Identify a Natural Heritage System and give permanent protection to the natural heritage and water resource systems; and
- Provide for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses. In Burlington these policies have relevance for the mineral aggregate extraction and for the Rural Settlement Areas.

The *Greenbelt Act* requires that all municipal planning decisions must conform to the *Greenbelt Plan.*

The Niagara Escarpment Plan

The Niagara Escarpment Plan (NEP) encompasses most of Burlington's Rural Area plus lands along the northern edge of the North Aldershot Planning Area. The City may adopt more stringent policies provided that they do not conflict with the NEP.

The purpose of the Escarpment Plan is to maintain the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment and to ensure that only such development occurs as is compatible with that natural environment. Most of the Niagara Escarpment Plan Area in Burlington is designated Escarpment Natural Area, Escarpment Protection Area or Escarpment Rural Area. While these designations differ in the uses that are allowed, broadly speaking the permitted uses are limited to agriculture and small scale accessory uses, existing uses, single detached dwellings, transportation and utilities, recreation and a limited range of other non-agricultural uses.

While *Places to Grow* and the *Greenbelt Plan* are implemented through municipal planning documents and through municipal planning decisions within almost all of the Niagara Escarpment Plan Area in Burlington development is regulated by the Niagara Escarpment Area, rather than through municipal zoning. However, the Commission takes City policies and regulations into account in making decisions and the City does exercise planning authority to development proposal requiring an amendment to the City's Official Plan, such as new or expanded aggregate operations.

The Parkway Belt West Plan

The Parkway Belt West Plan designates lands to create a multi-purpose utility corridor, urban separator and linked open space system. The area covered by the Plan is divided into two general land use categories, the Public Use Area and the Complementary Use Area. Public Use Areas are defined as areas presently used for infrastructure and open space related land use , or to be predominantly used for those purposes in the future. Complementary Use Areas are to be predominantly used for private uses that aid in the Parkway Belt West Plan's objective of preserving the country landscape and encouraging land uses such as agricultural, recreational and institutional pursuits that do not require intense urbanization.

The Plan contains specific policies protecting the Bronte Creek Valley In Burlington, both as a natural feature and as a public open space for recreation.

Emerging Provincial Plans

On May 10, 2016 the Province initiated a second round of consultation related to the Coordinated Land Use Planning Review by releasing a series of revised policies specific to each Provincial Plan including *Places to Grow*.

The date of release for the emerging revised Provincial Plans is unknown at this time. The City will work closely with the Region of Halton in the case of changes to the Provincial Plans that do not rely on the intervening Regional Official Plan Amendments. An example of this would be if the *Places to Grow* establishes a standard that is expected to be applied without any associated transition policies. It is expected that other modifications, such as changes to the *Greenbelt Pla*n or the *Niagara Escarpment Plan* or, more specifically, the incorporation of the *Places to Grow* population and employment allocations to 2041 and other associated policy changes will be implemented after the Regional process which will shift the planning horizon to 2041.

The draft New Official Plan has been written to conform to the existing Plans with the 2031 timeframe.

Region of Halton Official Plan

The Halton Region OP establishes a Regional Structure includes: Settlement areas, the Agricultural System and the Natural Heritage System. This Regional Structure is presented in Map 1 of the Regional Official Plan. The Region of Halton established in policy:

- population and employment distributions;

- intensification and density targets; and
- phasing.

These items were established for each local municipality and for the Region as a whole to 2031. Together these numbers represent a growth management strategy for the Region which, along with the policies of the plan, maintain and enhance the established Regional Structure. The Regional Structure consists of the following mutually exclusive land use designations:

- Urban Area
- Agricultural Area
- Hamlets
- Mineral Resource Extraction Areas
- Regional Natural Heritage System
- Regional Waterfront Parks
- North Aldershot Policy Area

The draft New Official Plan addresses each of the components of the Regional Structure and the associated policies established the Regional Plan. The draft new Official Plan has been developed in conformity with the Regional Plan but does not employ the same mutually exclusive structure in the Urban Area, opting instead to capture the elements of the Regional Structure in the new Urban Structure, policies that apply to all areas of the Plan, and in some cases through the specific land use designations and their associated policies. This approach respects the mutually exclusive Regional Structure framework while suiting the approach to the emerging needs of the city.

The Region's current Official Plan was adopted by Regional Council in 2009 and substantially approved by the Ontario Municipal Board in 2015. The Region has now commenced a new review of its Official Plan. The following subject areas are to be reviewed in-depth: 1) Urban Systems and Growth Management Analysis; 2) Rural and Agricultural Systems Analysis; 3) Natural Heritage System; 4) Climate Change Mitigation and Adaptation; 5) Additional Studies to Address ROPA 38 Settlements; and 6) Implementation Tools. The additional studies are to include a policy review and the development of recommendations to update the North Aldershot Policy Area. The Region envisions that draft and final Regional Official Plan amendments will be completed in Spring 2020.

Existing Burlington Official Plan

Burlington's existing OP was approved by the Region of Halton on March 5, 1997. A city-wide Official Plan Review was initiated in 2002, adopted by Council on October 10, 2006 and substantially approved by the Ontario Municipal Board by October 24, 2008. The OP has undergone several housekeeping consolidations over the past seven years; the most recent consolidation is dated July 2015.

The existing OP has set a strong foundation to guide growth and development in the city, which includes direction to grow to the existing urban boundary and protect the rural area, a system of land use designations and the identification of intensification areas. The new Official Plan will build upon this foundation by retaining many of the existing elements, such as maintaining the current urban boundary, while proposing transformative shifts to others to achieve the goal of growing up, not out. Several of the key shifts are summarized in the policy directions in this report.

Strategic Plan

Through the city's Strategic Plan, approved in April 2016, Burlington City Council has made the decision to grow up or intensify in focused or key urban areas, making efficient use of land and existing infrastructure, curbing sprawl and protecting the rural area. The plan strongly articulates the new mandate of the city to actively city-build and identifies a clear vision to:

- Direct population growth through targeted intensification that will build neighbourhoods that are environmentally friendly, infrastructure-efficient, walkable, bikeable and transit-oriented, and provide transit supportive densities.
- Direct growth towards mixed-use areas and along main roads with transit service, including Mobility Hubs, the Downtown and Uptown.
- Reinforce the city's strong position to protect the existing urban-rural boundary.
- Improve transportation and connectivity with public transit that is efficient, greener convenient and useable, complete streets, better walkability and cycling.
- Produce better environmental outcomes:
    - combat climate change and become carbon neutral,
    - implement the Community Energy plan addressing energy conservation, generation and availability
    - protect and enhance the natural heritage system a fundamental component of the city's urban and rural areas
    - increase the urban forest and tree canopy

    - exercise leadership in storm water management and low impact development.
    - Improve the health of residents, positively impacting on resiliency and quality of life;.
- Ensure that Burlington's rural areas will be economically and socially active, maintaining a prosperous agricultural sector and rural recreational opportunities while protecting rural Burlington's natural and cultural heritage and water resources.
- Provide accessible multi-use parks and green spaces and a trail system linked to the city's park network, to neighbourhoods, to the city's rural area and the waterfront and to other regional systems.
- Ensure that the waterfront remains clean, safe and usable.

Work undertaken during the Strategic Plan Review, including the visualization of various density scenarios and associated market assessments regarding intensification in Burlington, has been an important input into the development of the new directions contained in this report.

Appendix C. Commercial Lands Policy Directions

Note: Policy directions are numbered in the same way they are presented in *Appendix E – New Official Plan Policy Summary*.

MIXED USE INTENSIFICATION AREA POLICY DIRECTIONS

8.1	Consolidate two major land use designation categories contained in the current Official Plan, being “Major Retail Areas” and “Mixed Use Activity Areas,” and establish a new hierarchy of “Mixed Use Intensification Areas” composed of the following: 1. Urban Centres, comprised of the Downtown Urban Centre and Uptown Urban Centre; 2. Mobility Hubs; and 3. Mixed Use Nodes and Intensification Corridors, comprised of: Mixed Use Commercial Centre designation; Neighbourhood Centre designation; Local Centre designation; Employment Commercial Centre designation; Urban Corridor designation; and Urban Corridor-Employment designation. Refer to Schedule C, Land Use Plan – Urban Area, for the identification of mixed use intensification areas and corresponding land use designation.
8.2	Establish general objectives and policies for “Urban Centres” and “Mixed Use Nodes and Intensification Corridors,” which describe the type of place, built form and function that the City intends to achieve in “Mixed Use Intensification Areas.”
8.3	Expand and clarify the policies in the current Official Plan for evaluation of proposals to re-designate lands to any Mixed Use designation. Expand and clarify the existing site design and development policies for any new or expanding Mixed Use Area proposals.
8.4	Establish site design factors to be used for reviewing development proposals in Urban Centres and Mixed Use Nodes and Intensification Corridors, designed to promote a transit-supportive and pedestrian-oriented environment and to ensure compatibility of uses.

	DOWNTOWN URBAN CENTRE COMMERCIAL LANDS POLICY DIRECTIONS
8.5	Introduce a new Downtown Commercial and Office Street Schedule to indicate the location of streets where commercial retail, service commercial and-or office uses will be either required or permitted at street level in the Downtown Urban Centre.
8.6	Introduce a commercial at-grade policy framework under the general policies for the Downtown Urban Centre that describes commercial retail, service commercial and office permissions in the downtown, in accordance with Schedule F1: Downtown Commercial and Office Streets.
8.7	Add a policy to promote walking and cycling as a means of active transportation in the downtown, ensuring design to support animation of the street and a vibrant mix of uses.
8.8	Require proponents of new development along streets identified in the new Downtown Commercial and Office Street schedule to design the building(s) first storey to be greater in height to support land use adaptability over time (e.g. to accommodate a change from residential to office or retail.)
8.9	Establish the ‘Elgin Promenade’ in mapping and introduce permission for commercial retail, service commercial or office uses at street level along the promenade in accordance with new commercial at-grade policies.
	MIXED USE COMMERCIAL CENTRE POLICY DIRECTIONS
8.20	Permit a range of uses in the “Mixed Use Commercial Centre” designation, including retail and service commercial; office, residential; entertainment, recreation and community uses.
8.21	Establish a site area limit for a Mixed Use Commercial Centre area or node.
8.22	Permit a range of heights and densities, supporting a minimum building height of two (2) storeys, and permitting a maximum building height of twelve (12) storeys.
8.23	Encourage the transition of these areas to a more intensive, mixed use, pedestrian and transit oriented character.
8.24	Add site design and development factors to be considered in reviewing proposals for new small scale motor vehicle dealerships in “Mixed Use Commercial Centre” designations.
8.25	Establish a site area limit for a Mixed Use Commercial Centre area or node.

8.26	Recognize various site-specific Official Plan permissions formerly applying to existing “Regional Commercial” designated properties, which are now in the new “Mixed Use Commercial Centre” designation.
	NEIGHBOURHOOD CENTRE POLICY DIRECTIONS
8.27	Permit a range of uses in the “Neighbourhood Centre” designation, including retail and service commercial; residential; office, entertainment, recreation and community uses.
8.28	Establish a site area limit for a Neighbourhood Centre area or node.
8.29	Require a minimum building height of two (2) storeys, and permit a maximum building height of six (6) storeys and a maximum floor area ratio of 2.5:1 within the “Neighbourhood Centre” designation.
8.30	Add policy which permits Council consideration of greater floor area ratio and building height through a site-specific zoning by-law amendment in select Neighbourhood Centres, subject to fulfillment of certain compatibility and design criteria.
8.31	Introduce total maximum floor area for retail and service commercial establishments within the “Neighbourhood Centre” designation, except for supermarket/grocery store uses.
8.32	Introduce total maximum floor area at-grade for individual establishments to contribute to a vibrant, active and walkable built environment.
8.33	Support the continued function of these areas to provide the day to day and weekly retail needs of residents of surrounding neighbourhoods, while encouraging the intensification of under-utilized lands and buildings.
8.34	Recognize various site-specific Official Plan permissions formerly applying to existing “Neighbourhood Commercial” and “Community Commercial” designated properties, which are now in the new “Neighbourhood Centre” designation.
	LOCAL CENTRE POLICY DIRECTIONS
8.35	Permit a range of uses in the “Local Centre” designation, including retail and service commercial, office and residential in the upper storeys of commercial buildings and community uses.
8.36	Establish a site area limit for a Local Centre area.

8.37	Introduce at-grade and total maximum floor areas for retail and service commercial uses, including supermarkets, within the “Local Centre” designation
8.38	Require a minimum building height of two (2) storeys and permit a maximum building height of four (4) storeys within the “Local Centre” designation..
8.39	Limit the size of individual retail and service commercial establishments, except for supermarket/grocery store uses.
8.40	Support the continued function of these areas to provide the day to day and weekly retail needs of residents of the local neighbourhoods, while encouraging the re-development of under-utilized lands and buildings.
8.41	Recognize various site-specific Official Plan permissions formerly applying to existing “Neighbourhood Commercial” designated properties which are now in the new “Local Centre” designation, including special provisions for the Orchard Community.
	EMPLOYMENT COMMERCIAL CENTRE POLICY DIRECTIONS
8.42	Permit a range of uses in the “Employment Commercial Centre” designation, including industrial, office, limited range of retail and service commercial, entertainment and recreational uses.
8.43	Establish limited retail permissions in these areas and the policy that no additional lands be added to this designation.
8.44	Add entertainment and recreational uses to the permitted uses in “Employment Commercial” designations, subject to floor area restrictions.
8.45	Add policy which permits Council consideration of greater floor area ratios in “Employment Commercial” areas through site-specific zoning by-law amendments, subject to fulfillment of certain compatibility and design criteria.
8.46	Continue to recognize various limited site-specific permissions in the “Employment Commercial” designation.
	URBAN CORRIDOR POLICY DIRECTIONS
8.47	Permit a range of uses in the “Urban Corridor” designation, including retail and service commercial, offices, entertainment, recreation, community and residential uses with the exception of single and semi-detached dwellings.

8.48	Require that development of sites designated “Urban Corridor” contain a minimum of two permitted uses, except as follows: Permit a minimum of one permitted use along Fairview Street except on sites located at the intersection of Fairview Street with a major arterial street, or in mobility hubs.
8.49	Introduce total maximum floor area for retail and service commercial establishments within the “Urban Corridor” designation, except for supermarket/grocery store uses.
8.50	Introduce total maximum floor area at-grade for individual establishments to contribute to a vibrant, active and walkable built environment.
8.51	Require a minimum building height of two (2) storeys, and permit a maximum building height of six (6) storeys and a maximum floor area ratio of 2.0:1 within the “Urban Corridor” designation.
8.52	Add policy which permits Council consideration of greater floor area ratio and building height in the “Urban Corridor” designation through a site-specific zoning by-law amendment, subject to fulfillment of certain locational, compatibility and design criteria.
8.53	Add site design and development factors to be considered in reviewing proposals for expanding existing motor vehicle dealerships and new small scale motor vehicle dealerships in “Urban Corridor” designations.
8.54	Recognize various site-specific Official Plan permissions formerly applying to existing properties in the “Mixed Use Corridor-General”, “Mixed Use Corridor-Commercial Corridor” and Community Commercial designations which are now within the new “Urban Corridor” designation, with respect to maximum retail floor area, floor area ratio and building height.

	URBAN CORRIDOR – EMPLOYMENT POLICY DIRECTIONS
8.55	Permit a range of uses in the “Urban Corridor - Employment” designation, including industrial uses, offices, a limited range of retail and service commercial uses serving employment areas, entertainment, recreation, and community uses, but not permit residential or other sensitive uses.
8.56	Permit a maximum floor area ratio of 2.0:1 and a maximum building height of six (6) storeys within the “Urban Corridor-Employment” designation, except for industrial uses which are permitted to a maximum building height of two (2) storeys.
8.57	Add policy which permits Council consideration of greater floor area ratios and building heights in the “Urban Corridor-Employment” designation through site-specific zoning by-law amendments, subject to fulfillment of certain locational, compatibility and design criteria. A maximum of eleven (11) storeys may be considered where the corridor intersects with arterial streets or in mobility hubs.
8.58	Add site design and development factors to be considered in reviewing proposals for expanding existing motor vehicle dealerships or new small scale motor vehicle dealerships in “Urban Corridor-Employment” designations.
COMMERCIAL USES IN RESIDENTIAL NEIGHBOURHOOD AREAS POLICY DIRECTIONS	
8.68	Introduce policies allowing for consideration of limited retail and service commercial uses in Residential Medium and Residential High Density designations, subject to the following criteria: a. The property is located in an identified Intensification Area; b. the property is adjacent to an arterial street; c. the total commercial area does not exceed 200 sq m in a Residential-Medium designation and 300 sq m in a Residential-High designation; d. the commercial use is located at grade in a building containing residential uses; e. the commercial use is designed to ensure compatibility and sufficient off-street parking; and f. a restriction on commercial uses in residential development that does not achieve a minimum density target.

SPECIFIC USE POLICY DIRECTIONS	
	MOTOR VEHICLE DEALERSHIPS IN MIXED USE NODES AND INTENSIFICATION CORRIDORS
8.69	Retain existing permission for motor vehicle dealerships in Mixed Use Commercial Centre, Employment Commercial Centre, Urban Corridor and Urban Corridor - Employment lands
8.70	Prohibit the development of new large-scale motor vehicle dealerships; however, continue to permit existing large-scale motor vehicle dealerships.
8.71	Establish site design factors to be used for reviewing development proposals considering the expansion or redevelopment of existing motor-vehicle dealerships or new small-scale motor vehicle dealerships in order to achieve a more compact form and urban streetscape.

Appendix D: Summary of Official Plan Reports to Council to February 2017 (PB-01-17)

Report	Title	Agenda	Date to Council
1	**Official Plan Review Work Plan**		
PB-87-11	Introduction to the 2012 Official Plan Review	http://www.burlington.ca/en/services-for-you/resources/Initiative%20Projects/Official_Plan_Review/Staff_Reports/CDC_Agenda_December_12_2011_PB-87-11.pdf	19-Dec-11
PB-38-12	Official Plan Review: Special Meeting of Council regarding scope	http://www.burlington.ca/en/services-for-you/resources/Initiative%20Projects/Official_Plan_Review/Staff_Reports/report_pb_38_12.pdf	7-May-12
PB-44-12	Official Plan Review: Proposed Scope of Work	http://cms.burlington.ca/AssetFactory.aspx?did=21500	3-Jul-12
PB-53-12	2012 Official Plan Review: Comprehensive Work Plan	http://www.burlington.ca/en/services-for-you/resources/Initiative%20Projects/Official_Plan_Review/Staff_Reports/report_pb_53_12.pdf	4-Sep-12
PB-89-13	Official Plan Review: Revised Comprehensive Work Plan, Schedule and Budget Allocation	http://www.burlington.ca/en/services-for-you/resources/Initiative%20Projects/Official_Plan_Review/Staff_Reports/Development_and_Infrastructure_Committee_December_2_2013_PB-89-13.pdf	9-Dec-13
PB-09-16	Official Plan Review: 2016 Revised Project Work Plan and Schedule	http://burlington.siretechnologies.com/sirepub/mtgviewer.aspx?meetid=427&doctype=agenda&itemid=12451	25-Jan-16
PB-84-16	Grow Bold: Changing the City's Official Plan Review to Burlington's New Official Plan Project	https://burlingtonpublishing.escribemeetings.com/Meeting?Id=4af23482-4a9b-48a7-876c-858c33df2e36&Agenda=Agenda&lang=English#11	31-Oct-16
2	**Employment Lands**		
PB-101-12	Draft Employment Lands Study, Phase 2	http://www.burlington.ca/en/services-for-you/resources/Initiative%20Projects/Official_Plan_Review/Staff_Reports/Development_and_Infrastructure_D__I_December_3_2012-PB-101-12.pdf	10-Dec-12
PB-17-13	Official Plan Review: Directions Report on the Draft Employment Land Conversion Policies; and, Proposed Strategic Assessment of Vacant Employment Land Inventory	http://www.burlington.ca/en/services-for-you/resources/Initiative%20Projects/Official_Plan_Review/Staff_Reports/Development_and_Infrastructure_PB-17-13.pdf	28-Jan-13
PB-17-14	Report providing information on the Official Plan Review: Transmittal of Final Phase 2 Employment Lands Study	http://burlington.siretechnologies.com/sirepub/agdocs.aspx?doctype=agenda&itemid=6574	7-Apr-14
PB-18-14	Official Plan Review: Proposed Employment Land Conversion Request Assessment Process and Strategic Vacant Land Assessment	http://burlington.siretechnologies.com/sirepub/agdocs.aspx?doctype=agenda&itemid=6575	9-Jun-14
PB-02-15	Report recommending endorsement of Official Plan Review: Proposed Employment Lands Policy Directions	http://burlington.siretechnologies.com/sirepub/agdocs.aspx?doctype=agenda&itemid=7967	26-Jan-15
PB-13-16	Official Plan Project: Employment Land Conversion Preliminary Recommendations and Policy Directions	https://burlingtonpublishing.escribemeetings.com/Meeting?Id=4af23482-4a9b-48a7-876c-858c33df2e36&Agenda=Agenda&lang=English%20-%2012#12	31-Oct-16

Appendix D: Summary of Official Plan Reports to Council to February 2017 (PB-01-17)

3	**Commercial Lands**		
PB-35-12	Proposed Terms of Reference for the Official Plan Review Commercial Strategy Study	http://www.burlington.ca/en/services-for-you/resources/Initiative%20Projects/Official_Plan_Review/Studies/Commercial_Study/pb_35_12.pdf	11-Jun-12
PB-13-13	Official Plan Review Commercial Strategy Study Phase I Background Reports (urbanMetrics/The Planning Partnership): - Commercial Market Supply and Demand Analysis Background Report; - Commercial Policy & Design Background Report; - Interim Commercial strategy Discussion Paper: Downtown Burlington	http://www.burlington.ca/en/services-for-you/resources/Initiative%20Projects/Official_Plan_Review/Staff_Reports/Development_and_Infrastructure_Monday_March_25_2013-PB-13-13.pdf	8-Apr-13
PB-09-14	Report providing information regarding the Official Plan Revie Commercial Strategy Study: Transmital of Phase 2 and Phase 3 reports	http://burlington.siretechnologies.com/sirepub/agdocs.aspx?doctype=agenda&itemid=7189	7-Apr-14
PB-09-15	Report recommending endorsement of Official Plan Review: Proposed Commercial Lands Policy Directions	https://burlington.siretechnologies.com/sirepub/agdocs.aspx?doctype=agenda&itemid=8148	23-Feb-15
4	**Mobility Hubs**		
PB-54-14	Official Plan Review: Transmittal of Final Mobility Hubs Opportunities and Constraints Study	http://burlington.siretechnologies.com/sirepub/agdocs.aspx?doctype=agenda&itemid=7393	9-Jun-14
PB-48-16	Burlington's Mobility Hubs: Work Plan for Area Specific Planning	https://burlingtonpublishing.escribemeetings.com/Meeting?Id=563c249c-4aa7-435f-812b-4c8b1fe1a2b7&Agenda=Agenda&lang=English#12	18-Jul-16
5	**Character Area Studies**		
PB-16-14	Feasibility of the Implementation of an Interim Control By-law in Roseland Community	http://burlington.siretechnologies.com/sirepub/agdocs.aspx?doctype=agenda&itemid=6581	27-Jan-14
PB-03-16	Report recommending approval of changes to the Site Plan Control process	http://burlington.siretechnologies.com/sirepub/mtgviewer.aspx?meetid=442&doctype=agenda&itemid=10326	29-Feb-16
PB-14-16	The Character Area Study for Indian Point and Roseland	http://burlington.siretechnologies.com/sirepub/mtgviewer.aspx?meetid=442&doctype=agenda&itemid=12607	29-Feb-16
PB-15-16	Report providing information regarding the Shoreacres Character Study	http://burlington.siretechnologies.com/sirepub/mtgviewer.aspx?meetid=442&doctype=agenda&itemid=12572	29-Feb-16
PB-70-16	Character Area Studies and Site Plan Approval for Low Density Residential Areas	https://burlingtonpublishing.escribemeetings.com/Meeting?Id=7958b519-2cca-42a0-b7b0-1583e69f2e04&Agenda=Agenda&lang=English%20-%2021%20-%2021%20-%2021#21	3-Oct-16
PB-80-16	Character Studies and Low Density Residential Areas – Statutory Public Meeting	https://burlingtonpublishing.escribemeetings.com/Meeting?Id=df4e51c3-73e0-4c58-bacd-28a09c32e930&Agenda=Agenda&lang=English#18	13-Dec-16
6	**Accessory Drive-Thoughs**		
PB-10-15	Report recommending endorsement of Official Plan Review: Proposed Accessory Drive-Through Facilities Policy Directions	http://burlington.siretechnologies.com/sirepub/cache/2/d14uenjcnvndbk1dwure2nlt/19405092020160207295 26.PDF	23-Feb-15

Appendix D: Summary of Official Plan Reports to Council to February 2017 (PB-01-17)

7	**Urban Structure and Intensification**		
PB-29-16	Official Plan Review: Urban Structure and Intensification Policy Directions Report	https://burlingtonpublishing.escribemeetings.com/Meeting?Id=563c249c-4aa7-435f-812b-4c8b1fe1a2b7&Agenda=Agenda&lang=English#11	18-Jul-16
8	**Rural, Natural Heritage, Aggregate, Golf Course, Cultural Heritage, and Sustainability**		
PB-07-14	Official Plan Review: Preliminary study of the heritage character of the Mount Nemo Plateau	http://burlington.siretechnologies.com/sirepub/agdocs.aspx?doctype=agenda&itemid=6607	27-Jan-14
PB-38-14	Official Plan Review: Mount Nemo Public Consultation and Next Steps	http://burlington.siretechnologies.com/sirepub/agdocs.aspx?doctype=agenda&itemid=7103	20-May-14
PB-83-16	New Official Plan Review: Rural, Natural Heritage and Sustainability Policy Directions	https://burlingtonpublishing.escribemeetings.com/Meeting?Id=01e1ba1a-db34-49f1-8765-c6f4855f906d&Agenda=Agenda&lang=English#15	15-Dec-16
9	**Technical Work Plan**		
PB-42-14	Official Plan Review: Bridgewater Area Policy and Servicing Review	http://burlington.siretechnologies.com/sirepub/agdocs.aspx?doctype=agenda&itemid=7191	20-May-14
	Uptown Policy Brief	http://www.burlington.ca/en/services-for-you/resources/Planning_and_Development/Official_Plan_Review_/Policy_Briefs/OPR_Policy_Brief_-_Uptown_v-Dec_16-14.pdf	
	Road Allowances Policy Brief	http://www.burlington.ca/en/services-for-you/resources/Planning_and_Development/Official_Plan_Review_/Policy_Briefs/OPR_Policy_Brief_-_Road_Allowances_v-Dec_22-14.pdf	

Market and Financial Inputs to Neighbourhood Centres Policy

November 2016

Prepared for:
City of Burlington

By:
coriolis
CONSULTING CORP.

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1.0 Introduction

1.1 Background

The City of Burlington is in the process of establishing new policy which will guide the redevelopment of commercial areas under the Neighbourhood Centre Designation in the Official Plan. The aim is to support the transformation of existing older, low density suburban commercial plazas into higher density, mixed use and transit supportive nodes. Redevelopment of existing commercial plazas will contribute towards the City's intensification objectives and support higher density transit-oriented development.

Coriolis Consulting Corp. was retained to undertake a market assessment and financial analysis to determine the amount and type of new development that should be permitted at Neighbourhood Centres to make redevelopment financially viable and attractive to new developers. This report provides a market and financial assessment of two initial case study sites to explore issues and constraints surrounding redevelopment. These are:

1) Roseland Plaza.

2) Lakeside Plaza.

These Neighbourhood Centres share characteristics with other commercial plazas the City seeks to redevelop across the municipality and will inform policy development for the City as a whole.

1.2 Approach

To understand the amount and type of new development that should be permitted at Neighbourhood Centres which would make redevelopment financially viable and attractive to developers, we:

1. Review the City of Burlington Official Plan, including the draft Neighbourhood Centre Designation provided by the City to understand existing and proposed development guidelines.
2. Review historic and projected development activity for apartment and townhouse units. This allows us to estimate annual unit absorption at the subject sites, which will impact the development horizon of the project.
3. Estimate the current value of the commercial plazas under their existing use. We compare our estimates with appraisals undertaken by local consultants.
4. Produce high level redevelopment concepts for each of the two sites to illustrate the amount and type of development that could be accommodated on the property under low, medium, and high density scenarios.
5. Model the financial performance of the three concepts.
6. Undertake sensitivity analysis, modifying height, unit type, and density to improve financial viability of the development scenarios.
7. Produce two sets of development concepts including a "Base Case" and a "Proposed Parking Standards Case" to assess the impact of reducing existing parking standards to those proposed by the City of Burlington in the Draft Parking Study.
8. Provide policy recommendations which may improve the financial performance of the redevelopment scenarios.
9. Comment on the retail implications of redevelopment.

1.3 Professional Disclaimer

This document may contain estimates and forecasts of future growth and urban development prospects, estimates of the financial performance of possible future urban development projects, opinions regarding the likelihood of approval of development projects, and recommendations regarding development strategy or municipal policy. All such estimates, forecasts, opinions, and recommendations are based in part on forecasts and assumptions regarding population change, economic growth, policy, market conditions, development costs and other variables. The assumptions, estimates, forecasts, opinions, and recommendations are based on interpreting past trends, gauging current conditions, and making judgments about the future. As with all judgments concerning future trends and events, however, there is uncertainty and risk that conditions change or unanticipated circumstances occur such that actual events turn out differently than as anticipated in this document, which is intended to be used as a reasonable indicator of potential outcomes rather than as a precise prediction of future events.

Nothing contained in this report, express or implied, shall confer rights or remedies upon, or create any contractual relationship with, or cause of action in favor of, any third party relying upon this document.

In no event shall Coriolis Consulting Corp. be liable to the City of Burlington or any third party for any indirect, incidental, special, or consequential damages whatsoever, including lost revenues or profits.

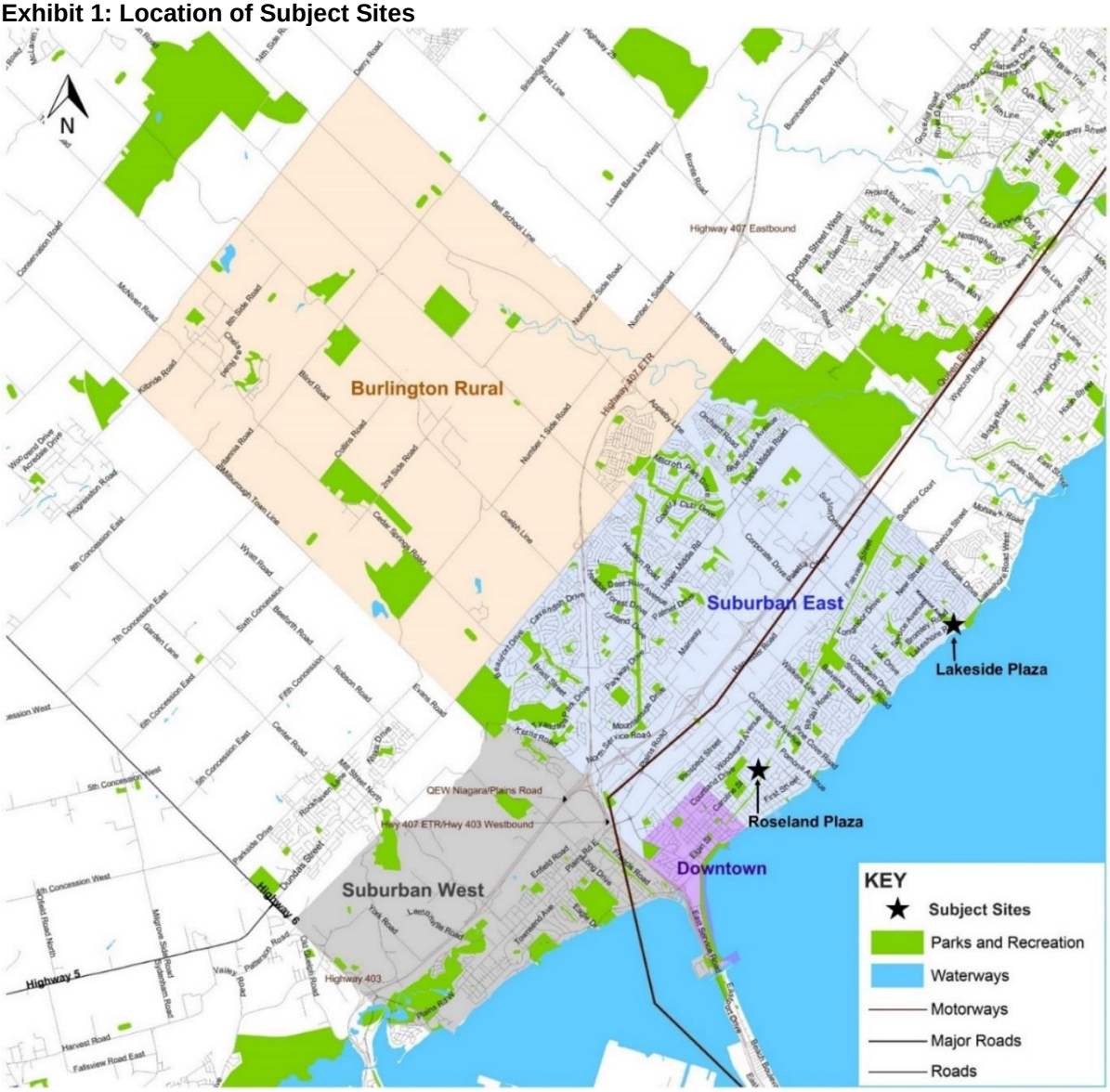
2.0 Subject Sites

The subject sites are in the City of Burlington, within the Regional Municipality of Halton. For the purposes of this study, we have divided the City of Burlington into four sub-areas based on the availability of neighbourhood data provided by CMHC and the characteristics of each area. These sub-areas are shown in Exhibit 1 and are:

1. Suburban East.
2. Suburban West.
3. Burlington Rural.
4. Downtown.

The location of the two subject sites is shown in Exhibit 1. Both are located in the Suburban East sub-area and would be competitive if redeveloped at the same time.

Exhibit 1: Location of Subject Sites

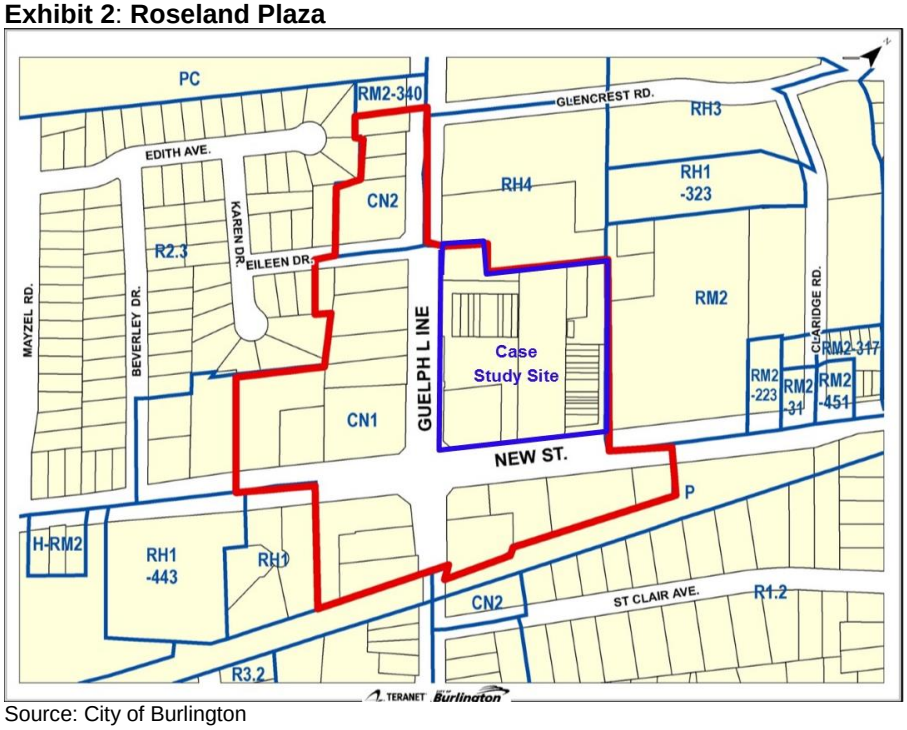


Source: Coriolis Consulting

2.1 Roseland Plaza

The first case study is Roseland Plaza, a 6.9 hectare (17.0 acre) Neighbourhood Centre located 1.8 km east of Downtown Burlington. This Neighbourhood Centre is anchored by Roseland Plaza and is located at the crossroads of Guelph Line and New Street. The area has easy access to Highway 403 and is near Burlington Mall. The area is mostly surrounded by townhouse units and single detached residential units, but there are some high density residential buildings located to the north of the plaza.

Exhibit 2: **Roseland Plaza**



Source: City of Burlington

The analysis in this report focuses on the case study site located on the north-east quadrant of the Neighbourhood Centre, shown in Exhibit 2. Most of the site is occupied by Roseland Plaza, a 69,782 sq. ft. shopping plaza anchored by a 20,000 sq. ft. Shoppers Drug Mart. This site is 2.4 hectares (5.9 acres), and includes Roseland Plaza buildings located at 3005 to 3021 & 3023 New Street, and an animal hospital located at 3001 New Street. The commercial plaza is under strata ownership, and is divided into 24 separate parcels. As of March 30, 2015[1] the commercial plaza had 13 separate owners.

Exhibit 3: 3005 – 2023 New Street

Exhibit 4: 3001 New Street

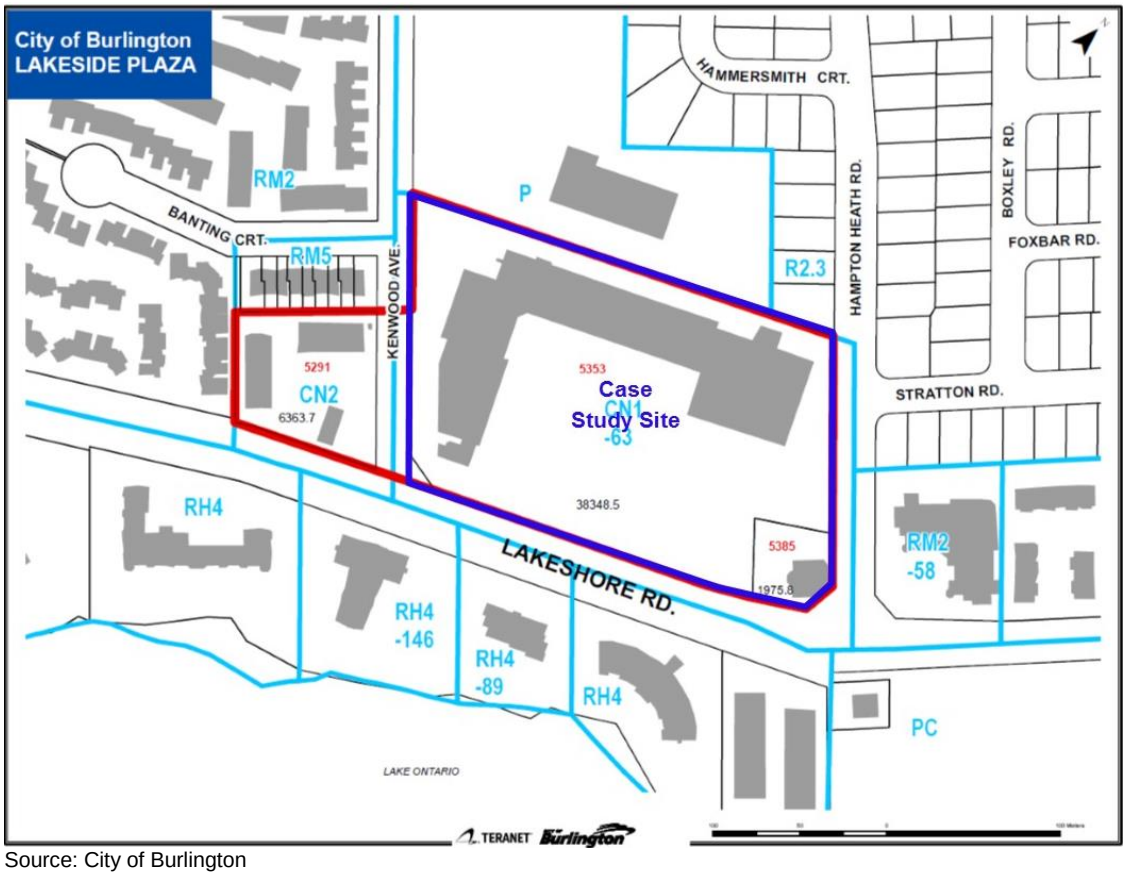
[1] Roseland Plaza. 'Status & Future - Pre-meeting. March 30, 2015.'

2.2 Lakeside Plaza

The second case study is Lakeside Plaza, a Neighbourhood Centre located in East Burlington along Lakeshore Road. The Neighbourhood Centre is comprised of three separate parcels, totaling 4.78 hectares (11.8 acres), and is approximately 7.0 km east of Downtown Burlington. It is in a residential area adjacent to Skyway Park and Burloak Waterfront Park, and is mostly surrounded by townhouse units and detached single family residential units.

The analysis in this report focuses on the case study site at 5353 Lakeshore Road and 5385 Lakeshore Road, with an existing commercial plaza and Scotiabank building. The commercial plaza is an 118,260 sq. ft. neighbourhood-oriented shopping centre anchored by a 35,000 sq. ft. Food Basics grocery store. The case study site totals 4.14 hectares (10.2 Acres).

Exhibit 5: Lakeside Plaza



Source: City of Burlington

Exhibit 6: 5353 Lakeshore Road

Exhibit 7: 5385 Lakeshore Road

3.0 Policy Considerations

In this section, we review high level planning policy to understand intensification objectives for Neighbourhood Centres, and site specific policy to understand development guidelines which should be factored into our case study development concepts.

3.1 High-Level Policy

A review of intensification policy in the Growth Plan for the Greater Golden Horseshoe (Growth Plan) and Burlington's Urban Structure and Intensification Policy provides context for redevelopment objectives at the subject sites.

3.1.1 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe provides a policy framework for allocating population growth across a municipality, including areas which should be the focus of intensification.

The Growth Plan defines intensification as development within the *Built Boundary*[2] and provides specific unit targets which regional governments must achieve[3]. This intensification framework provides the City of Burlington with direction on where to direct growth within the built-up area.

3.1.2 Burlington Urban Structure and Intensification Policy Directions

The City of Burlington has translated the high level policy directions of the Growth Plan into an urban structure and intensification strategy. On July 18, 2016, Council endorsed the Urban Structure and Intensification Policy Directions Report which establishes four areas of intensification:

- Primary Intensification Areas.
- Secondary Intensification Areas.
- Employment Intensification Areas.
- Established Neighbourhood Areas.

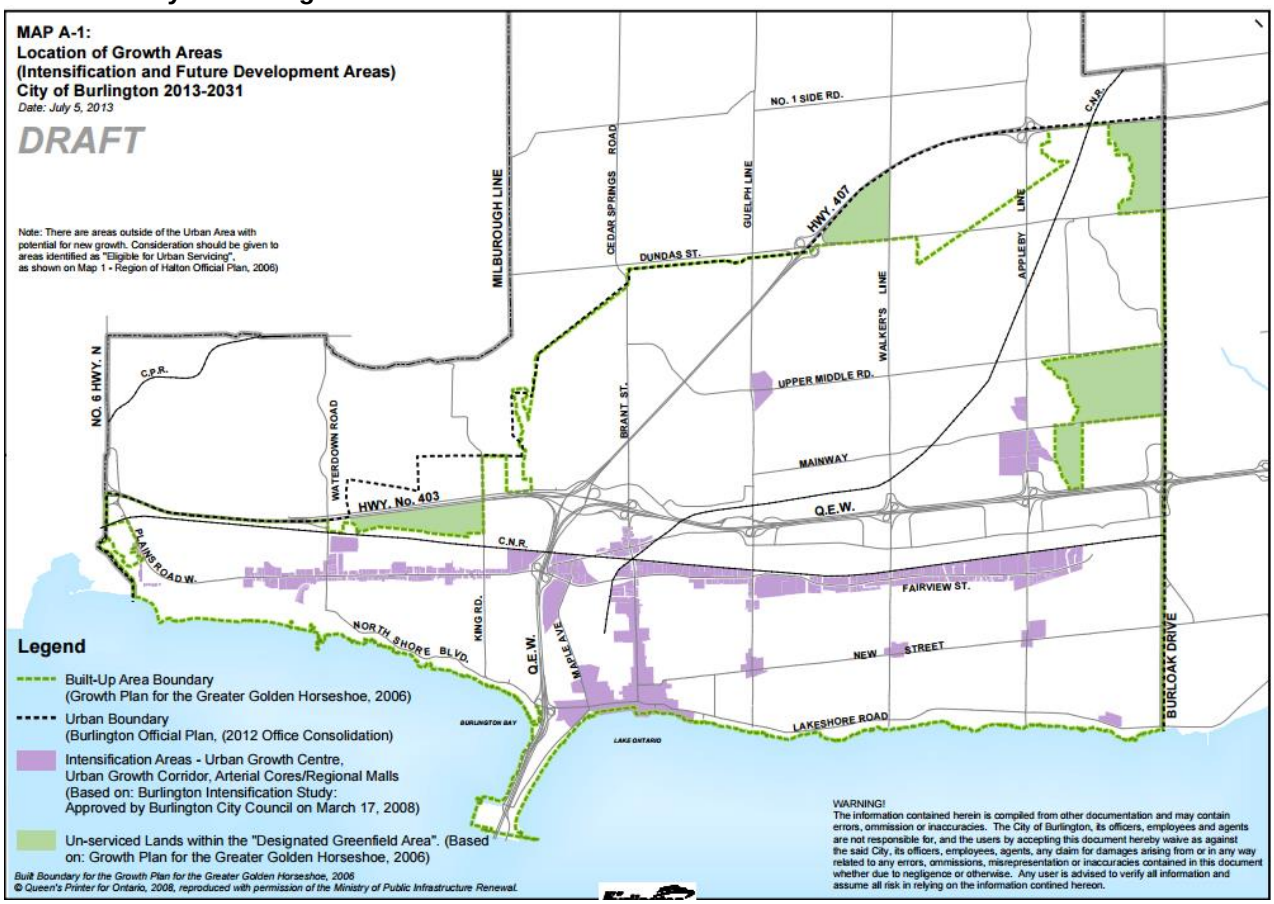
In Burlington, Primary Intensification Areas include:

- Urban Growth Centres.
- Urban Growth Corridors.
- Arterial Cores/Regional Malls (this category includes the subject sites).

These areas are shown in Exhibit 8. To date, most development has occurred within the 'Urban Growth Centre' and along 'Urban Growth Corridors'.

[2] Built boundary established in 2006 which extended across the existing built-up area.
[3] By the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential development occurring annually within each upper- and single-tier municipality will be within the built-up area. (Section 2.2.3)

Exhibit 8: City of Burlington - Location of Growth Areas



Source: City of Burlington

Specific Primary Intensification Areas include:

- Mixed-use areas of the Uptown Urban Centre.
- Aldershot, Burlington and Appleby Mobility Hubs.
- Plains Road/Fairview Street Urban Corridor.
- Brant Street Urban Corridor.
- Aging Neighbourhood Centres located south of the QEW (this category includes the subject sites).

Goals for Primary Intensification Areas include promoting development in under-utilized mixed use and employment areas which have the capacity to support improved transit, accommodating the majority of Growth Plan intensification targets and providing the focus for development of infrastructure and community amenities.

3.2 Site Specific Policy

Site specific development guidelines for each of the subject sites were taken from the existing Official Plan and the draft Neighbourhood Centre Designation policy provided by the City of Burlington.

The Neighbourhood Centres policy contains both high level objectives and more specific physical development guidelines. High level objectives for these areas include retention of existing commercial space and grocery stores, creation of open spaces and public squares, and developing the majority of parking

underground or in structured parking. The goal is to maintain a significant retail presence, but in a more compact form.

Development guidelines which pertain to the sites are summarized in Exhibit 9. Source policy documents include the draft Neighbourhood Centre Designation (NC) and the existing Official Plan (OP). For the purpose of our analysis, some guidelines been factored into the development concept and financial analysis, while height and density guidelines are tested to determine financial viability of redevelopment.

Exhibit 9: Subject Site Specific Policy Guidelines

Guideline	Policy Document	Existing/ Proposed	Policy
Height	NC	Proposed	· Minimum building height shall be two storeys and maximum height shall be six storeys.
		Proposed	· May be terraced to ensure a sense of compatibility with the street.
Frontage	NC	Proposed	· Ground floor of buildings fronting an arterial road, intersection or open space shall consist of retail and service commercial uses.
		Proposed	· Prefer residential buildings with retail and commercial at grade – must be behind buildings with retail and commercial.
		Proposed	· At grade, individual uses shall not be larger than 1,400 square metres (except grocery stores).
Density	NC	Proposed	· Density of neighbourhood centres shall be a minimum of 51 units per hectare.
		Proposed	· Maximum floor area ratio of development of any site shall be 3.5 FAR.
		Proposed	· Density may be increased in a 'primary intensification area' through a site-specific zoning by-law amendment.
		Proposed	· Retail and Service Commercial uses up to a max size of 2,800 square metres.
Retail Presence	NC	Proposed	· No significant reduction in retail and service commercial floor area.
Parking	NC	Proposed	· Reduction of surface parking lots.
	OP	Existing	· 1.6 space per one bedroom.
		Existing	· 1.8 space per two bedroom.
		Existing	· 1 space for ever 5.25m2 of commercial area.
Open Space	NC	Proposed	· Open amenity space encouraged.

Source: City of Burlington

4.0 Multi-Family Housing Development Forecast

To estimate the development horizon of each Neighbourhood Centre, we review historic population and household trends by sub-area in the City of Burlington and forecast housing development by unit type. This allows us to estimate the share which could be captured at either subject site.

Our forecast of housing development by unit type includes the following steps:

1. Review historic and projected population and household growth in Burlington based on Statistics Canada data and information contained in the City of Burlington 2014 Development Charge Background Study (DCBS).
2. Review historic development trends by housing type (townhouse & apartment) and sub-area. Historic building permit and CMHC housing start data is calculated by unit type for the following sub-areas:1) Suburban East 2) Suburban West 3) Downtown and 4) Rural Burlington.
3. Calculate units in the approvals process by sub-area.
4. Forecast housing development by unit type for the municipality between 2016 and 2026. Determine supply of units in the approvals process in years.
5. Estimate the share of housing development which could be captured in the Suburban East sub-area between 2016 and 2026.

4.1 Population and Household Growth

4.1.1 Historic Population and Household Growth

Exhibit 10 summarizes historic population growth in the City of Burlington from 2006 to 2014. The population increased by a total of 14,620 residents between 2006 and 2014, or an average annual increment of 1,830 residents per year.

Exhibit 10 also summarizes historic annual growth rates in the City. The average annual growth rate between 2006 and 2014 was 1.07%. However, the growth rate decreased over the 2006 to 2014 period, falling from 1.35% per year between 2006 and 2011, to 0.61% per year between 2011 and 2014.

Exhibit 10: Burlington Population Growth – 2006 - 2014

	2006	2011	2014*	Avg. Annual % 2006 – 2011	Avg. Annual % 2011 - 2014	Avg. Annual % 2006 - 2014
Population	164,415	175,779	179,035	1.35%	0.61%	1.07%

Source: Statistics Canada, *City of Burlington Development Charge Background Study

Average annual household growth has also fallen in Burlington over the 2006 to 2014 period (Exhibit 11). There was an average household growth increment of 1,105 households per year between 2006 and 2011. This decreased to average annual household growth of 772 per year between 2011 and 2014. Overall average household growth was 980 per year between 2006 and 2014.

Exhibit 11: **Burlington Household Growth – 2006 - 2014**

	2006	2011	2014*	Avg. Annual 2006 - 2011	Avg. Annual 2011 - 2014	Avg. Annual 2006 - 2014
Households	63,255	68,780	71,095	1,105	772	980

Source: Statistics Canada, *City of Burlington Development Charge Background Study

4.1.2 Projected Population and Household Growth

Exhibit 12 summarizes projected population growth in the City of Burlington from 2014 to 2031. These are based on the 2014 City of Burlington Development Charge Background Study estimates, which are the most recent population estimates available for the municipality.

The population is anticipated to increase by a total of 7,130 residents between 2014 and 2031, or an average annual increment of 420 residents per year.

Exhibit 12: City of Burlington Projected Population Growth - 2014 - 2031

	2014	2024	2031	Avg. Annual % 2014 - 2024	Avg. Annual % 2024 - 2031
Population	179,035	183,357	186,169	0.24% per year	0.22% per year

Source: City of Burlington 2014 Development Charge Background Study

Exhibit 13 shows household growth is anticipated to average 575 units per year from 2014 to 2024 and 532 units per year from 2024 to 2031. The low population growth relative to household growth is a reflection of declining persons per unit (PPU) across the municipality.

Exhibit 13: City of Burlington Projected Household Growth – 2014 - 2031

	2014	2024	2031	Avg. Annual 2014 - 2024	Avg. Annual 2024 - 2031
Households	71,095	76,848	80,575	575 per year	532 per year

Source: City of Burlington 2014 Development Charge Background Study

4.2 Residential Development

4.2.1 Housing Development by Housing Type

Exhibit 14 summarizes CMHC housing start data for Burlington between 2006 and 2016[4]. CMHC data indicates there were an average of 765 housing starts annually between 2006 and 2016.

Exhibit 14: Historic Annual Housing Starts in Burlington – 2006 - 2016

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	YTD 2016	Avg 2006 - 2016	Avg 2010 - 2016	% 2006 - 2016	% 2010 - 2016
Single Family Dwellings	358	510	511	141	293	354	144	90	95	79	28	244	163	32%	26%
Semi-Detached Units	102	66	100	120	180	4	2	14	0	4	0	56	31	7%	5%
Townhouse Units	403	345	257	80	183	78	165	163	96	43	0	170	109	22%	17%
Apartment Units	108	88	374	354	435	150	338	547	120	333	302	295	334	39%	52%
Total	**971**	**1,009**	**1,242**	**695**	**1,091**	**586**	**649**	**814**	**311**	**459**	**330**	**765**	**637**	**100%**	**100%**

Source: CMHC

Apartment units accounted for 39% of housing starts in the City between 2006 and 2016, or an average of 295 units per year. This increased to 52% of housing starts between 2010 and 2016, or an average of 334 units per year. Townhouse units accounted for 22% of annual housing starts in the City between 2006 and 2016, or an average of 170 units per year. This decreased to 17% of housing starts between 2010 and 2016, or an average of 109 units per year.

[4] CMHC Figures for YTD 2016 is up to September 2016

4.2.2 Apartment Development Trends

CMHC Housing Starts

Exhibit 15 summarizes apartment housing starts by sub-area from 2010 to 2016. Overall, there was an average of 334 apartment starts per year between 2010 and 2016 in the City of Burlington. The Suburban East sub-area accounted for the bulk of these starts, with 55% of apartment starts, or 184 units per year.

Exhibit 15: Apartment Housing Starts by Sub-Area – 2010 - 2016

	2010	2011	2012	2013	2014	2015	YTD 2016	Avg 2010 - 2016	% 2010 - 2016
Suburban East	188	0	213	240	78	205	302	184	55%
Suburban West	247	150	0	192	42	128	0	114	34%
Downtown	0	0	125	115	0	0	0	36	11%
Rural	0	0	0	0	0	0	1	0	0%
Total	**435**	**150**	**338**	**547**	**120**	**333**	**303**	**334**	**100%**

Source: CMHC Housing Market Portal

Building Permit Data

The City of Burlington provided building permit data for apartment projects since 2006 (Exhibit 16). On average, there were building permits drawn for 283 apartment units on an annual basis over the 9 year period.

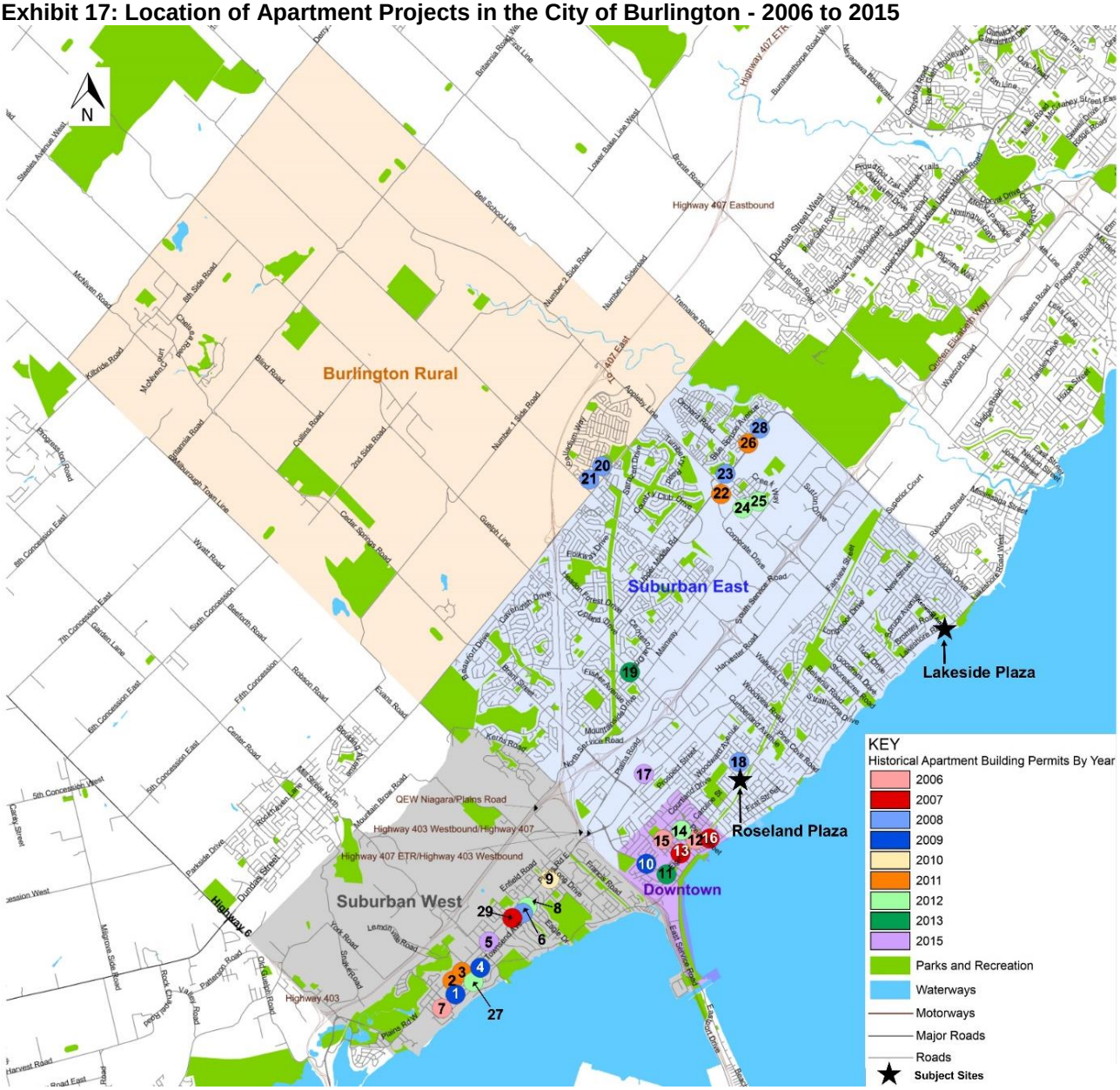
Exhibit 16: Annual Apartment Building Permit Data in Burlington – 2006 - 2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Avg. 2006 -15	Avg. 2010 -15
Apartment Building Permits	126	123	508	550	65	498	549	193	0	215	283	253

Source: City of Burlington

The location of each project is shown in Exhibit 17. Details about each project can be found in Table 1 in Appendix A.

Exhibit 17: Location of Apartment Projects in the City of Burlington - 2006 to 2015



Source: City of Burlington, Coriolis Consulting

Exhibit 18 summarizes apartment building permit data by sub-area. There was an average of 123 apartment unit building permits drawn on an annual basis in the Suburban East sub-area, or 43% of all apartment units over the 2006 to 2015 period.

Exhibit 18: Apartment Building Permits by Sub-Area – 2006 - 2015

Subarea	Total Number of Units 2006 - 2015	Average Annual Units	% of Units 2006 - 2015
Suburban East	1,106	123	43%
Suburban West	969	108	38%
Downtown	528	59	20%
Rural	224	25	9%
Total	**2,827**	**283**	**100%**

Source: City of Burlington

4.2.2.1 Implications

The two data sources, CMHC Housing Start data and City of Burlington Building Permit data, indicate annual apartment unit development in the City of Burlington has averaged between 283 to 334 units per year since 2006, with the Suburban East sub-area capturing between 43% and 55% of annual City-wide apartment unit development.

4.2.3 Townhouse Development Trends

CMHC Housing Starts

Exhibit 19 summarizes townhouse housing start data by sub-area between 2010 and 2016. Overall, there were an average of 104 townhouse starts between 2010 and 2016 in the City of Burlington. The Suburban East sub-area accounted for the bulk of these starts, with 75% of total starts, or 78 units per year.

Exhibit 19: Townhouse Housing Starts by Sub-Area – 2010 - 2016

	2010	2011	2012	2013	2014	2015	YTD 2016	Avg 2010 - 2016	% 2010 - 2016
Suburban East	111	78	165	98	66	25	0	78	75%
Suburban West	0	0	0	57	0	18	0	11	10%
Downtown	0	0	0	8	30	0	0	5	5%
Rural	72	0	0	0	0	0	0	10	10%
Total	**183**	**78**	**165**	**163**	**96**	**43**	**0**	**104**	**100%**

Source: CMHC

Building Permit Data

The City of Burlington provided building permit data for townhouse development. On average, there were building permits drawn for 108 townhouse units on an annual basis between 2009 and 2015.

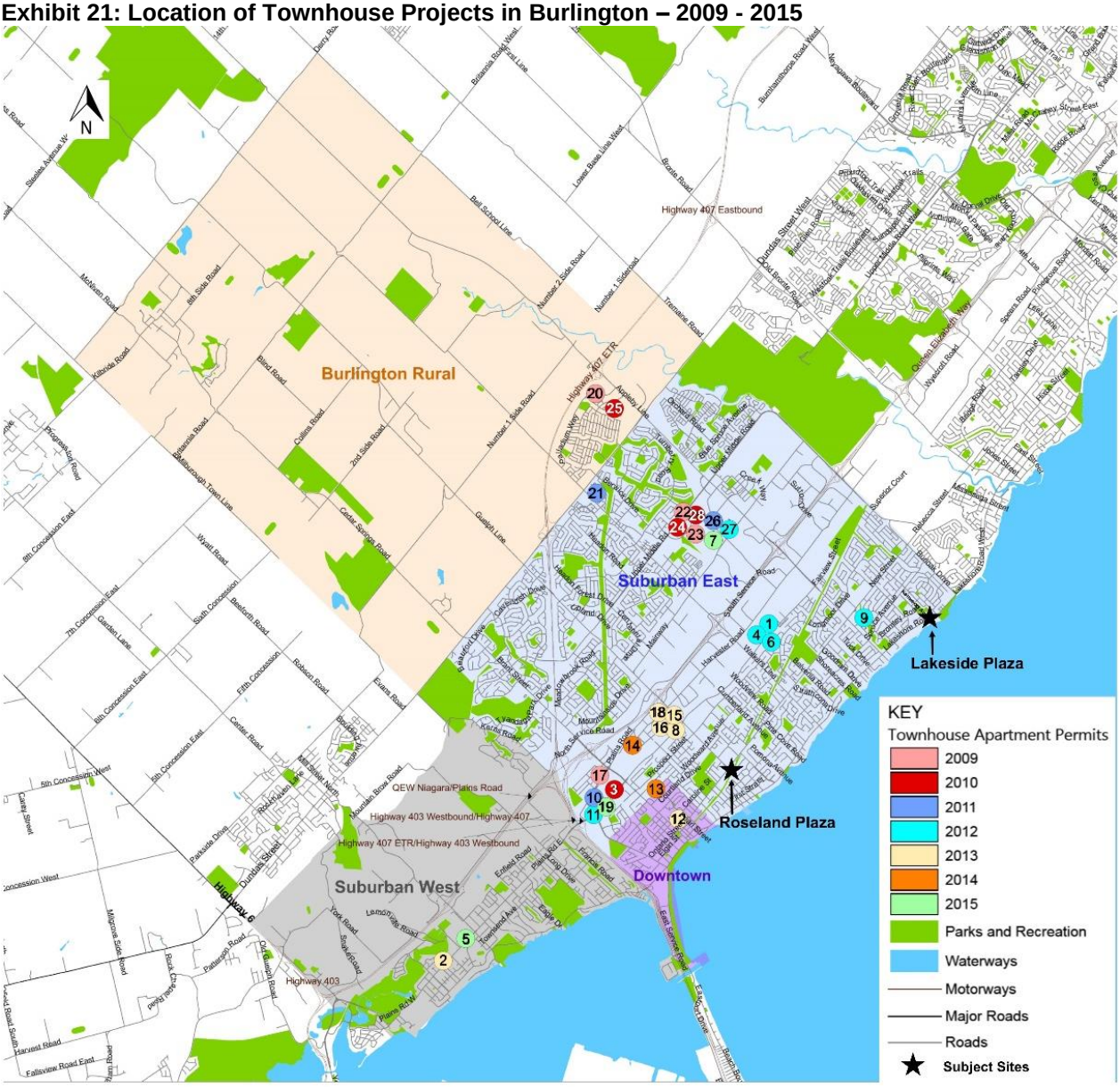
Exhibit 20: Annual Townhouse Building Permit Data in Burlington – 2009 - 2015

	2009	2010	2011	2012	2013	2014	2015	Average 2009 - 2015
Townhouse Building Permits	69	153	125	179	117	46	79	108

Source: City of Burlington

The location of each project is shown in Exhibit 21 with details regarding each project provided in Table 2 in Appendix A.

Exhibit 21: Location of Townhouse Projects in Burlington – 2009 - 2015



Source: City of Burlington, Coriolis Consulting

Exhibit 22 summarizes townhouse building permit data by sub-area. There were an average of 82 townhouse unit building permits drawn on an annual basis in the Suburban East sub-area between 2009 and 2015, or 75% of total units.

Exhibit 22: Townhouse Building Permits by Sub-Area – 2009 – 2015

Subarea	Total Number of Units 2009 - 2015	Average Annual Units	% of Units 2009 - 2015
Suburban East	572	82	75%
Suburban West	104	15	14%
Downtown	0	0	0%
Rural	82	12	11%
Total	**758**	**108**	**100%**

Source: City of Burlington

4.2.3.1 Implications

The two data sources, CMHC Housing Start data and City of Burlington Building Permit data, indicate annual townhouse development in the City of Burlington has averaged between 100 to 110 units since 2009, with the Suburban East sub-area capturing about 75% of this development.

4.3 Residential Projects in the Approvals Process

4.3.1 Apartment Projects in the Approvals Process

There were 2,091 apartment units in the approvals process in the City of Burlington as of April 2016. The Suburban East sub-area accounts for 496 units, or 24% of the total.

Exhibit 23: Apartment Units in the Approvals Process by Sub-Area – April 2016

	Suburban East	Suburban West	Downtown	Rural	Total
Units in Approvals Process	496	487	1,108	0	2,091
% of Planned Units	24%	23%	53%	0%	100%

Source: City of Burlington

The location of each project is shown in Exhibit 24, with details regarding each project provided in Table 3 in Appendix A.

Exhibit 24: City of Burlington Apartment Projects in Approvals Process – April 2016

Source: Coriolis Consulting

4.3.2 Townhouse Projects in the Approvals Process

There were 1,058 townhouse units in the approvals process in the City of Burlington as of April 2016. The Suburban East sub-area accounts for 83 of these units, or 8% of the total. The Suburban West sub-area accounts for the bulk of units in the approvals process. However, these are concentrated in the 1663 Waterdown Road project, which has 624 units proposed.

Exhibit 25: Townhouse Units in the Approvals Process by Sub-Area – April 2016

	Suburban East	Suburban West	Downtown	Rural	Total
Units in Approvals Process	83	975	-	-	1,058
% of Units in Approvals Process	8%	92%	0%	0%	100%

Source: City of Burlington

The location of each project is shown in Exhibit 26 with details regarding each project provided in Table 4 in Appendix A.

Exhibit 26: City of Burlington Apartment Projects in Approvals Process – April 2016

Source: City of Burlington, Coriolis Consulting

4.4 Housing Forecast

4.4.1 Annual Housing Growth Forecast

To estimate annual housing growth in the City of Burlington from 2016 to 2026, we considered the following:

- Average annual housing starts were 637 from 2010 to 2016 based on CMHC data.
- However, the City of Burlington's 2014 Development Charge Background Study shows recent trends reflect higher household growth[5] at 775 households per year between 2011 and 2014.
- Longer historic growth trends show household growth averaged 980 households per year between 2006 and 2014.
- Household growth projections in the City of Burlington Development Charge Background Study (DCBS) indicate household growth will fall to an average rate of 575 households per year from 2014 to 2024. While the rate of household growth is decreasing, recent trends show the decline may be occurring at a less rapid rate than anticipated by the DCBS.

Overall, we estimate total annual housing growth will range from a low of 625 units per year to a high of 775 units per year between 2016 and 2026.

Exhibit 27: City of Burlington Housing Forecast - 2016 - 2026

	Annual Housing Growth 2016 - 2026
Lower Growth	625
Higher Growth	775

Source: Coriolis Consulting

4.4.2 Housing Forecast by Type

We project housing development by type in the study area from 2016 to 2026 based on historic trends by unit type. Exhibit 28 summarizes our total annual average housing unit development forecast from 2016 to 2026.

Exhibit 28: City of Burlington Housing Forecast by Type - 2016 – 2026

Lower Growth Scenario	2016 - 2026 (%)	Annual Housing Growth 2016 – 2026
Single and Semi Detached Dwellings	30%	187
Townhouse Units	20%	125
Apartment Units	50%	313
Housing Growth	**100%**	**625**
Higher Growth Scenario	2016 - 2026 (%)	Annual Housing Growth 2016 - 2026
Single and Semi Detached Dwellings	25%	194
Townhouse Units	20%	155
Apartment Units	55%	426
Housing Growth	**100%**	**775**

Source: Coriolis

[5] In this analysis, we assume household growth closely approximates housing development.

We project that townhouse development will range from 125 to 155 units per year between 2016 and 2026. There are currently 1,058 townhouse units in the approvals process, which represents 7 to 8.5 years of supply.

We project that apartment development will range from 313 to 426 units per year between 2016 and 2026. There are currently 2,091 apartment units in the approvals process, which represents 5 to 5.5 years of supply.

4.4.3 Suburban East Apartment Market Share

Based on historic development trends in the City of Burlington, we expect the Suburban East sub-area to capture a 55% share of the annual apartment market in Burlington. Trends show the share of apartment development captured in the Suburban East sub-area has been increasing since 2006, from 43% over the 2006 to 2016 period, to 55% over the 2010 to 2015 period (Section 4.2). A 55% share of the apartment market translates into projected apartment unit development of 170 to 235 units per year.

Exhibit 29: Suburban East Sub-Area Apartment Market Share

Scenario	Annual Apartment Development (Units)	Suburban East Market Capture Rate	Suburban East Market (Units)
Lower Growth	313	55%	170
Higher Growth	426	55%	235

Source: Coriolis Consulting

4.4.4 Suburban East Townhouse Market Share

Based on historic townhouse development trends in the City of Burlington, we expect the Suburban East sub-area to capture a 75% share of the annual townhouse market. Trends show the share of townhouse development captured in the Suburban East sub-area has been around 75% over the 2006 to 2016 period (Section 4.2). This translates into projected townhouse unit development of 90 to 115 units per year.

Exhibit 30: Suburban East Sub-Area Townhouse Market Share

Scenario	Annual Townhouse Development (Units)	Suburban East Market Capture Rate	Suburban East Market (Units)
Lower Growth	125	75%	90
Higher Growth	155	75%	115

Source: Coriolis Consulting

5.0 Financial Analysis Approach and Assumptions

5.1 Approach

The approach we use for the financial analysis of the case studies has the following main steps:

1. We estimate the value of the site in its current use as a shopping centre.
2. We define three redevelopment scenarios for each site: a low, medium, and high density scenario.
3. We establish an assumption about the likely pace of absorption of new units for each scenario, as this will affect the length of the development period, assumptions about revenues, costs and other variables.
4. We model the financial performance of the redevelopment scenarios to see if they support sufficient land value and profit to enable a developer to acquire the site, demolish the existing improvements and implement the redevelopment concept.
5. We undertake sensitivity analysis, modifying height, unit type, and density to improve the financial viability of the development scenarios.
6. We present two cases, a “Base Case” which uses existing parking standards from the Official Plan and a “Proposed Parking Standards Case” in which the same density is used, but with the reduced parking standards contemplated in the City of Burlington Draft Parking Study.
7. We assume that in each development concept, the developer sells zoned, subdivided, serviced, development-ready parcels to developers of residential or mixed use projects.

This section sets out the main assumptions that are common to both case studies.

5.2 Development Scenario Assumptions

We initially established one low, medium, and high density development scenario for each case study site.

The low density scenario was characterized by a maximum building height of 4 storeys. The concept included parcels for lowrise woodframe residential and mixed use buildings, along with parcels allocated for townhouse development.

The medium density scenario was characterized by a maximum building height of 6 storeys across the site, with parcels allocated for lowrise woodframe residential buildings, mixed use buildings and townhouse development.

The high density scenario included a maximum building height of 12 storeys across the site, with parcels allocated for midrise concrete residential buildings, and mixed use buildings with a commercial podium and residential towers above. The concept also included parcels allocated for townhouse development.

Development scenarios include a 5% allocation for parkland and 30% allocation for roads. All three scenarios account for full replacement of commercial space in mixed use buildings. A high level schematic concept was sketched for each scenario to test feasibility.

A financial assessment of the three concepts showed none of the scenarios were financially viable. We began a sensitivity analysis to improve the financial performance of each scenario.

Since townhouse development was not significantly contributing to the land value at each case study site, it was removed and replaced with lowrise and midrise residential buildings. This improved the financial

performance of each scenario. However, the medium density scenario remained the only concept that was close to financially viable.

Draft Neighbourhood Centre guidelines indicate the majority of parking is to be included underground. High parking standards for residential and commercial space, and a high cost for each underground parking spot, generated a significant financial cost. We established a second set of scenarios using the reduced parking standards proposed by the City of Burlington's Draft Parking Study. The first set of scenarios is the "Base Case", while the second set of scenarios with reduced parking standards is the "Proposed Parking Standards Case".

The financial performance of each scenario improved significantly. However, the medium density scenario remained the only financially viable option with a significant margin. This could be problematic due to the reliance on six storey woodframe construction which does not have a long history in Ontario.

However, the low density scenario, which uses four storey woodframe construction, was close to financial viability. In order to increase densities in the low density scenario, while maintaining reliance on a more market tested form of construction, we increased the maximum building height to five storeys. For mixed use buildings this would allow one storey of commercial concrete construction at grade level and four storeys of woodframe construction above.

The final Base Case and Proposed Parking Standards Case for Roseland and Lakeside Plaza includes a low density scenario with a maximum of five storeys and no townhouses, a medium density scenario with a maximum of six storeys and no townhouses and a high density scenario with a maximum of twelve storeys and no townhouses.

5.3 Financial Model Assumptions

The two components of the financial analysis are the "Residual Land Value Model" and the "Land Development Model". Standard assumptions used in both models are reviewed in this section.

The "Residual Land Value Model" estimates what a developer will pay for a zoned, serviced, subdivided development-ready parcel at each case study site and is a product of the type of building the property is zoned for.

The "Land Development Model" determines the land value of the entire case study site from the perspective of the land developer. It considers revenues from parcel sales and the cost to develop infrastructure and roads which will service each of the building parcels.

5.3.1 Residual Land Value Assumptions

Development parcel sale revenues at the case study sites are based on a land residual analysis for individual building types. We estimate land values for each of the following buildings:

- Strata townhouse with private garage parking.
- Lowrise woodframe residential (4 storeys).
- Midrise woodframe residential (5 - 6 storeys).
- Midrise concrete residential (Up to 12 storeys).
- Retail as a component of residential mixed use buildings.

Land values are determined for each building type for both the Base Case and Proposed Parking Standards Case. The first set of land values factors in existing parking standards and the second set of land values factors in proposed parking standards.

Detailed assumptions are included in the residual land value analysis in Appendix B.

Key assumptions are as follows:

1. Revenue.

a) Strata residential prices are based on market averages, with examples found in Tables 5 and 6 in Appendix A. Based on available prices for units currently marketing in the City of Burlington, we assume the same average prices per sq. ft. are achievable in both locations (Exhibit 31).
b) Storage lockers are available for $3,500 per locker.
c) Retail lease rates are assumed to be $27.50 per sq. ft. (triple net) based on market averages[6].
d) Retail cap rates are set to 5.75% based on the CBRE Retail Neighbourhood/Community Centre cap rate report[7].
e) A vacancy allowance of 4.4% based on the CBRE Canada Retail Q1 2016 Market Report.

Exhibit 31: Average Strata Residential Unit Prices Per Sq. Ft. Used in Analysis

	Lowrise Woodframe Apartments	Midrise Concrete Apartments
Average Price Per Sq. Ft.	$475	$550

Source: Coriolis Consulting

2. Parking

Base Case

Current parking standards in the Base Case are summarized in Exhibit 32. Residential units currently require between 1.25 and 1.75 spaces per unit, including 0.35 spaces for visitors. Commercial areas require 5 spaces for every 100 metres of floorspace.

Exhibit 32: Base Case - Parking Assumptions

Use		Parking Spaces Required
Apartment	*One bedroom unit*	1.25
	Two bedroom unit	1.5
	Three bedroom unit	1.75
	Visitor space	0.35
Commercial		5 per 100 square metres

Source: City of Burlington Official Plan

Proposed Parking Standards Case

Parking standards in the Proposed Parking Case are summarized in Exhibit 33. In the Draft Parking Study currently contemplated by the City of Burlington, proposed parking requirements are between 1.0 and 1.5 spaces per residential unit and between 0 and 0.2 visitor spaces per unit. We have assumed 1.0 space per residential unit and 0.2 visitor spaces in the analysis. Commercial areas will require 3.5 spaces for every 100 square metres.

[6] Based on the high end of the range for older space found in the City of Burlington.
[7] CBRE – 2016 Q3 Canadian Cap Rates and Investment Highlights. Neighbourhood Retail Cap Rates.

Exhibit 33: Proposed Parking Standards - Parking Assumptions

Use		Parking Spaces Required
Apartment	*Per Unit*	1.0
	Visitor space	0.2
Commercial		3.5 per 100 square metres

Source: City of Burlington Draft Parking Study

3. Construction Costs.

a) Hard construction costs of $130 per sq. ft. for 4 storey woodframe residential floorspace based on the 2016 BTY and Altus Cost Guide.
b) Hard construction costs of $140 per sq. ft. for 5-6 storey woodframe residential floorspace based on the 2016 BTY and Altus Cost Guide.
c) Hard construction costs of $220 per sq. ft. for 7-12 storey concrete residential floorspace based on the 2016 BTY and Altus Cost Guide.
d) Hard construction costs of $210 per sq. ft. for ground floor commercial space based on the 2016 BTY and Altus Cost Guide.
e) Hard construction costs of $87.50 per sq. ft. for underground parking assuming an average parking space of 400 sq. ft. including circulating space. This equates to $35,000 per underground parking space.
f) Soft costs of 9% on hard costs are included for building permits and professional fees (e.g. architectural work, engineering).
g) Project management costs of 3.0% of hard costs.
h) Contingency of 3.5% on hard and soft costs.

4. Land Values

Revenue, parking and construction assumptions produce the following residual land values per buildable square foot for each building type. It is assumed that these parcels are zoned and serviced.

Base Case

- $45 per square foot buildable for townhouse floorspace.
- $75 per square foot buildable for woodframe apartment floorspace (4 storeys).
- $60 per square foot buildable for woodframe apartment floorspace (5 to 6 storeys).
- $20 per square foot buildable for concrete apartment floorspace (7 to 12 storeys).
- -$60 per square foot buildable for commercial floorspace.
- Land values are escalated at 2.5% per year.

Commercial floorspace is producing a negative land value because of the high construction costs associated with underground parking.

Proposed Parking Standards

- $45 per square foot buildable for townhouse floorspace.
- $90 per square foot buildable for woodframe apartment floorspace (4 storeys).
- $80 per square foot buildable for woodframe apartment floorspace (5 to 6 storeys).
- $35 per square foot buildable for concrete apartment floorspace (7 to 12 storeys).
- $10 per square foot buildable for commercial floorspace.
- Land values are escalated at 2.5% per year.

It should also be noted that these are average values for development parcels included in the concepts. Some parcels may achieve slightly higher values (such as parcels with lake views) and some may achieve slightly lower values.

5.3.2 Land Development Model Assumptions

Land development model assumptions are outlined below. The detailed land development models can be found in Appendix C.

1. Construction Costs.

a) No costs associated with rezoning, land assembly or breaking leases. Less than one year to get zoning approval.
b) Off-site costs of $1,500 per lineal metre of frontage.
c) On-site costs of $3,500 per lineal meter of roadway.
d) Demolition costs of $5 per square foot of existing floorspace.
e) Hazmat/remediation costs of $5 per square foot of existing floorspace.
f) Commissions on land sales are set at 2% of gross sales revenues.
g) Property taxes start at $219,996 per year for Roseland Plaza and $475,210 per year at Lakeside Plaza and decline as parcels are sold.
h) A 10% contingency allowance is included on construction costs.
i) Soft costs/professional fees (permits, design, engineering, survey, legal) are assumed to total about 15% of construction and servicing (water, sewer, storm) costs.
j) Interim construction financing is charged at 5% on each year's development costs.
k) Costs are escalated at 2.5% per year.
l) Standard development charges and no off-site infrastructure funding requirements or front ending agreements are required.
m) No soil remediation or unusual geotechnical engineering costs.

2. Land Development Profit Allowance. To estimate the supportable land value for each scenario, we set the land developer's profit margin allowance to 15% of land development costs, which is the low end of the range typically targeted by private developers for a project of this scale and complexity. We assume that the developer will not be able to collect income from any existing buildings once development commences.

3. Revenue. It is assumed that sales prices are escalated at the same rate as costs at 2.5% per year.

5.4 Potential Residential Unit Absorption at Subject Sites

5.4.1 Apartment Absorption at Subject Sites

There are currently 496 apartment units in the approvals process in two projects in the Suburban East sub-area. Based on estimated absorption of 170 to 235 units per year in the Suburban East sub-area (Section 4.4.3), the supply of units will be absorbed sometime in 2019.

We are unable to provide a detailed absorption forecast for the case study sites since we do not know when the redevelopment of either Neighbourhood Centre will occur. However, we assume that the current supply

of units will be absorbed by the time the project begins marketing. Given we do not know the competitive context in which either project will operate, we provide an estimate based on the scale of the project and size of the market. We estimate that either Lakeside or Roseland Plaza could capture 50% of overall apartment demand in the Suburban East sub-area. This translates into 85 to 115 units on an annual basis.

In the site redevelopment model, we have assumed that units will be absorbed at a rate of 100 units per year. For Roseland Plaza, this rate of absorption translates into parcels sold over 4 to 10 years depending on the scenario. For Lakeside Plaza, this rate of absorption translates into parcels sold over 7 to 14 years depending on the scenario.

5.4.2 Townhouse Absorption at Subject Sites

There are currently 83 apartment units in the approvals process in the Suburban East sub-area, which represents less than one year of supply based on absorption of 90 and 115 townhouse units per year. We also estimate either Lakeside or Roseland Plaza could capture 50% of annual demand, or 50 units per year. As outlined in Section 5.2, townhouses will not be included in the analysis.

6.0 Roseland Plaza

6.1 Existing Value

We examined these indicators of the existing value of the Roseland Plaza case study site:

a) The current assessed value.
b) Appraisal provided by Antec Appraisals.
c) Value using the income approach.

Assessment Value

The Municipal Property Assessment Corporation (MPAC) 2016 assessed value for the case study site is $11,853,000. This value is derived from the sum of the 24 individual commercial strata parcels which comprise the site. The complete list of addresses and associated property assessments is in Table 7 in Appendix A.

Exhibit 34: MPAC Assessed Value (2016) - Roseland Plaza

	Roseland Plaza
Assessed Value	$11,853,000

Source: MPAC

Antec Appraisal

Antec Appraisal provided a low and high valuation estimate for the Roseland Plaza site. The low estimate appraises the property at $21,429,600, while the high estimate appraises the property at $28,472,800. These estimates are based on a comparable sales approach of similar properties in the region, which range from $350 to $450 per square foot of existing floor area.

Exhibit 35: Antec Appraisal High and Low Valuation Estimates (2016) – Roseland Plaza

	Low	High
Appraisal Value	$21,429,600	$28,472,800

Source: Antec Appraisals

Income Approach

We used the income approach to calculate the existing value of the site. Key assumptions include:

Lease Rates. Rents are based on average market rents for neighbourhood retail space in the Roseland Plaza area and are summarized in Exhibit 36.

Exhibit 36: Market Lease Rate Assumptions (2016) – Roseland Plaza

	Anchor Rate (Per Sq. Ft.)	CRU Rate (Per Sq. Ft.)
Market Lease Rates	$15	$18

Source: Coriolis Consulting

Retail Cap Rates. Cap rates are set to 5.75% based on the Q3 2016 - CBRE Canadian Cap Rates Report.

Vacancy Allowance. A vacancy allowance of 4.4% is used based on the CBRE Canada Retail Q1 2016 Market Report.

Capitalizing the annual net operating income produces a land value of $19.9 million.

Exhibit 37: Estimated Existing Land Value of Roseland Plaza (2016)

	Roseland Plaza
Income Approach	$19,900,000

Source: Coriolis Consulting

Implications

We have used the low end of the appraisal range provided by Antec Appraisals, as it aligns with the value generated by the income approach.

Exhibit 38: Current Site Value used in Analysis for Roseland Plaza

	Roseland Plaza
Current Site Value	$21,400,000

Source: Coriolis Consulting

6.2 Roseland Plaza Redevelopment Scenarios – Base Case

In the Base Case assessment, we tested three redevelopment scenarios for Roseland Plaza. In all scenarios, we assume that all existing commercial space is replaced in the redevelopment. We assume that 5% of the site will be designated for parkland/open space and an additional 30% of the site will be designated for on-site roads and infrastructure. Schematic drawings of the site development verified the feasibility of the assumptions of each scenario at a high level.

Initial concepts included townhouse units. However, this form of development did not significantly contribute to land value and was removed from the analysis (Section 5.2).

a) Low Density Scenario.

- The low density scenario is comprised of three 5-storey mixed use buildings and four 4-storey residential buildings. Mixed use buildings have a concrete commercial base and four storeys of residential woodframe construction above grade. The residential only buildings are entirely woodframe construction.
- Three buildings are mixed use buildings, with concrete commercial at grade level totaling 25,200 sq. ft. and four storeys of woodframe residential. These buildings total 100,800 sq. ft. each.
- Four buildings are residential only with a base of 8,400 sq. ft. and a total area of 33,600 sq. ft. each.
- The low density scenario requires a total of 1,100 parking spaces, of which 977 spaces are underground and 123 spaces are surface level.

b) Medium Density Scenario.

- The medium density scenario is comprised of seven 6-storey residential and mixed use buildings. Mixed use buildings have a concrete commercial base and five storeys of residential woodframe construction. The residential only buildings are entirely woodframe construction.
- Three buildings are mixed use buildings, with concrete commercial at grade level totaling 25,200 sq. ft. and five storeys of woodframe residential. These buildings total 126,000 sq. ft. each.
- Four buildings are woodframe residential use only with a base of 8,400 sq. ft. and a total area of 50,400 sq. ft. each.
- The medium density scenario requires a total of 1,339 parking spaces, of which 1,216 spaces are underground and 123 spaces are surface level.

c) High Density Scenario.

- The high density scenario is comprised of seven residential and mixed use buildings. All buildings are concrete construction.
- Three buildings are mixed use, with a commercial podium of 25,200 sq. ft., and 11 storey concrete residential midrise towers above with a 12,000 sq. ft. base. These buildings total 132,000 sq. ft. each.
- Four buildings are 12 storey residential buildings with a base of 8,400 sq. ft. and a total area of 100,800 sq. ft.
- The high density scenario requires a total of 1,456 parking spaces, of which 1,333 spaces are underground and 123 spaces are surface level.

Exhibit 39: Roseland Plaza Redevelopment Scenarios – Base Case

	Low Density	Medium Density	High Density
Site Size (sq. ft.)	243,805	243,805	243,805
Park Dedication (sq. ft.)	12,190	12,190	12,190
Roads Dedication (sq. ft.)	73,142	73,142	73,142
Commercial Floorspace (sq. ft.)	75,600	75,600	75,600
Residential Floorspace (sq. ft.)	436,800	579,600	799,200
Total Floorspace (sq. ft.)	512,400	655,200	874,800
Gross Floor Area Ratio (FAR)	2.10	2.66	3.59
Net Floor Area Ratio (FAR)	3.42	4.38	5.85
Total Parking Spaces	1,100	1,339	1,456
Total Underground Parking Area (spaces/ sq. ft.)	977 / 390,876	1,216 / 486,552	1,333 / 582,562
Total Surface Parking Area (spaces/sq. ft.)	123 / 49,273	123 / 49,273	123 / 49,273
Townhouse (units)	0	0	0
4 storey Woodframe Construction (units)	437	0	0
5-6 storey Woodframe Construction (units)	0	580	0
Midrise Concrete Construction (units)	0	0	799
Total Residential Units	437	580	799

Source: Coriolis Consulting

6.3 Roseland Plaza Redevelopment Scenarios – Parking Adjustments

We tested the three development scenarios for Roseland Plaza, adjusting for the proposed parking standards outlined in Section 5.3.1. All other aspects of the development concepts remain unchanged.

Underground parking requirements drop by 330 spaces in the low density scenario, 397 spaces in the medium density scenario and 319 spaces in the high density scenario.

Exhibit 40: Roseland Plaza Redevelopment Scenarios – Proposed Parking Standards Case

	Low Density	Medium Density	High Density
Site Size (sq. ft.)	243,805	243,805	243,805
Park Dedication (sq. ft.)	12,190	12,190	12,190
Roads Dedication (sq. ft.)	73,142	73,142	73,142
Commercial Floorspace (sq. ft.)	75,600	75,600	75,600
Residential Floorspace (sq. ft.)	436,800	579,600	799,200
Total Floorspace (sq. ft)	512,400	655,200	874,800
Gross Floor Area Ratio (FAR)	2.10	2.66	3.59
Net Floor Area Ratio (FAR)	3.42	4.38	5.85
Total Parking Spaces	770	942	1,137
Total Underground Parking Area (spaces/ sq. ft.)	647 / 258,719	819 / 327,263	1,014 / 454,939
Total Surface Parking Area (spaces/sq. ft.)	123 / 49,273	123 / 49,273	123 / 49,273
Townhouse (units)	0	0	0
4 storey Woodframe Construction (units)	437	0	0
5-6 storey Woodframe Construction (units)	0	580	0
Midrise Concrete Construction (units)	0	0	799
Total Residential Units	437	580	799

Source: Coriolis Consulting

6.4 Implications of Analysis

Base Case

Exhibit 41: Roseland Plaza – Base Case Land Value Comparison

	Low Density	Medium Density	High Density
Existing Value	$21,400,000	$21,400,000	$21,400,000
Land Value if Redeveloped	$13,500,000	$19,200,000	$4,500,000
Differential	-$9,000,000	-$2,200,000	-$16,900,000

Source: Coriolis Consulting

The results of the Base Case assessment show that redeveloping Roseland Plaza under existing market conditions and parking requirements is unlikely to be financially viable in any of the three scenarios. We also tested a more aggressive assumption about escalation in housing prices during the development period. Even if we increase residential house prices by 5% per year (leaving cost inflation at 2.5% per year) these scenarios are not viable.

Proposed Parking Standards

Modifying the parking standards for this project has a large impact on the financial viability of each scenario.

Exhibit 42: Roseland Plaza – Proposed Parking Standards Land Value Comparison

	Low Density	Medium Density	High Density
Existing Value	$21,400,000	$21,400,000	$21,400,000
Land Value if Redeveloped	$24,400,000	$32,000,000	$17,400,000
Differential	$3,000,000	$10,600,000	-$4,000,000

Source: Coriolis Consulting

Reducing parking requirements by 330 underground spaces in the low density scenario increases the land value of the site from $13.5 million to $24.4 million, or $3.0 million higher than its current use. This would be financially attractive for redevelopment.

Reducing parking requirements by 397 spaces in the medium density scenario increases the land value at the site to $32 million, or $10.6 million higher than the value in its current use. This would be very financially attractive for redevelopment. It also suggests there is room for a reduction in density or height or increased park space or amenities in the concept.

Reducing parking requirements by 319 spaces in the high density scenario increases the site value from $4.5 million to $17.4 million. While a significant increase in value from the Base Case, concrete construction is still not financially viable in this location. This is due to the high construction costs relative to prices for concrete units. We tested a more aggressive assumption about price escalation to see if the high density (concrete) scenario could work. Prices have to grow by 6% per year during the life of the project for this scenario to be viable.

7.0 Lakeside Plaza

7.1 Existing Value

We examined these indicators of the existing value of the Lakeside Plaza case study site:

a) The current assessed value of each property.
b) Appraisal provided by Antec Appraisals.
c) Value using the income approach.

Assessment Value

The Municipal Property Assessment Corporation (MPAC) 2016 assessed value for the case study site is $25,489,000. This is the combined assessment value for the commercial plaza at 5353 Lakeshore Road and the Scotiabank building at 5385 Lakeshore Road.

Exhibit 43: Lakeside Plaza - MPAC Assessed Value (2016)

	Assessed Value
5353 Lakeshore Road (Plaza)	$24,187,000
5385 Lakeshore Road (Pad Site)	$1,302,000
Total Assessed Value	$25,489,000

Source: MPAC

Antec Appraisal

Antec Appraisal provided a low and high valuation estimate for the Lakeside Plaza site. The low valuation appraises the property at $30,400,000, while the high estimate appraises the property at $36,600,000. These estimates are based on a comparable sales approach of similar properties in the region, which range from $350 to $450 per square foot of building.

Exhibit 44: Antec Appraisal Value – Lakeside Plaza (2016)

	Low Valuation	High Valuation
Appraised Value	$30,400,000	$36,600,000

Source: Antec Appraisals

Income Approach

We used the income approach to calculate existing value at the Lakeside Plaza site. Key assumptions include:

Lease Rates. Rents are based on average market rents for neighbourhood retail space in the Lakeside Plaza area and are summarized in Exhibit 45.

Exhibit 45: Market Lease Rate Assumptions – Lakeside Plaza (2016)

	Anchor Rate (Per Sq. Ft.)	CRU Rate (Per Sq. Ft.)
Market Lease Rates	$13	$17

Source: Coriolis Consulting

Retail Cap Rates. Cap rates are set to 5.75% based on the CBRE Canadian Cap Rates & Investment Insights Q3 2016 report.

Vacancy Allowance. A vacancy allowance of 4.4% is used based on the CBRE Canada Retail Q1 2016 Market Report.

Exhibit 46: Estimated Existing Land Value at Lakeside Plaza

	Income Approach
Lakeside Plaza	**$31,100,000**

Source: Coriolis Consulting

Implications

We have used the income approach to determine the existing land value of Roseland Plaza, as it aligns with the low end of the range provided by Antec Appraisals.

7.2 Lakeside Plaza Redevelopment Scenarios – Base Case

We tested three redevelopment scenarios for Lakeside Plaza. In all scenarios, we assume that the existing commercial space is replaced in the redevelopment. We assume that 5% of the site will be designated for parkland/open space and an additional 30% of the site will be designated for on-site roads and infrastructure. Schematic drawings of the site development verified the assumptions of each scenario at a high level.

Initial concepts included townhouse units. However, this form of development did not significantly contribute to land value and was removed from the analysis (Section 5.2).

a) Low Density Scenario.

- The low density scenario is comprised of four 5-storey mixed use buildings and five 4-storey residential only buildings. Mixed use buildings have concrete commercial at grade level and 4 storeys of residential woodframe construction above grade. The residential only buildings are entirely wood-frame construction.
- Four buildings are mixed-use buildings, with concrete commercial at grade level totaling 29,565 sq. ft. and four storeys of woodframe residential. These buildings total 118,260 sq. ft. each.
- Five buildings are woodframe residential only with a base of 12,500 sq. ft. and a total area of 50,000 sq. ft. each.
- The low density scenario requires 1,704 parking spaces, of which 1,452 spaces are underground and 252 spaces are surface level.

b) Medium Density Scenario.

- The medium density scenario is comprised of nine 6-storey residential and mixed use buildings and no townhouse units. Mixed use buildings have concrete commercial at grade level and 5 storeys of residential woodframe construction. The residential only buildings are entirely wood-frame construction.
- Four buildings are mixed-use buildings, with concrete commercial at grade level totaling 29,565 sq. ft. and 5 storeys of woodframe residential. These buildings total 147,825 sq. ft. each.
- Five buildings are residential use only with a base of 12,500 sq. ft. and a total area of 75,000 sq. ft. each.
- The medium density scenario requires 2,196 parking spaces, of which 1,944 are underground spaces and 252 spaces are surface level.

c) High Density Scenario.

- The high density scenario is comprised of nine residential and mixed use buildings and no townhouse units. All buildings are concrete construction.
- Four buildings are mixed use buildings, with a commercial podium of 25,200 sq. ft. and 11 and 9 storey concrete residential towers above.
- Five buildings are 12 storey concrete residential buildings with a base of 12,500 sq. ft. and a total area of 100,000 sq. ft. each.

- There are a total of 2,542 parking spaces required, of which 2,290 spaces are underground and 252 spaces are surface level.

Exhibit 47: Lakeside Plaza Redevelopment Scenarios – Base Case

	Low Density	Medium Density	High Density
Site Size (sq. ft.)	433,047	433,047	433,047
Park Dedication (sq. ft.)	21,652	21,652	21,652
Roads Dedication (sq. ft.)	129,914	129,914	129,914
Commercial Floorspace (sq. ft.)	118,260	118,260	118,260
Residential Floorspace (sq. ft.)	723,040	966,300	1,361,560
Total Floorspace (sq. ft.)	841,300	1,084,560	1,479,820
Gross Floor Area Ratio (FAR)	1.94	2.50	3.42
Net Floor Area Ratio (FAR)	2.99	3.85	5.25
Total Parking Spaces	1,704	2,196	2,542
Total Underground Parking (spaces/ sq. ft.)	1,452 / 580,937	1,944 / 878,142	2,290 /916,007
Total Surface Parking (spaces/sq. ft.)	252 / 100,721	252 / 100,721	252 / 100,721
Townhouse (units)	0	0	0
4 storey Woodframe Construction (units)	723	0	0
5-6 storey Woodframe Construction (units)	0	966	0
Midrise Concrete Construction (units)	0	0	1,362
Total Residential Units	723	966	1,362

Source: Coriolis Consulting

7.3 Lakeside Plaza Redevelopment Scenarios – Parking Adjustments

We tested the three development scenarios for Lakeside Plaza, adjusting for the proposed parking standards outlined in Section 5.3.1. Underground parking requirements drop by 512 spaces in the low density scenario, 652 spaces in the medium density scenario and 584 spaces in the high density scenario.

Exhibit 48: Lakeside Plaza Redevelopment Scenarios – Proposed Parking Standards Case

	Low Density	Medium Density	High Density
Site Size (sq. ft.)	433,047	433,047	433,047
Park Dedication (sq. ft.)	21,652	21,652	21,652
Roads Dedication (sq. ft.)	129,914	129,914	129,914
Commercial floorspace (sq. ft.)	118,260	118,260	118,260
Residential floorspace (sq. ft.)	604,780	966,300	1,361,560
Total Floorspace (sq. ft.)	841,300	1,084,560	1,479,820
Gross Floor Area Ratio (FAR)	1.94	2.50	3.42
Net Floor Area Ratio (FAR)	2.99	3.85	5.25
Total Parking Spaces	1,192	1,544	1,958
Total Underground Parking spaces/ sq. ft.)	940 / 376,153	1,292 / 516,800	1,706 / 682,400
Total Surface Parking (spaces/ sq. ft.)	252 / 100,721	252 / 100,721	252 / 100,721
Townhouse (units)	0	0	0
4 storey woodframe construction (units)	723	0	0
5-6 storey woodframe construction (units)	0	966	0
Mid-rise concrete construction (units)	0	0	1,362
Total residential units	723	966	1,362

Source: Coriolis Consulting

7.4 Implications of Analysis

Base Case

Exhibit 49: Lakeside Plaza – Base Case Land Value Comparison

	Low Density	Medium Density	High Density
Existing Value	$31,100,000	$31,100,000	$31,100,000
Land Value if Redeveloped	$21,600,000	$30,200,000	$6,700,000
Differential	-$9,500,000	-$900,000	-$24,400,000

Source: Coriolis Consulting

The results of the Base Case analysis show that redeveloping Lakeside Plaza under existing market conditions and parking requirements is unlikely to be financially viable in all three scenarios.

The results of the analysis show that the medium density scenario supports the highest land value. However, the estimated value of land under this redevelopment scenario is $30.2 million, which is $0.9 million short of the existing value of $31.1 million. This will not likely support redevelopment. In addition, this relies on 6 storey woodframe construction which is a new form of building construction in Ontario, and construction cost estimates may be higher than anticipated.

If we increase residential house prices by 4% per year (leaving cost inflation at 2.5% per year) the medium density scenario becomes viable. The other scenarios do not become viable, even if residential prices increase by 6% per year.

Proposed Parking Standards

Modifying the parking standards for this project has a large impact on the financial viability of each scenario.

Exhibit 50: Lakeside Plaza – Proposed Parking Standards Land Value Comparison

	Low Density	Medium Density	High Density
Existing Value	$31,100,000	$31,100,000	$31,100,000
Land Value if Redeveloped	$39,000,000	$50,600,000	$27,700,000
Differential	$7,900,000	$19,500,000	-$3,400,000

Source: Coriolis Consulting

Reducing parking requirements by 512 spaces in the low density scenario increases the land value of the site from $21.6 million to $39.0 million, or $7.9 million higher than its current use. This would be very financially attractive for development.

Reducing parking requirements by 652 spaces in the medium density scenario increases the land value at the site to $50.6 million, or $19.5 million higher than the value in its current use. This would be very financially attractive for redevelopment. It also suggests there is room for a reduction in density or height or increased park space or amenities, while remaining financially viable.

Reducing parking requirements by 584 spaces in the high density scenario increases the site value from $6.7 million to $27.7 million. While a significant increase in value from the Base Case, concrete construction is still not financially viable in this location. This is due to the high construction costs relative to prices for concrete units. We tested a more aggressive assumption about price escalation to see if the high density (concrete) scenario could work. Prices have to grow by 5% per year during the life of the project for this scenario to be viable.

8.0 Conclusions

8.1 Viability of Redevelopment

Our main conclusion is that the redevelopment of the case study sites is likely to be viable if the City approves density of FAR 2.0 or more and if the City approves a reduction in the requirement for underground parking. Higher density, concrete development is not viable in the short term. The City can approve taller buildings if it wants to give developers the option, but we anticipate development will mainly involve 4 to 6 storeys and woodframe construction.

The main factors that affect project viability are:

The long development horizon. The large size of both sites means they can accommodate a large number of units. However, apartment unit absorption estimates are relatively low in Burlington given historic housing trends and anticipated population growth. This extends the development horizon of both projects which negatively impacts financial viability[8].

High existing value. Both case study sites are good income producing assets with high existing values.

Sales prices. Current residential sales prices do not support high land values in the high density scenario. Sales prices for concrete units are not enough to justify the high cost of construction and a long development horizon. We have estimated sales prices will increase at an average rate of 2.5% per annum, at the same rate as costs.

We also tested higher rates of residential price escalation. At Roseland Plaza, even if residential prices rise at 5% or more per year throughout the redevelopment period, the low and medium density scenarios do not appear to be viable without parking reductions. At Lakeside Plaza, if residential prices rise at 4% per year, only the medium density scenario becomes viable without parking reductions. The high rise (concrete) option requires very high price growth to be viable at both case study sites (greater than 6% residential price growth at Roseland Plaza and greater than 5% residential price growth at Lakeside Plaza).

Parking standards. The high cost of underground parking ($35,000 stall), combined with high parking standards reduces the financial viability of redevelopment at Neighbourhood Centres significantly. This is highlighted by the large difference in land values between the Base Case and Proposed Parking Case.

Lost income stream from commercial space. We assume complete closure and demolition of the shopping centres at the start of redevelopment, so there is no ongoing income from existing retail space. It may be possible to phase development to maintain some income, but this depends on structural, leasing and site planning considerations that require detailed analysis.

To improve the financial viability of each of the development scenarios, possible options include:

Reduce the parking ratio. Current parking standards are high for Neighbourhood Centres which require the majority of parking to be constructed underground. Residential parking requirements range from 1.6 spaces for one bedroom units to 2.1 spaces for three bedroom units, and one space for every 5.25 square metres of

[8] Assuming costs appreciate at the same rate as revenues. The longer the development horizon, the lower the present value of future cash flows due to the time value of money.

commercial space. This translates into between 977 to 1,333 underground spaces at Roseland Plaza and 1,704 and 2,542 spaces at Lakeside Plaza, depending on the scenario. At $35,000 per underground parking stall, this generates a significant cost to be recovered by revenues.

Reducing the parking ratio to 1.2 spaces per unit and 3.5 spaces for every 100 square metres of commercial space improves the financial performance of all scenarios significantly.

Allow five and six storey buildings. Six storey woodframe construction is the most financially viable building type tested at the case study sites. However, six storey construction has only been permissible under the Ontario Building Code since January 1, 2015, and is not as market-tested as other building types.

One solution is to allow for five storeys in buildings where there is commercial on the ground floor. Commercial at grade level is built using concrete construction, allowing four storeys of woodframe residential to be built above, which is a more market tested form of construction.

Initial low density scenarios included only four storey buildings. These were close to being financially viable at both case study sites when parking standards were reduced. Adding a storey to these buildings provided enough density to make the concept financially viable.

Revisit the retail requirement. The value of retail floorspace is lower than the value of residential floorspace at the case study sites. Reducing the retail requirement would improve the financial viability of each concept.

Concrete buildings do not support financial viability (8-12 storeys). In all scenarios tested, concrete 8-12 storey buildings did not come close to producing a land value which would support redevelopment. The low and medium density scenarios perform much better.

Consider staggering of intensification areas. Long development timelines, which are the result of slow absorption, impact the financial viability of each development concept. Staggering intensification areas across the City will help ensure that the pace of absorption at each project is rapid enough to make the project viable.

8.2 Retail Component

Existing commercial space is currently in contiguous buildings and one or two retail pads at each plaza. Redevelopment will divide commercial space into several mixed use buildings in order to accommodate residential development above grade. The phasing of residential projects will limit the amount of retail space which can be introduced at the sites at any given time. Exhibit 51 summarizes when retail space will be introduced at each plaza.

Exhibit 51: Phasing of Commercial Space in Mixed Use Buildings at Neighbourhood Centres

		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total (sq.ft.)	Existing (sq.ft.)	Difference (sq.ft.)
Roseland Plaza	Low		25,200	25,200	25,200							75,600	69,782	+5,818
	Medium		25,200		25,200		25,200					75,600	69,782	+5,818
	High		25,200		25,200		25,200					75,600	69,782	+5,818
Lakeside Plaza	Low		29,565	29,565	29,565	29,565						118,260	118,260	0
	Medium		29,565		29,565		29,565		29,565			118,260	118,260	0
	High		29,565			29,565			29,565		29,565	118,260	118,260	0

Source: Coriolis Consulting

All three scenarios included in the analysis consider full replacement of retail over the development horizon. Roseland Plaza includes an additional 5,818 square feet while Lakeside Plaza has net zero change (Exhibit 51).

Exhibit 52 shows the existing anchor tenants at both commercial plazas. Shoppers Drug Mart at Roseland Plaza is 19,740 square feet, which would fit in one of the mixed use buildings contemplated by the development concepts. Food Basics at Lakeside Plaza is currently 34,800 square feet, which is 5,235 square feet less than the commercial floorplates contemplated at the development sites. In addition, lowrise residential buildings tend to be rectangular due to the configuration of residential units, while commercial floorplates tend to be square.

There will be challenges in designing mixed use lowrise buildings which can accommodate both residential and commercial at grade, while providing sufficient room for large anchor tenants.

Exhibit 52: Anchor Tenants at Neighbourhood Centres

	Existing Anchor Tenant	Total Area (sq.ft.)	Commercial Area by Building (sq. ft.) in Redevelopment Concept
Roseland Plaza	Shoppers Drug Mart	19,740	25,200
Lakeside Plaza	Food Basics	34,800	29,565

Source: Coriolis Consulting

This challenge can probably be addressed during site planning and urban design work for each project. The City should work with the developer to agree on the kinds of retail that is regarded as important (e.g. supermarket) and then work to fit those tenants into residential floorplates.

8.3 General Applicability

The results of this case study analysis are likely to apply to many of the suburban, older, low density shopping centres that the City hopes will transition to Neighbourhood Centres.

Appendix A

Table 1:City of Burlington Apartment Building Permit Data – 2006 – 2016

	Address	Neighbourhood	Year	Number of Units
1	140 Plains Road West	Burlington West	2009	182
2	130 Plains Rd. W	Burlington West	2011	75
3	120 Plains Rd. W	Burlington West	2011	75
4	110 Plains Road	Burlington West	2009	182
5	34 Plains Rd. East	Burlington West	2015	41
6	396 Plains Road East	Burlington West	2008	10
7	945 Daryl Drive	Burlington West	2006	108
8	982 Falcon Blvd.	Burlington West	2012	37
9	538 Plains Rd. E	Burlington West	2010	65
10	551 Maple Avenue	Downtown	2009	186
11	472 Brock Avenue	Downtown	2013	115
12	2090 Bates Common	Downtown	2006	5
13	360 Pearl Street	Downtown	2007	75
14	390 Pearl St.	Downtown	2012	125
15	445 Elizabeth Street	Downtown	2006	13
16	384 Martha Way	Downtown	2007	9
17	2081 Fairview St.	Burlington East	2015	174
18	500 Claridge Road	Burlington East	2008	83
19	1284 Guelph Line	Burlington East	2013	78
20	3060 Rotary Way	Burlington Rural	2008	112
21	3070 Rotary Way	Burlington Rural	2008	112
22	1940 Ironstone Dr.	Burlington East	2011	210
23	1980 Imperial Way	Burlington East	2008	101
24	5020 Corporate Dr.	Burlington East	2012	79
25	5010 Corporate Dr.	Burlington East	2012	153
26	5317 Upper Middle Road	Burlington East	2011	138
27	106 Plains Road West	Burlington West	2012	155
28	5327 Upper Middle Road	Burlington East	2008	90
29	396 Plains Road East	Burlington West	2007	39
	Total Units			**2,262**

Source: City of Burlington

Table 2: **City of Burlington Townhouse Building Permit Data – 2009 - 2015**

	Address	Neighbourhood	Year	Number of Units
1	4128 Palermo Cmn.	Burlington East	2012	17
2	181 Plains Rd. W	Aldershot	2013	52
3	1040 Ryckman Cmn.	Burlington Northwest	2010	7
4	4130 Fairview St.	Burlington East	2012	30
5	70 Plains Road West	Aldershot	2015	52
6	4131 Galileo Cmn.	Burlington East	2012	48
7	2120 Itabashi Way	Burlington East	2010	41
8	2363 Treversh Cmn.	Burlington Southwest	2013	11
9	5056 New St.	Burlington East	2012	25
10	1401 Plains Rd. E	Burlington Northwest	2011	57
11	1401 Plains Rd. E	Burlington Northwest	2012	49
12	509 Elizabeth St.	Burlington Southwest	2013	8
13	2086 Ghent Ave.	Burlington Southwest	2014	30
14	2220 Queensway Dr.	Burlington Southwest	2014	16
15	2369 LePage Cmn.	Burlington Southwest	2013	11
16	2361 Peppiatt Cmn.	Burlington Southwest	2013	9
17	1054 Ryckman Cmn.	Burlington Northwest	2009	14
18	993 Reimer Cmn.	Burlington Southwest	2013	20
19	1329 Plains Road East	Burlington Northwest	2015	13

20	3368 Mikalda Rd.	Burlington Rural	2009	10
21	2985 Jackson Dr.	Burlington East	2011	23
22	4165 Upper Middle Rd.	Burlington East	2009	21
23	2120 Itabashi Way	Burlington East	2009	20
24	4179 Upper Middle Rd.	Burlington East	2010	33
25	4823 Thomas Alton Blvd.	Burlington Rural	2010	72
26	2120 Itabashi Way	Burlington East	2011	45
27	2120 Itabashi Way	Burlington Northwest	2012	10
28	2120 Itabashi Way	Burlington East	2015	14
	Total Units			**248**

Source: City of Burlington

Table 3: City of Burlington - Apartment Projects in the Approvals Process

Address	Applicant	Proposed Development	Building Type	Residential Units	Status
Suburban West					
1664 Waterdown Road	Paletta International	Apartments and townhomes	Wood	202	OMB Appeal
1282 Plains Road West	Greg Poole & Assoc.	3 storey apartment with ground floor retail	Wood	n/a	On Hold
326 to 348 Plains Road East	Melrose Investments	6 storey mixed use apartment with ground floor retail	Wood	178	Draft Approved
92 Plains Road East	Chelten Developments	4 storey apartment	Wood	27	In process
35 Plains Road East	Ruth Victor & Assoc	8 storey apartment	Concrete	80	In process
Sub-total Suburban West				***487***	
Downtown					
501-515 John St. (DT)	Carriage Gate	17 storey residential apartment	Concrete	154	In process
2024 Lakeshore Road (DT)	Bridgewater New Horizon	22 storey mixed use development	Concrete	172	In process
374 Martha Street (DT)	Adi Development Group	28 storey apartment with ground floor retail	Concrete	240	OMB Appeal
2085 Pine Street (DT)	Metropolitan Planning	5 storey apartment	Wood	12	On Hold
730-760 Pine Street (DT)	Cherish Homes	4 storey mixed use development	Wood	153	Draft Approved
452 Locus Street (DT)	Saxony Development	4 storey mixed use development	Wood	377	Site Plan Review
616 Brant Street	Mark & Greg Eade	3 storey mixed use development	Wood	n/a	Site Plan Review
Sub-total Downtown				***1,108***	
Suburban East					
4030 Upper Middle Road	Park City Condominiums	4 storey apartment - phase one	Wood	172	In Process
5111 New Street	First Capital Corp.	Two 17 and 12 storey apartments	Concrete	324	On Hold
Sub-total Suburban East				***496***	
Total Units				**2,091**	

Table 4: City of Burlington - Townhouse Projects in the Approvals Process – April 2016

Address	Applicant	Proposed Development	Residential Units	Unit Type	Status
Suburban West					
1663 Waterdown Road	Paletta International	Apartments and Townhomes	624	Townhouse	OMB Appeal
405 Plains Road East	Dawn Victoria Homes	Stacked townhouses with ground floor retail	27	Townhouse	In process
101 Masonry Court	Adi Development	Townhouses	324	Townhouse	In process
Sub-total Suburban East			***975***		
Suburban East					
2071 Ghent Avenue	Structure Creations	Townhouses	6	Townhouse	Draft Approved
2051-2077 Prospect Street	Ruth Victor & Assoc	Stacked townhouse units* (net new)	32	Townhouse	In process
2384 Queensway Drive	Habitat for Humanity	Stacked townhouse units	21	Townhouse	In process
2360-2368 New Street	Dawn Victoria Homes	Townhouse units	6	Townhouse	Site Plan Review
561 Wedgewood Dr.	Greg Poole & Associates	18 townhouse units on former shopping plaza	18	Townhouse	Draft Approved
Sub-total Suburban East			***83***		
Total Units			***1,058***		

Source: City of Burlington

Table 5: Average Prices for Woodframe Units Currently Marketing in Burlington

Project Name	Address	Neighbourhood	Project Marketing Start Date	Expected Completion Date	Total Units	Size Range (SF)	Average Size (SF)	Height (Storeys)	Price Range	Average Blended PPSF	Photo
Jazz Condos	457 Plains Rd E.	Suburban West	Oct-14	Jun-16	79	955 - 1050	847	4	n/a	417	
Park City	Upper Middle Rd	Sububan East	Jul-05	Nov-17	165	540 - 1147	909	4	$265,000 - $416,000	418	
Appleby Gardens	5001 Corporate Dr.	Suburban West	Mar-16	2018	71	600 - 1312	736	7	$314,000 - $589,000	533	
Link 2	2481 Sutton Dr	Sububan East	Oct-14	Spring 2017	297	530 - 1473	915	6	$285,990 - $676,990	475	

Source: Condo Now

Table 6: Average Prices for Concrete Units Currently Marketing in Burlington

Project Name	Address	Neighbourhood	Project Marketing Start Date	Expected Completion Date	Total Units	Size Range	Avg Size	Height	Price Range	Average Blended PPSF	Photo
Paradigm	2089 Fairview St	Suburban East	Winter 2014	Summer 2017	350	791 - 1097	926	24	$389,000 - $479,000	457	
Berkeley	2025 Maria Street	Downtown	Sep-15	Mar-18	154	632 - 1572	1007	17	$339,900 - $979,900	523	
Nautique	374 Martha Street	Downtown	Fall 2015	Nov-18	192	503 - 1089	684	28	$332,000 - $787,000	683	
Bridgewater	2042 Lakeshore Rd	Downtown	Nov-14	2018	144	611 - 3145	1238	21	$500,000 - $3,500,000	809	

Source: Condo Now

Table 7: Roseland Plaza – 2016 Assessment

Address	2016 Assessment
3001 New Street	$ 1,670,000
3005 New Street	$ 504,000
3009 New Street	$ 242,000
3011 New Street	$ 244,000
3015 New Street	$ 537,000
3017 New Street	$ 253,000
3019 New Street	$ 425,000
3021 New Street	$ 383,000
3023 New Street	$ 3,070,000
3025 New Street	$ 200,000
3027 New Street	$ 548,000
477 Guelph Line	$ 232,000
473 Guelph Line	$ 228,000
471 Guelph Line	$ 213,000
469 Guelph Line	$ 192,000
467 Guelph Line	$ 247,000
465 Guelph Line	$ 243,000
463 Guelph Line	$ 358,000
461 Guelph Line	$ 259,000
459 Guelph Line	$ 167,000
455 Guelph Line	$ 221,000
453 Guelph Line	$ 223,000
451 Guelph Line	$ 382,000
489 Guelph Line	$ 812,000
Total	$ 11,853,000

Source: MPAC

Appendix B

Roseland Plaza
Indicators of Existing Value
3001, 3005-3021 & 3023 New Street

Assessed Value (2016)

3001, 3005 - 3021, 3023 New Street	$11,853,000	Mall
Total Assessed Value	$11,853,000	

Value Based on Income
Based on Capitalized Value of Potential Net Operating Income

3005 - 3021, 3023 New Street	214,228	sq.ft.		
3001 New Street	29,577	sq.ft.		
Lot Size Total	**243,805**	sq.ft.		
CRU Floorspace	50,042	sq.ft.		
Anchor Floorspace	19,740	sq.ft.		
Total Floorspace	**69,782**			
Existing Density	0.29	FAR		
Assumed Achievable CRU Lease Rate	$18.00	per sq.ft.		
Assumed Achievable Anchor Lease Rate	$15.00	per sq.ft.		
Gross Upper Floor Commercial Space (including lobby)	0			
Rentable Upper Floor Commercial Space	0	sq.ft. or	90%	of gross area (excludes stairs and elevator)
Assumed Achievable Office Lease Rate	$0.00	per sq.ft.		
Potential Net Lease Income		$1,196,856		
Less Vacancy Allowance	4.40%	$52,662		
Stabilized NOI		$1,144,194		
Capitalization Rate on Commercial Income		5.75%		
Capitalized Value		**$19,899,032**		

Lakeside Plaza
Indicators of Existing Value
5353 & 5385 Lakeshore Road

Assessed Value (2016)

5353 Lakeshore Road	$24,187,000	Mall
5385 Lakeshore Road	$1,302,000	Pad Site
Total Assessed Value	$25,489,000	

Value Based on Income
Based on Capitalized Value of Potential Net Operating Income

5353 Lakeshore Road	412,780	sq.ft.		
5385 Lakeshore Road	20,267	sq.ft.		
Lot Size Total	433,047	sq.ft.		
CRU Floorspace	83,440	sq.ft.		
Anchor Floorspace	34,820	sq.ft.		
Existing Density	0.27	FAR		
Assumed Achievable CRU Lease Rate	$17.00	per sq.ft.		
Assumed Achievable Anchor Lease Rate	$13.00	per sq.ft.		
Gross Upper Floor Commercial Space (including lobby)	0			
Rentable Upper Floor Commercial Space	0	sq.ft. or	90%	of gross area (excludes stairs and elevator)
Assumed Achievable Office Lease Rate	$10.00	per sq.ft.		
Potential Net Lease Income			$1,871,140	
Less Vacancy Allowance	4.40%		$82,330	
Stabilized NOI			$1,788,810	
Capitalization Rate on Commercial Income			5.75%	
Capitalized Value			**$31,109,736**	

Land Residual - Base Case

Residual Land Value Analysis
Hypothetical Retail Project (As a component of a mixed-use building) - Mostly Underground Parking

Assumptions

Site and Building Size Assumptions:						
Assumed Site Size	43,560	or	1.0	acre		
FAR	0.4					
Project Size	15,246					
Rentable Area	100%	of gross area				
Parking	1	stall per	20	square metres of gross area		
Total Stalls	71					
Underground/structured Parking Stalls	57					
Surface Parking Stalls	14					
Revenue and Value Assumptions:						
Average Net Lease Rate	$27.50	per sq.ft. of rentable area assuming landlord provides fit up allowance				
Operating Costs	$15.00	per sq.ft. of rentable area				
Annual Vacancy Allowance	4.4%					
Property Management	0.0%	of lease revenue (included in operating costs)				
Structural Allowance	0.0%	of lease revenue				
Assumed Net Parking Revenue	$0.00	per stall per month				
Capitalization Rate	5.75%					
Profit Allowance	13.0%	of value				
Cost Assumptions:						
Demolition Allowance	$0					
Site Servicing (sidewalks, landscaping, etc)	$0	per acre				
Allowance for piling, stabilization	$0	per gross sq.ft.				
Building Construction Costs (to base building - shell)	$170	per sq.ft.				
Parking Construction Costs	$35,000	per stall (assuming underground)				
Parking Construction Costs	$5,000	per stall (assuming at grade)				
Base Building Hard Construction Costs	$305	per sq.ft. buildable (including parking)				
Allowance to finish common areas	$0	per sq.ft. of common area				
Fit-up Allowance	$25	per rentable square foot				
Soft Costs (including project management)	12%	of hard costs				
Contingency	4%	of hard and soft costs				
City of Burlington (Commercial)	$119.68	per sq. m. of floorspace				
Region of Halton (Commercial)	$248.72	per sq. m. of floorspace				
Interim Financing	5.0%	on 50% of all costs assuming a	1.25	year construction period		
Finance Fee	1.0%	of financed construction costs				
Share of Costs Financed	75.0%					
Property Taxes During Development	1.864%	applied to land value in Year 1	$2,000,000			
		applied to 50% of gross value of building in Year 2, which is:			$3,397,869	
Upfront Leasing Commissions	17%	of Year 1 revenue				
Marketing	$100,000					
Lease-up period after construction complete	6	months, or	0.5	years		
Assumed up-front vacancy cost during lease-up	$42.50	per sq.ft. (i.e. lease revenue+operating costs) on	25%	of space during lease-up		
Sales Commission	2%					

Retail Analysis Continued

Analysis

Lease Revenue	$400,817
Recovered Operating Costs	$218,628
Less Operating Costs	$228,690
Net Operating Income	$390,755
Capitalized Value	$6,795,739
Less Commission	$135,915
Net Proceeds	$6,659,824
Total Value per sq.ft. buildable	**$437**
Demolition Allowance	$0
Site Servicing	$0
Allowance for piling, stabilization	$0
Hard Construction (including parking)	$4,650,030
Allowance to finish common areas	$0
Fit-Up	$381,150
Upfront Leasing Commissions	$68,139
Marketing	$100,000
Upfront Vacancy Cost during Lease-up	$80,994
Soft Costs (including project management)	$558,004
Contingency	$182,281
City of Burlington (Commercial)	$169,515
Region of Halton (Commercial)	$352,287
Property Taxes during Development	$53,125
Interim Financing	$154,583
Financing fees/costs	$50,626
Total Costs Before Land and Profit	$6,750,107
Total Costs per sq.ft. buildable	**$443**
Profit:	$886,164
Land Residual:	
Land Residual Before Holding Costs	-$976,447
Less interim financing on land	-$54,467
Less property taxes during approvals	$18,644
Less property closing costs	-$9,406
Residual Land Value	-$931,217
Value per sq.ft. buildable	**-$61**
Value per sq.ft. of site area	**-$21**

Hypothetical Wood Frame Townhouse at 1.0 FAR with Garage Parking

Major Assumptions ***(shading indicates figures that are inputs; unshaded cells are formulas)***

Site and Building Size					
Site Size	50,000	sq.ft.			
Base Density	1.00	FAR			
Enclosed Balconies	0.00		0%	of residential	
Storage	0.00		0.0	sf per unit	
Total Effective Gross Density After Bonuses and Exclusions	1.00	FAR			
Total Gross floorspace	50,000	gross sq.ft.			
Market Strata Residential floorspace	50,000	gross square feet			
Net saleable space	50,000	sq.ft. or	100%	of gross area	
Average Gross unit size	1,429	sq.ft. gross			
Average Net unit size	1,429	sq.ft.			
Number of units	35	units or	75	per hectare	
Multiples 1 & 2 Bed Units	25				
Multiples 3 Bedroom Units	10				
Total Market Strata Unit Parking Stalls (including visitors)	70	stalls or	2.00	per unit	
		and			
Total Parking Stalls	70	stalls			
Underground/structured parking stalls provided	70	stalls			
Surface parking stalls (visitors)	0	stalls			
Strata Revenue and Value					
Average Sales Price Per Sq. Ft.	$325	per sq.ft. of net saleable residential space			
Parking Stall(s)	$0	per stall			
Overall Average Sales Price Per Sq. Ft.	$325	per sq.ft. of net saleable residential space			
Pre-Construction Costs					
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$0				
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$0	plus a variable fee of	$0	per residential unit	
Construction Costs					
Allowance for Demolition of Existing Buildings	$0				
Site Servicing	$0	or	$0	per metre of frontage	
Connection fees	$50,000				
Hard Construction Costs					
Market Strata Residential Area	$130	per gross sq.ft. of residential area			
Cost Per Garage Parking Stall	$22,500	per garage parking stall			
Cost Per Surface Parking Stall	$5,000	per at grade stall			
Overall Costs Per Square Foot	$162	per gross sq.ft.			
Hard Cost Used in Analysis	$162				
Landscaping	$125,000	or	$5	per sq.ft. on 50% of site	
Soft costs/professional fees (excluding management)	9.0%	of above			
Project Management	3.0%	of above			
Post Construction Holding Costs	$500	per unit per month on	25%	of units	6 months
Contingency on hard and soft costs	3.5%	of hard and soft costs			
Local Government Levies					
City of Burlington (Multiples 1 or 2 bedrooms)	$4,845	per market unit			
City of Burlington (Multiples 3 or more bedrooms)	$6,121	per market unit			
Region of Halton (Multiples 1 or 2 bedrooms, 3+ bedrooms)	$20,557	per market unit			
Education (Multiples 1 or 2 bedrooms, 3+ bedrooms)	$3,714	per market unit			
Financing Assumptions					
Financing rate on construction costs	5.0%	on 50% of costs, assuming a	1.25	year construction period	
		and a total loan of	75%	on costs	
Financing fees	1.00%	of financed construction costs			
Financing on Land Acquisition	5.0%	during construction on	50%	of land cost	
Marketing and Commissions					
Commissions/sales costs on residential	3.0%	of gross strata market residential revenue			
Marketing on residential	2.0%	of gross strata market residential revenue			
Property Taxes					
Tax Rate (res)	0.871%	of assessed value			
Current assessment (Year 1 of analysis)	$2,000,000				
Assumed assessment after 1 year of construction (Year 2 of analysis)	$8,125,000	(50% of completed project value)			
Allowance for Developer's Profit	15.0%	of total costs or	13.0%	of gross revenue	

Wood Frame Townhouse at 1.0 FAR Continued

Analysis

Revenue	
Gross Market Residential Sales Revenue	$16,250,000
Less commissions and sales costs	$487,500
Total Value Net of Commissions	$15,762,500
Project Costs	
Hard Cost Used in Analysis	$0
Allowance for Demolition of Existing Buildings	$0
Connection fees	$50,000
Hard construction costs	$8,075,000
Landscaping	$125,000
Soft costs	$742,500
Project Management	$269,775
Residential Marketing	$325,000
Post Construction Holding Costs	$13,125
Contingency on hard and soft costs	$336,473
City of Burlington (Multiples 1 or 2 bedrooms)	$121,125
City of Burlington (Multiples 3 or more bedrooms)	$61,210
Region of Halton (Multiples 1 or 2 bedrooms, 3+ bedrooms)	$719,509
Education (Multiples 1 or 2 bedrooms, 3+ bedrooms)	$129,990
Less property tax allowance during development	$35,113
Construction financing	$258,210
Financing fees/costs	$84,564
Total Project Costs Before Land Related	$11,359,718
Allowance for Developer's Profit	$2,119,000
Residual to Land and Land Carry	**$2,283,782**
Less financing on land during construction and approvals	$95,205
Less property purchase tax (Ontario)	$40,247
Residual Land Value	**$2,148,330**
Residual Value per sq.ft. of gross buildable floorspace	**$43**
Residual Value per sq.ft. of site	**$43**

Hypothetical Wood Frame Multi-family built to 1.65 FAR (4 Storeys Maximum)

Major Assumptions ***(shading indicates figures that are inputs; unshaded cells are formulas)***

Site and Building Size				
Site Size	43,560	sq.ft.		
Density	1.65	FAR		
Residential Density Before Exclusions	1.65	FAR		
Enclosed Balconies	0.00		0%	of residential
In-suite storage	0.00		0.0	sf per unit
Total Effective Gross Density After Bonuses and Exclusions	1.65	FAR		
Total Gross floorspace	71,874	gross sq.ft.		
Market Strata Residential floorspace	71,874	gross square feet		
Net saleable space	61,093	sq.ft. or	85%	of gross area
Average Gross unit size	1,012	sq.ft. gross		
Average Net unit size	860	sq.ft.		
Number of units	71	units or	175	per hectare
Studio & 1 Bed Units	50			
2 Bed Units	21			
Total Market Strata Unit Parking Stalls (including visitors)	119	stalls or	1.60	per unit 1 bed unit
		and	1.85	per unit 2 bed unit
Underground/structured parking stalls provided	119	stalls		
Surface parking stalls	0	stalls		
Strata Revenue and Value				
Average Sales Price Per Sq. Ft.	$475	per sq.ft. of net saleable residential space		
Parking Stall(s)	$0	per stall		
Storage Lockers	$3,500	per locker with	70	available
Overall Average Sales Price Per Sq. Ft.	$479	per sq.ft. of net saleable residential space		
Pre-Construction Costs				
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$0			
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$0	plus a variable fee of	$0	per residential unit
			$0	per $100m^2$ of new non-residential
Construction Costs				
Allowance for Demolition of Existing Buildings	$0	single home & surface parking lot		
Connection fees	$50,000			
Hard Construction Costs				
Market Strata Residential Area	$130	per gross sq.ft. of residential area		
Cost Per Underground Parking Stall	$35,000	per underground/structured parking stall		
Cost Per Surface Parking Stall	$0	per at grade stall		
Overall Costs Per Square Foot	$188	per gross sq.ft.		
Hard Cost Used in Analysis	$188			
Landscaping	$108,900	or	$5	per sq.ft. on 50% of site
Soft costs/professional fees (excluding management)	9.0%	of above		
Project Management	3.0%	of above		
Post Construction Holding Costs	$400	per unit per month on	25%	of units 6 months
Contingency on hard and soft costs	3.5%	of hard and soft costs		
Local Government Levies				
City of Burlington (Bachelor or 1 bedroom)	$3,136	per market unit		
City of Burlington (2 or more bedrooms)	$4,224	per market unit		
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$14,068	per market unit		
Education (Bachelor, 1 bedroom, 2 bedroom)	$3,714	per market unit		
Financing Assumptions				
Financing rate on construction costs	5.0%	on 50% of costs, assuming a	1.25	year construction period
		and a total loan of	75%	on costs
Financing fees	1.00%	of financed construction costs		
Financing on Land Acquisition	5.0%	during construction on	50%	of land cost
Marketing and Commissions				
Commissions/sales costs on residential	3.0%	of gross strata market residential revenue		
Marketing on residential	3.0%	of gross strata market residential revenue		
Property Taxes				
Tax Rate (res)	0.871%	of assessed value		
Current assessment (Year 1 of analysis)	$2,000,000	for 2016		
Assumed assessment after 1 year of construction (Year 2 of analysis)	$14,632,064	(50% of completed project value)		
Allowance for Developer's Profit	15.0%	of total costs or	13.0%	of gross revenue

Hypothetical Wood Frame Apartment at 1.65 FAR (4 storeys maximum) Continued

Analysis

Revenue	
Gross Market Residential Sales Revenue	$29,264,128
Less commissions and sales costs	$877,924
Total Value Net of Commissions	$28,386,204
Project Costs	
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$0
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$0
Allowance for Demolition of Existing Buildings	$0
Connection fees	$50,000
Hard construction costs	$13,508,620
Landscaping	$108,900
Soft costs	$1,230,077
Project Management	$446,928
Residential Marketing	$877,924
Post Construction Holding Costs	$21,300
Contingency on hard and soft costs	$537,804
City of Burlington (Bachelor or 1 bedroom)	$155,859
City of Burlington (2 or more bedrooms)	$89,971
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$998,833
Education (Bachelor, 1 bedroom, 2 bedroom)	$263,694
Less property tax allowance during development	$49,282
Construction financing	$429,825
Financing fees/costs	$140,768
Total Project Costs Before Land Related	$18,909,784
Allowance for Developer's Profit	$3,816,042
Residual to Land and Land Carry	**$5,660,377**
Less financing on land during construction and approvals	$302,476
Less property purchase tax	$105,158
Residual Land Value	**$5,252,743**
Residual Value per sq.ft. of gross buildable floorspace	**$73**
Residual Value per sq.ft. of site	**$121**

Hypothetical Wood Frame Multi-family built to 2.25 FAR (6 Storeys Maximum)

Major Assumptions ***(shading indicates figures that are inputs; unshaded cells are formulas)***

Site and Building Size					
Site Size	43,560	sq.ft.			
Density	2.25	FSR			
Residential Density Before Exclusions	2.25	FSR			
Enclosed Balconies	0.00		0%	of residential	
In-suite storage	0.00		0.0	sf per unit	
Total Effective Gross Density After Bonuses and Exclusions	2.25	FSR			
Total Gross floorspace	98,010	gross sq.ft.			
Market Strata Residential floorspace	98,010	gross square feet			
Net saleable space	83,309	sq.ft. or	85%	of gross area	
Average Gross unit size	1,000	sq.ft. gross			
Average Net unit size	850	sq.ft.			
Number of units	98	units or	242	per hectare	
Studio & 1 Bed Units	69				
2 Bed Units	29				
Total Market Strata Unit Parking Stalls (including visitors)	164	stalls or	1.60	per unit 1 bed unit	
		and	1.85	per unit 2 bed unit	
Underground/structured parking stalls provided	164	stalls			
Surface parking stalls	0	stalls			
Strata Revenue and Value					
Average Sales Price Per Sq. Ft.	$475	per sq.ft. of net saleable residential space			
Parking Stall(s)	$0	per stall			
Storage Lockers	$3,500	per locker with	70	available	
Overall Average Sales Price Per Sq. Ft.	$478	per sq.ft. of net saleable residential space			
Pre-Construction Costs					
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$0				
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$0	plus a variable fee of	$0	per residential unit	
			$0	per 100m^2 of new non-residential	
Construction Costs					
Allowance for Demolition of Existing Buildings	$0	single home & surface parking lot			
Other Costs	$0				
Connection fees	$50,000				
Hard Construction Costs					
Market Strata Residential Area	$140	per gross sq.ft. of residential area			
Cost Per Underground Parking Stall	$35,000	per underground/structured parking stall			
Cost Per Surface Parking Stall	$0	per at grade stall			
Overall Costs Per Square Foot	$199	per gross sq.ft.			
Hard Cost Used in Analysis	$199				
Landscaping	$108,900	or	$5	per sq.ft. on 50% of site	
Soft costs/professional fees (excluding management)	9.0%	of above			
Project Management	3.0%	of above			
Post Construction Holding Costs	$400	per unit per month on	25%	of units	6 months
Contingency on hard and soft costs	3.5%	of hard and soft costs			
Local Government Levies					
City of Burlington (Bachelor or 1 bedroom)	$3,136	per market unit			
City of Burlington (2 or more bedrooms)	$4,224	per market unit			
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$14,068	per market unit			
Education (Bachelor, 1 bedroom, 2 bedroom)	$3,714	per market unit			
Financing Assumptions					
Financing rate on construction costs	5.0%	on 50% of costs, assuming a	1.25	year construction period	
		and a total loan of	75%	on costs	
Financing fees	1.00%	of financed construction costs			
Financing on Land Acquisition	5.0%	during construction on	50%	of land cost	
Marketing and Commissions					
Commissions/sales costs on residential	3.0%	of gross strata market residential revenue			
Marketing on residential	3.0%	of gross strata market residential revenue			
Property Taxes					
Tax Rate (res)	0.871%	of assessed value			
Current assessment (Year 1 of analysis)	$2,000,000	for 2016			
Assumed assessment after 1 year of construction (Year 2 of analysis)	$19,908,269	(50% of completed project value)			
Allowance for Developer's Profit	15.0%	of total costs or	13.0%	of gross revenue	

Hypothetical Wood Frame Apartment at 2.25 FAR Continued (6 storeys maximum)

Analysis

Revenue	
Gross Market Residential Sales Revenue	$39,816,538
Less commissions and sales costs	$1,194,496
Total Value Net of Commissions	$38,622,041
Project Costs	
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$0
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$0
Allowance for Demolition of Existing Buildings	$0
Other Costs	$0
Connection fees	$50,000
Hard construction costs	$19,461,400
Landscaping	$108,900
Soft costs	$1,765,827
Project Management	$641,584
Residential Marketing	$1,194,496
Post Construction Holding Costs	$29,400
Contingency on hard and soft costs	$771,999
City of Burlington (Bachelor or 1 bedroom)	$215,130
City of Burlington (2 or more bedrooms)	$124,186
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$1,378,671
Education (Bachelor, 1 bedroom, 2 bedroom)	$363,972
Less property tax allowance during development	$60,771
Construction financing	$613,273
Financing fees/costs	$200,847
Total Project Costs Before Land Related	$26,980,456
Allowance for Developer's Profit	$5,192,076
Residual to Land and Land Carry	**$6,449,509**
Less financing on land during construction and approvals	$344,646
Less property purchase tax	$120,097
Residual Land Value	**$5,984,766**
Residual Value per sq.ft. of gross buildable floorspace	**$61**
Residual Value per sq.ft. of site	**$137**

Hypothetical Concrete Mixed-Use Built to 4.0 FAR (12 Storeys Maximum)

Major Assumptions ***(shading indicates figures that are inputs; unshaded cells are formulas)***

Site and Building Size				
Site Size	43,560	sq.ft.		
Density	4.00	FAR		
Residential Density Before Exclusions	4.00	FAR		
Enclosed Balconies	0.00		0%	of residential
In-suite storage	0.00		0.0	sf per unit
Total Effective Gross Density After Bonuses and Exclusions	4.00	FAR		
Total Gross floorspace	174,240	gross sq.ft.		
Market Strata Residential floorspace	174,240	gross square feet		
Net saleable space	148,104	sq.ft. or	85%	of gross area
Average Gross unit size	1,025	sq.ft. gross		
Average Net unit size	871	sq.ft.		
Number of units	170	units or	420	per hectare
Studio & 1 Bed Units	110			
2 Bed Units	60			
Total Market Strata Unit Parking Stalls (including visitors)	287	stalls or	1.60	per unit 1 bed unit
		and	1.85	per unit 2 bed unit
Underground/structured parking stalls provided	287	stalls		
Surface parking stalls	0	stalls		
Strata Revenue and Value				
Average Sales Price Per Sq. Ft.	$550	per sq.ft. of net saleable residential space		
Parking Stall(s)	$0	per stall		
Storage Lockers	$3,500	per locker with	110	available
Overall Average Sales Price Per Sq. Ft.	$553	per sq.ft. of net saleable residential space		
Pre-Construction Costs				
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$32,197			
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$24,061	plus a variable fee of	$305	per residential unit
			$97	per $100m^2$ of new non-residential
Construction Costs				
Allowance for Demolition of Existing Buildings	$20,000	single home & surface parking lot		
Other Costs	$0			
Connection fees	$50,000			
Hard Construction Costs				
Market Strata Residential Area	$220	per gross sq.ft. of residential area		
Cost Per Underground Parking Stall	$35,000	per underground/structured parking stall		
Cost Per Surface Parking Stall	$5,000	per at grade stall		
Overall Costs Per Square Foot	$278	per gross sq.ft.		
Hard Cost Used in Analysis	$278			
Landscaping	$217,800	or	$10	per sq.ft. on 50% of site
Soft costs/professional fees (excluding management)	9.0%	of above		
Project Management	3.0%	of above		
Post Construction Holding Costs	$400	per unit per month on	25%	of units 8 months
Contingency on hard and soft costs	3.5%	of hard and soft costs		
Local Government Levies				
City of Burlington (Bachelor or 1 bedroom)	$3,136	per market unit		
City of Burlington (2 or more bedrooms)	$4,224	per market unit		
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$14,068	per market unit		
Education (Bachelor, 1 bedroom, 2 bedroom)	$3,714	per market unit		
Financing Assumptions				
Financing rate on construction costs	5.0%	on 50% of costs, assuming a	1.50	year construction period
		and a total loan of	75%	on costs
Financing fees	1.00%	of financed construction costs		
Financing on Land Acquisition	5.0%	during construction on	50%	of land cost
Marketing and Commissions				
Commissions/sales costs on residential	3.0%	of gross strata market residential revenue		
Marketing on residential	3.0%	of gross strata market residential revenue		
Property Taxes				
Tax Rate (res)	0.871%	of assessed value		
Current assessment (Year 1 of analysis)	$2,000,000	for 2016		
Assumed assessment after 1 year of construction (Year 2 of analysis)	$40,921,100	(50% of completed project value)		
Allowance for Developer's Profit	15.0%	of total costs or	13.0%	of gross revenue

Hypothetical Concrete Mixed Use Built to 4.0 FAR (12 storeys maximum)

Analysis

Revenue	
Gross Market Residential Sales Revenue	$81,842,200
Less commissions and sales costs	$2,455,266
Net residential sales revenue	$79,386,934
Total Value Net of Commissions	$79,386,934
Project Costs	
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$32,197
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$75,911
Allowance for Demolition of Existing Buildings	$20,000
Connection fees	$50,000
Hard construction costs	$48,377,800
Landscaping	$217,800
Soft costs	$4,379,904
Project Management	$1,594,608
Residential Marketing	$2,455,266
Post Construction Holding Costs	$68,000
Contingency on hard and soft costs	$1,917,441
City of Burlington (Bachelor or 1 bedroom)	$344,960
City of Burlington (2 or more bedrooms)	$253,440
City of Burlington (Commercial)	$0
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$2,391,572
Education (Bachelor, 1 bedroom, 2 bedroom)	$631,380
Less property tax allowance during development	$195,634
Construction financing	$1,772,041
Financing fees/costs	$485,835
Total Project Costs Before Land Related	$65,263,789
Allowance for Developer's Profit	$10,672,223
Residual to Land and Land Carry	**$3,450,922**
Less financing on land during construction and approvals	$213,526
Less property purchase tax	$62,748
Residual Land Value	**$3,174,648**
Residual Value per sq.ft. of gross buildable floorspace	**$18**
Residual Value per sq.ft. of site	**$73**

Land Residual – Parking Standards Modification

Hypothetical Retail Project (As a component of a mixed-use building)

Assumptions

Site and Building Size Assumptions:						
Assumed Site Size	43,560	or	1.0	acre		
FAR	0.4					
Project Size	15,246					
Rentable Area	100%	of gross area				
Parking	1	stall per	29	square metres of gross area		
Total Stalls	50					
Underground/structured Parking Stalls	26					
Surface Parking Stalls	24					
Revenue and Value Assumptions:						
Average Net Lease Rate	$27.50	per sq.ft. of rentable area assuming landlord provides fit up allowance				
Operating Costs	$15.00	per sq.ft. of rentable area				
Annual Vacancy Allowance	4.4%					
Property Management	0.0%	of lease revenue (included in operating costs)				
Structural Allowance	0.0%	of lease revenue				
Assumed Net Parking Revenue	$0.00	per stall per month				
Capitalization Rate	5.75%					
Profit Allowance	13.0%	of value				
Cost Assumptions:						
Demolition Allowance	$0					
Site Servicing (sidewalks, landscaping, etc)	$0	per acre				
Allowance for piling, stabilization	$0	per gross sq.ft.				
Building Construction Costs (to base building - shell)	$170	per sq.ft.				
Parking Construction Costs	$35,000	per stall (assuming underground)				
Parking Construction Costs	$5,000	per stall (assuming at grade)				
Base Building Hard Construction Costs	$238	per sq.ft. buildable (including parking)				
Allowance to finish common areas	$0	per sq.ft. of common area				
Fit-up Allowance	$25	per rentable square foot				
Soft Costs (including project management)	12%	of hard costs				
Contingency	4%	of hard and soft costs				
City of Burlington (Commercial)	$119.68	per sq. m. of floorspace				
Region of Halton (Commercial)	$248.72	per sq. m. of floorspace				
Interim Financing	5.0%	on 50% of all costs assuming a	1.25	year construction period		
Finance Fee	1.0%	of financed construction costs				
Share of Costs Financed	75.0%					
Property Taxes During Development	1.864%	applied to land value in Year 1	$2,000,000			
		applied to 50% of gross value of building in Year 2, which is:			$3,397,869	
Upfront Leasing Commissions	17%	of Year 1 revenue				
Marketing	$100,000					
Lease-up period after construction complete	6	months, or	0.5	years		
Assumed up-front vacancy cost during lease-up	$42.50	per sq.ft. (i.e. lease revenue+operating costs) on	25%	of space during lease-up		
Sales Commission	2%					

Hypothetical Retail Project – Reduced Parking Standards Continued

Analysis

Lease Revenue	$400,817
Recovered Operating Costs	$218,628
Less Operating Costs	$228,690
Net Operating Income	$390,755
Capitalized Value	$6,795,739
Less Commission	$135,915
Net Proceeds	$6,659,824
Total Value per sq.ft. buildable	**$437**
Demolition Allowance	$0
Site Servicing	$0
Allowance for piling, stabilization	$0
Hard Construction (including parking)	$3,628,548
Allowance to finish common areas	$0
Fit-Up	$381,150
Upfront Leasing Commissions	$68,139
Marketing	$100,000
Upfront Vacancy Cost during Lease-up	$80,994
Soft Costs (including project management)	$435,426
Contingency	$142,239
City of Burlington (Commercial)	$169,515
Region of Halton (Commercial)	$352,287
Property Taxes during Development	$53,125
Interim Financing	$126,830
Financing fees/costs	$41,537
Total Costs Before Land and Profit	$5,538,253
Total Costs per sq.ft. buildable	**$363**
Profit:	$886,164
Land Residual:	
Land Residual Before Holding Costs	$235,407
Less interim financing on land	$13,131
Less property taxes during approvals	$18,644
Less property closing costs	$2,036
Residual Land Value	$201,596
Value per sq.ft. buildable	**$13**
Value per sq.ft. of site area	**$5**

Hypothetical Wood Frame Multi-family built to 1.65 FAR (4 Storeys Maximum)

Major Assumptions ***(shading indicates figures that are inputs; unshaded cells are formulas)***

Site and Building Size				
Site Size	43,560	sq.ft.		
Density	1.65	FAR		
Residential Density Before Exclusions	1.65	FAR		
Enclosed Balconies	0.00		0%	of residential
In-suite storage	0.00		0.0	sf per unit
Total Effective Gross Density After Bonuses and Exclusions	1.65	FAR		
Total Gross floorspace	71,874	gross sq.ft.		
Market Strata Residential floorspace	71,874	gross square feet		
Net saleable space	61,093	sq.ft. or	85%	of gross area
Average Gross unit size	1,012	sq.ft. gross		
Average Net unit size	860	sq.ft.		
Number of units	71	units or	175	per hectare
Studio & 1 Bed Units	50			
2 Bed Units	21			
Total Market Strata Unit Parking Stalls (including visitors)	86	stalls or	1.20	per unit 1 bed unit
		and	1.20	per unit 2 bed unit
Underground/structured parking stalls provided	86	stalls		
Surface parking stalls	0	stalls		
Strata Revenue and Value				
Average Sales Price Per Sq. Ft.	$475	per sq.ft. of net saleable residential space		
Parking Stall(s)	$0	per stall		
Storage Lockers	$3,500	per locker with	70	available
Overall Average Sales Price Per Sq. Ft.	$479	per sq.ft. of net saleable residential space		
Pre-Construction Costs				
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$0			
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$0	plus a variable fee of	$0	per residential unit
			$0	per 100m^2 of new non-residential
Construction Costs				
Allowance for Demolition of Existing Buildings	$0	single home & surface parking lot		
Connection fees	$50,000			
Hard Construction Costs				
Market Strata Residential Area	$130	per gross sq.ft. of residential area		
Cost Per Underground Parking Stall	$35,000	per underground/structured parking stall		
Cost Per Surface Parking Stall	$0	per at grade stall		
Overall Costs Per Square Foot	$172	per gross sq.ft.		
Hard Cost Used in Analysis	$172			
Landscaping	$108,900	or	$5	per sq.ft. on 50% of site
Soft costs/professional fees (excluding management)	9.0%	of above		
Project Management	3.0%	of above		
Post Construction Holding Costs	$400	per unit per month on	25%	of units 6 months
Contingency on hard and soft costs	3.5%	of hard and soft costs		
Local Government Levies				
City of Burlington (Bachelor or 1 bedroom)	$3,136	per market unit		
City of Burlington (2 or more bedrooms)	$4,224	per market unit		
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$14,068	per market unit		
Education (Bachelor, 1 bedroom, 2 bedroom)	$3,714	per market unit		
Financing Assumptions				
Financing rate on construction costs	5.0%	on 50% of costs, assuming a	1.25	year construction period
		and a total loan of	75%	on costs
Financing fees	1.00%	of financed construction costs		
Financing on Land Acquisition	5.0%	during construction on	50%	of land cost
Marketing and Commissions				
Commissions/sales costs on residential	3.0%	of gross strata market residential revenue		
Marketing on residential	3.0%	of gross strata market residential revenue		
Property Taxes				
Tax Rate (res)	0.871%	of assessed value		
Current assessment (Year 1 of analysis)	$2,000,000	for 2016		
Assumed assessment after 1 year of construction (Year 2 of analysis)	$14,632,064	(50% of completed project value)		
Allowance for Developer's Profit	15.0%	of total costs or	13.0%	of gross revenue

Hypothetical Woodframe Project (4 storeys) Continued – Reduced Parking Standards

Analysis

Revenue	
Gross Market Residential Sales Revenue	$29,264,128
Less commissions and sales costs	$877,924
Total Value Net of Commissions	$28,386,204
Project Costs	
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$0
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$0
Allowance for Demolition of Existing Buildings	$0
Connection fees	$50,000
Hard construction costs	$12,353,620
Landscaping	$108,900
Soft costs	$1,126,127
Project Management	$409,159
Residential Marketing	$877,924
Post Construction Holding Costs	$21,300
Contingency on hard and soft costs	$492,419
City of Burlington (Bachelor or 1 bedroom)	$155,859
City of Burlington (2 or more bedrooms)	$89,971
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$998,833
Education (Bachelor, 1 bedroom, 2 bedroom)	$263,694
Less property tax allowance during development	$49,282
Construction financing	$398,369
Financing fees/costs	$130,466
Total Project Costs Before Land Related	$17,525,923
Allowance for Developer's Profit	$3,816,042
Residual to Land and Land Carry	**$7,044,238**
Less financing on land during construction and approvals	$376,426
Less property purchase tax	$131,356
Residual Land Value	**$6,536,455**
Residual Value per sq.ft. of gross buildable floorspace	**$91**
Residual Value per sq.ft. of site	**$150**

Hypothetical Wood Frame Multi-family built to 2.25 FAR (6 Storeys Maximum)

Major Assumptions ***(shading indicates figures that are inputs; unshaded cells are formulas)***

Site and Building Size					
Site Size	43,560	sq.ft.			
Density	2.25	FSR			
Residential Density Before Exclusions	2.25	FSR			
Enclosed Balconies	0.00		0%	of residential	
In-suite storage	0.00		0.0	sf per unit	
Total Effective Gross Density After Bonuses and Exclusions	2.25	FSR			
Total Gross floorspace	98,010	gross sq.ft.			
Market Strata Residential floorspace	98,010	gross square feet			
Net saleable space	83,309	sq.ft. or	85%	of gross area	
Average Gross unit size	1,000	sq.ft. gross			
Average Net unit size	850	sq.ft.			
Number of units	98	units or	242	per hectare	
Studio & 1 Bed Units	69				
2 Bed Units	29				
Total Market Strata Unit Parking Stalls (including visitors)	117	stalls or	1.20	per unit 1 bed unit	
		and	1.20	per unit 2 bed unit	
Underground/structured parking stalls provided	117	stalls			
Surface parking stalls	0	stalls			
Strata Revenue and Value					
Average Sales Price Per Sq. Ft.	$475	per sq.ft. of net saleable residential space			
Parking Stall(s)	$0	per stall			
Storage Lockers	$3,500	per locker with	70	available	
Overall Average Sales Price Per Sq. Ft.	$478	per sq.ft. of net saleable residential space			
Pre-Construction Costs					
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$0				
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$0	plus a variable fee of	$0	per residential unit	
			$0	per 100m^2 of new non-residential	
Construction Costs					
Allowance for Demolition of Existing Buildings	$0	single home & surface parking lot			
Other Costs	$0				
Connection fees	$50,000				
Hard Construction Costs					
Market Strata Residential Area	$140	per gross sq.ft. of residential area			
Cost Per Underground Parking Stall	$35,000	per underground/structured parking stall			
Cost Per Surface Parking Stall	$0	per at grade stall			
Overall Costs Per Square Foot	$182	per gross sq.ft.			
Hard Cost Used in Analysis	$182				
Landscaping	$108,900	or	$5	per sq.ft. on 50% of site	
Soft costs/professional fees (excluding management)	9.0%	of above			
Project Management	3.0%	of above			
Post Construction Holding Costs	$400	per unit per month on	25%	of units	6 months
Contingency on hard and soft costs	3.5%	of hard and soft costs			
Local Government Levies					
City of Burlington (Bachelor or 1 bedroom)	$3,136	per market unit			
City of Burlington (2 or more bedrooms)	$4,224	per market unit			
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$14,068	per market unit			
Education (Bachelor, 1 bedroom, 2 bedroom)	$3,714	per market unit			
Financing Assumptions					
Financing rate on construction costs	5.0%	on 50% of costs, assuming a	1.25	year construction period	
		and a total loan of	75%	on costs	
Financing fees	1.00%	of financed construction costs			
Financing on Land Acquisition	5.0%	during construction on	50%	of land cost	
Marketing and Commissions					
Commissions/sales costs on residential	3.0%	of gross strata market residential revenue			
Marketing on residential	3.0%	of gross strata market residential revenue			
Property Taxes					
Tax Rate (res)	0.871%	of assessed value			
Current assessment (Year 1 of analysis)	$2,000,000	for 2016			
Assumed assessment after 1 year of construction (Year 2 of analysis)	$19,908,269	(50% of completed project value)			
Allowance for Developer's Profit	15.0%	of total costs or	13.0%	of gross revenue	

Hypothetical Woodframe Project (6 storeys) Continued – Reduced Parking Standards

Analysis

Revenue	
Gross Market Residential Sales Revenue	$39,816,538
Less commissions and sales costs	$1,194,496
Total Value Net of Commissions	$38,622,041
Project Costs	
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$0
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$0
Allowance for Demolition of Existing Buildings	$0
Other Costs	$0
Connection fees	$50,000
Hard construction costs	$17,816,400
Landscaping	$108,900
Soft costs	$1,617,777
Project Management	$587,792
Residential Marketing	$1,194,496
Post Construction Holding Costs	$29,400
Contingency on hard and soft costs	$707,359
City of Burlington (Bachelor or 1 bedroom)	$215,130
City of Burlington (2 or more bedrooms)	$124,186
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$1,378,671
Education (Bachelor, 1 bedroom, 2 bedroom)	$363,972
Less property tax allowance during development	$60,771
Construction financing	$568,473
Financing fees/costs	$186,175
Total Project Costs Before Land Related	$25,009,502
Allowance for Developer's Profit	$5,192,076
Residual to Land and Land Carry	**$8,420,463**
Less financing on land during construction and approvals	$449,968
Less property purchase tax	$157,410
Residual Land Value	**$7,813,084**
Residual Value per sq.ft. of gross buildable floorspace	**$80**
Residual Value per sq.ft. of site	**$179**

Hypothetical Concrete Mixed-Use Built to 4.0 FAR (12 Storeys Maximum)

Major Assumptions ***(shading indicates figures that are inputs; unshaded cells are formulas)***

Site and Building Size				
Site Size	43,560	sq.ft.		
Density	4.00	FAR		
Residential Density Before Exclusions	4.00	FAR		
Enclosed Balconies	0.00		0%	of residential
In-suite storage	0.00		0.0	sf per unit
Total Effective Gross Density After Bonuses and Exclusions	4.00	FAR		
Total Gross floorspace	174,240	gross sq.ft.		
Market Strata Residential floorspace	174,240	gross square feet		
Net saleable space	148,104	sq.ft. or	85%	of gross area
Average Gross unit size	1,025	sq.ft. gross		
Average Net unit size	871	sq.ft.		
Number of units	170	units or	420	per hectare
Studio & 1 Bed Units	110			
2 Bed Units	60			
Total Market Strata Unit Parking Stalls (including visitors)	204	stalls or	1.20	per unit 1 bed unit
		and	1.20	per unit 2 bed unit
Underground/structured parking stalls provided	204	stalls		
Surface parking stalls	0	stalls		
Strata Revenue and Value				
Average Sales Price Per Sq. Ft.	$550	per sq.ft. of net saleable residential space		
Parking Stall(s)	$0	per stall		
Storage Lockers	$3,500	per locker with	110	available
Overall Average Sales Price Per Sq. Ft.	$553	per sq.ft. of net saleable residential space		
Pre-Construction Costs				
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$32,197			
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$24,061	plus a variable fee of	$305	per residential unit
			$97	per $100m^2$ of new non-resi
Construction Costs				
Allowance for Demolition of Existing Buildings	$20,000	single home & surface parking lot		
Other Costs	$0			
Connection fees	$50,000			
Hard Construction Costs				
Market Strata Residential Area	$220	per gross sq.ft. of residential area		
Cost Per Underground Parking Stall	$35,000	per underground/structured parking stall		
Cost Per Surface Parking Stall	$5,000	per at grade stall		
Overall Costs Per Square Foot	$261	per gross sq.ft.		
Hard Cost Used in Analysis	$261			
Landscaping	$217,800	or	$10	per sq.ft. on 50% of site
Soft costs/professional fees (excluding management)	9.0%	of above		
Project Management	3.0%	of above		
Post Construction Holding Costs	$400	per unit per month on	25%	of units 8
Contingency on hard and soft costs	3.5%	of hard and soft costs		
Local Government Levies				
City of Burlington (Bachelor or 1 bedroom)	$3,136	per market unit		
City of Burlington (2 or more bedrooms)	$4,224	per market unit		
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$14,068	per market unit		
Education (Bachelor, 1 bedroom, 2 bedroom)	$3,714	per market unit		
Financing Assumptions				
Financing rate on construction costs	5.0%	on 50% of costs, assuming a	1.50	year construction period
		and a total loan of	75%	on costs
Financing fees	1.00%	of financed construction costs		
Financing on Land Acquisition	5.0%	during construction on	50%	of land cost
Marketing and Commissions				
Commissions/sales costs on residential	3.0%	of gross strata market residential revenue		
Marketing on residential	3.0%	of gross strata market residential revenue		
Property Taxes				
Tax Rate (res)	0.871%	of assessed value		
Current assessment (Year 1 of analysis)	$2,000,000	for 2016		
Assumed assessment after 1 year of construction (Year 2 of analysis)	$40,921,100	(50% of completed project value)		
Allowance for Developer's Profit	15.0%	of total costs or	13.0%	of gross revenue

Hypothetical Concrete Project Continued – Reduced Parking Standards

Analysis

Revenue	
Gross Market Residential Sales Revenue	$81,842,200
Less commissions and sales costs	$2,455,266
Net residential sales revenue	$79,386,934
Total Value Net of Commissions	$79,386,934
Project Costs	
Official Plan Amendment (City, Region of Halton, Other Agency Fees)	$32,197
Rezoning Fee (City, Region of Halton, Other Agency Fees)	$75,911
Allowance for Demolition of Existing Buildings	$20,000
Connection fees	$50,000
Hard construction costs	$45,472,800
Landscaping	$217,800
Soft costs	$4,118,454
Project Management	$1,499,615
Residential Marketing	$2,455,266
Post Construction Holding Costs	$68,000
Contingency on hard and soft costs	$1,803,290
City of Burlington (Bachelor or 1 bedroom)	$344,960
City of Burlington (2 or more bedrooms)	$253,440
City of Burlington (Commercial)	$0
Region of Halton (Bachelor, 1 bedroom, 2 bedroom)	$2,391,572
Education (Bachelor, 1 bedroom, 2 bedroom)	$631,380
Less property tax allowance during development	$195,634
Construction financing	$1,677,103
Financing fees/costs	$459,806
Total Project Costs Before Land Related	$61,767,228
Allowance for Developer's Profit	$10,672,223
Residual to Land and Land Carry	**$6,947,483**
Less financing on land during construction and approvals	$429,876
Less property purchase tax	$128,352
Residual Land Value	**$6,389,256**
Residual Value per sq.ft. of gross buildable floorspace	**$37**
Residual Value per sq.ft. of site	**$147**

Appendix C

City of Burlington: Roseland Plaza
Low Density Scenario: Mixed-Use Development

Grey Shaded Cells are Input Cells
Inflation at 2.5% per year on development parcel values and development costs

Gross Site Size	243,805	sq.ft. or	5.60 acres, or	100% of gross site area
Assumed Road Dedication	73,142	sq.ft. or	1.68 acres, or	30% of gross site area
Assumed Park Dedication	12,190	sq.ft. or	0.28 acres, or	5% of gross site area
Net Developable Land Area	158,473	sq.ft.		
Assumed Average FAR (On Gross Land Area)	2.10			
Total Floorspace	512,400	sq.ft.		

Mix of Floorspace by Type

Residential	Total	Gross Unit Size	Market Floorspace	Market Units
Townhouse	0	1,500	0	0
4-storey woodframe apartment	0	1,000	0	0
5-storey woodframe apartment	0	1,000	0	0
6-storey woodframe apartment	436,800	1,000	436,800	437
Midrise Concrete Apartment	0	1,000	0	0
Highrise Concrete Apartment	0	1,000	0	0
Total Residential Floorspace	436,800	N/A	436,800	437
Retail	75,600			
Total Residential, Commercial and Flex Space	512,400			

Floorspace

Market Residential Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Floorspace																					
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	436,800	0	100,800	100,800	168,000	0	67,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Floorspace (Sq. Ft.)	436,800	0	100,800	100,800	168,000	0	67,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Commercial Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Retail	75,600	0	25,200	25,200	25,200	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Commercial Floorspace (Sq. Ft.)	75,600	0	25,200	25,200	25,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Absorption (Sq. Ft.)		0	126,000	126,000	193,200	0	67,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Share of Total Floorspace (Sq. Ft.)		0%	25%	25%	38%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Units

Market Residential Units	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	437	0	101	101	168	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Units	437	0	101	101	168	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Development Parcel Sales Prices per sq.ft. buildable **($2016)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00
4-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
5-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
6-storey woodframe apartment		$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00
Midrise Concrete Apartment		$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00
Highrise Concrete Apartment		$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00
Retail		-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00

		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Escalation on Revenue		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor		100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Development Parcel Sales Prices per sq.ft. buildable **(Inflated $)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$46.13	$47.28	$48.46	$49.67	$50.91	$52.19	$53.49	$54.83	$56.20	$57.60	$59.04	$60.52	$62.03	$63.58	$65.17	$66.80	$68.47	$70.18	$71.94
4-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
5-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
6-storey woodframe apartment		$60.00	$61.50	$63.04	$64.61	$66.23	$67.88	$69.58	$71.32	$73.10	$74.93	$76.81	$78.73	$80.69	$82.71	$84.78	$86.90	$89.07	$91.30	$93.58	$95.92
Midrise Concrete Apartment		$20.00	$20.50	$21.01	$21.54	$22.08	$22.63	$23.19	$23.77	$24.37	$24.98	$25.60	$26.24	$26.90	$27.57	$28.26	$28.97	$29.69	$30.43	$31.19	$31.97
Highrise Concrete Apartment		$25.00	$25.63	$26.27	$26.92	$27.60	$28.29	$28.99	$29.72	$30.46	$31.22	$32.00	$32.80	$33.62	$34.46	$35.32	$36.21	$37.11	$38.04	$38.99	$39.97
Retail		-$60.00	-$61.50	-$63.04	-$64.61	-$66.23	-$67.88	-$69.58	-$71.32	-$73.10	-$74.93	-$76.81	-$78.73	-$80.69	-$82.71	-$84.78	-$86.90	-$89.07	-$91.30	-$93.58	-$95.92

Commissions on Sales of Development Parcels	1.50%

Costs

Clearing, Demolition and Remediation	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20	2037 Year 21
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Demolition and Remediation	$697,820	$697,820	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing/Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$181,200	$181,200	$181,200	$181,200	$181,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal - Off-Sites	$906,000	$0	$181,200	$181,200	$181,200	$181,200	$181,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing/Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$72,069	$72,069	$72,069	$72,069	$72,069	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	$360,344	$0	$72,069	$72,069	$72,069	$72,069	$72,069	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Roseland Plaza Low Density Scenario: Part 2

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	1.5%	of gross revenues																				
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	12.00%	of off-site and on-site hard costs																				

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$985,589	$220,984	$220,984	$220,984	$161,318	$161,318	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs	10%	of all hard costs, excluding land acquisition, property tax and public amenities - further 20% included in servicing costs already

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Inflation on Costs			2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor			100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Interim Financing	5%	on 65% of each year's total costs (assuming an average of half of all costs outstanding during the year)
Financing Fee	1%	on each year's total costs
Land Developer's Profit Margin Allowance	13%	of gross revenue from market development parcels

ANALYSIS

Revenue from Market Development Parcels	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Residential																						
Townhouse	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6-storey woodframe	$26,208,000	$0	$0	$6,048,000	$6,048,000	$10,080,000	$0	$4,032,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Midrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Highrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential Revenue	$26,208,000	$0	$0	$6,048,000	$6,048,000	$10,080,000	$0	$4,032,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail	-$4,536,000	$0	$0	-$1,512,000	-$1,512,000	-$1,512,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential, Commercial and Other Revenue	$21,672,000	$0	$0	$4,536,000	$4,536,000	$8,568,000	$0	$4,032,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Gross Sales Revenues	$1,531,672	$0	$0	$113,400	$229,635	$658,799	$0	$529,838	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Gross Revenue Including Inflation	$23,203,672	$0	$0	$4,649,400	$4,765,635	$9,226,799	$0	$4,561,838	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less Commissions on Development Parcels	$348,055	$0	$0	$69,741	$71,485	$138,402	$0	$68,428	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Net Revenue After Commissions	$22,855,617	$0	$0	$4,579,659	$4,694,150	$9,088,397	$0	$4,493,410	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Site Remediation	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Remediation Costs	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Clearing and Demolition	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing and Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$181,200	$181,200	$181,200	$181,200	$181,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Off-Site Infrastructure	$906,000	$0	$181,200	$181,200	$181,200	$181,200	$181,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing and Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$90,086	$90,086	$90,086	$90,086	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total On-site Infrastructure Costs	$360,344	$0	$90,086	$90,086	$90,086	$90,086	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	$348,055	$0	$0	$69,741	$71,485	$138,402	$0	$68,428	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	$193,831	$41,869	$32,554	$32,554	$32,554	$32,554	$21,744	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Soft Costs	$541,886	$41,869	$32,554	$102,295	$104,039	$170,956	$21,744	$68,428	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs (excluding land acquisition)	$250,605	$73,969	$30,384	$37,358	$37,532	$44,224	$20,294	$6,843	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$985,589	$220,984	$220,984	$220,984	$161,318	$161,318	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Total Costs	$3,742,244	$1,034,642	$555,209	$631,924	$574,175	$647,785	$223,238	$75,270	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Total Costs	$127,740	$0	$0	$15,798	$29,068	$49,809	$23,175	$9,891	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs Including Inflation	$3,869,984	$1,034,642	$555,209	$647,722	$603,243	$697,593	$246,413	$85,161	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Interim Financing	$71,940	$25,866	$9,022	$10,525	$9,803	$11,336	$4,004	$1,384	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Financing Fee	$38,700	$10,346	$5,552	$6,477	$6,032	$6,976	$2,464	$852	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs including Inflation and Financing	$3,970,278	$1,060,508	$569,783	$664,725	$619,078	$715,905	$252,882	$87,397	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Land Developer's Profit Margin Allowance	$3,025,759	$0	$0	$606,282	$621,439	$1,203,175	$0	$594,864	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Land Residual	$15,859,580	-$1,060,508	-$569,783	$3,308,653	$3,453,633	$7,169,317	-$252,882	$3,811,150	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Profitability and Land Value Analysis

Net Present Value of Land Residual to the Beginning of Year 1 Discounted at	4%	**$13,453,445**

City of Burlington: Roseland Plaza
Medium Density Scenario: Mixed-Use Development

Grey Shaded Cells are Input Cells
Inflation at 2.5% per year on development parcel values and development costs

Gross Site Size	243,805	sq.ft. or	5.60 acres, or	100% of gross site area
Assumed Road Dedication	73,142	sq.ft. or	1.68 acres, or	30% of gross site area
Assumed Park Dedication	12,190	sq.ft. or	0.28 acres, or	5% of gross site area
Net Developable Land Area	158,473	sq.ft.		
Assumed Average FAR (On Gross Land Area)	2.66			
Total Floorspace	649,382	sq.ft.		

Mix of Floorspace by Type

Residential	Total	Gross Unit Size	Market Floorspace	Market Units
Townhouse	0	1,500	0	0
4-storey woodframe apartment	0	1,000	0	0
5-storey woodframe apartment	0	1,000	0	0
6-storey woodframe apartment	579,600	1,000	579,600	580
Midrise Concrete Apartment	0	1,000	0	0
Highrise Concrete Apartment	0	1,000	0	0
Total Residential Floorspace	579,600	N/A	579,600	580
Retail	75,600			
Total Residential, Commercial and Flex Space	655,200			

Floorspace

Market Residential Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Floorspace																					
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	579,600	0	126,000	0	126,000	0	126,000	100,800	0	100,800	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Floorspace (Sq. Ft.)	579,600	0	126,000	0	126,000	0	126,000	100,800	0	100,800	0	0	0	0	0	0	0	0	0	0	0

Commercial Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Retail	75,600	0	25,200	0	25,200	0	25,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Commercial Floorspace (Sq. Ft.)	75,600	0	25,200	0	25,200	0	25,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Absorption (Sq. Ft.)		0	151,200	0	151,200	0	151,200	100,800	0	100,800	0	0	0	0	0	0	0	0	0	0	0
Share of Total Floorspace (Sq. Ft.)		0%	23%	0%	23%	0%	23%	15%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Units

Market Residential Units	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	580	0	126	0	126	0	126	101	0	101	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Units	580	0	126	0	126	0	126	101	0	101	0	0	0	0	0	0	0	0	0	0	0

Development Parcel Sales Prices per sq.ft. buildable **($2016)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00
4-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
5-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
6-storey woodframe apartment		$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00
Midrise Concrete Apartment		$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00
Highrise Concrete Apartment		$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00
Retail		-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00

		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Escalation on Revenue		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor		100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Development Parcel Sales Prices per sq.ft. buildable **(Inflated $)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$46.13	$47.28	$48.46	$49.67	$50.91	$52.19	$53.49	$54.83	$56.20	$57.60	$59.04	$60.52	$62.03	$63.58	$65.17	$66.80	$68.47	$70.18	$71.94
4-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
5-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
6-storey woodframe apartment		$60.00	$61.50	$63.04	$64.61	$66.23	$67.88	$69.58	$71.32	$73.10	$74.93	$76.81	$78.73	$80.69	$82.71	$84.78	$86.90	$89.07	$91.30	$93.58	$95.92
Midrise Concrete Apartment		$20.00	$20.50	$21.01	$21.54	$22.08	$22.63	$23.19	$23.77	$24.37	$24.98	$25.60	$26.24	$26.90	$27.57	$28.26	$28.97	$29.69	$30.43	$31.19	$31.97
Highrise Concrete Apartment		$25.00	$25.63	$26.27	$26.92	$27.60	$28.29	$28.99	$29.72	$30.46	$31.22	$32.00	$32.80	$33.62	$34.46	$35.32	$36.21	$37.11	$38.04	$38.99	$39.97
Retail		-$60.00	-$61.50	-$63.04	-$64.61	-$66.23	-$67.88	-$69.58	-$71.32	-$73.10	-$74.93	-$76.81	-$78.73	-$80.69	-$82.71	-$84.78	-$86.90	-$89.07	-$91.30	-$93.58	-$95.92

Commissions on Sales of Development Parcels	1.50%

Costs

Clearing, Demolition and Remediation	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20	2037 Year 21
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Demolition and Remediation	$697,820	$697,820	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing/Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal - Off-Sites	$906,000	$0	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing/Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	$360,344	$0	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Roseland Plaza Medium Density Scenario: Part 2

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	1.5%	of gross revenues																				
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	12.00%	of off-site and on-site hard costs																				

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$1,324,883	$220,984	$220,984	$220,984	$161,318	$161,318	$101,652	$101,652	$67,995	$33,998	$33,998	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs	10%	of all hard costs, excluding land acquisition, property tax and public amenities - further 20% included in servicing costs already

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Inflation on Costs			2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor			100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Interim Financing	5%	on 65% of each year's total costs (assuming an average of half of all costs outstanding during the year)
Financing Fee	1%	on each year's total costs
Land Developer's Profit Margin Allowance	13%	of gross revenue from market development parcels

ANALYSIS

Revenue from Market Development Parcels	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Residential																						
Townhouse	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6-storey woodframe	$34,776,000	$0	$0	$7,560,000	$0	$7,560,000	$0	$7,560,000	$6,048,000	$0	$6,048,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Midrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Highrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential Revenue	$34,776,000	$0	$0	$7,560,000	$0	$7,560,000	$0	$7,560,000	$6,048,000	$0	$6,048,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail	-$4,536,000	$0	$0	-$1,512,000	$0	-$1,512,000	$0	-$1,512,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential, Commercial and Other Revenue	$30,240,000	$0	$0	$6,048,000	$0	$6,048,000	$0	$6,048,000	$6,048,000	$0	$6,048,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Gross Sales Revenues	$3,697,718	$0	$0	$151,200	$0	$465,034	$0	$794,757	$965,826	$0	$1,320,901	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Gross Revenue Including Inflation	$33,937,718	$0	$0	$6,199,200	$0	$6,513,035	$0	$6,842,757	$7,013,826	$0	$7,368,901	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less Commissions on Development Parcels	$509,066	$0	$0	$92,988	$0	$97,696	$0	$102,641	$105,207	$0	$110,534	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Net Revenue After Commissions	$33,428,652	$0	$0	$6,106,212	$0	$6,415,339	$0	$6,740,116	$6,908,618	$0	$7,258,367	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Site Remediation	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Remediation Costs	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Clearing and Demolition	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing and Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Off-Site Infrastructure	$906,000	$0	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing and Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total On-site Infrastructure Costs	$360,344	$0	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	$509,066	$0	$0	$92,988	$0	$97,696	$0	$102,641	$105,207	$0	$110,534	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	$193,831	$41,869	$16,885	$16,885	$16,885	$16,885	$16,885	$16,885	$16,885	$16,885	$16,885	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Soft Costs	$702,896	$41,869	$16,885	$109,873	$16,885	$114,580	$16,885	$119,526	$122,092	$16,885	$127,418	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs (excluding land acquisition)	$266,706	$73,969	$15,759	$25,058	$15,759	$25,529	$15,759	$26,023	$26,280	$15,759	$26,812	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$1,324,883	$220,984	$220,984	$220,984	$161,318	$161,318	$101,652	$101,652	$67,995	$33,998	$33,998	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Total Costs	$4,258,650	$1,034,642	$394,333	$496,620	$334,666	$442,132	$275,000	$387,906	$357,072	$207,346	$328,933	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Total Costs	$310,862	$0	$0	$12,415	$16,942	$33,996	$28,549	$50,974	$57,022	$39,123	$71,840	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs Including Inflation	$4,569,511	$1,034,642	$394,333	$509,035	$351,609	$476,127	$303,549	$438,880	$414,094	$246,469	$400,773	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Interim Financing	$83,308	$25,866	$6,408	$8,272	$5,714	$7,737	$4,933	$7,132	$6,729	$4,005	$6,513	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Financing Fee	$45,695	$10,346	$3,943	$5,090	$3,516	$4,761	$3,035	$4,389	$4,141	$2,465	$4,008	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs including Inflation and Financing	$4,688,168	$1,060,508	$404,684	$522,397	$360,839	$488,626	$311,517	$450,401	$424,964	$252,939	$411,293	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Land Developer's Profit Margin Allowance	$4,425,478	$0	$0	$808,376	$0	$849,300	$0	$892,295	$914,603	$0	$960,905	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Land Residual	$24,315,006	-$1,060,508	-$404,684	$4,775,439	-$360,839	$5,077,414	-$311,517	$5,397,419	$5,569,052	-$252,939	$5,886,169	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Profitability and Land Value Analysis

Net Present Value of Land Residual to the Beginning of Year 1 Discounted at	4%	**$19,177,305**

Location: Y:\JOBS\Jobs16\36\Models without Parking Updates\Copy of Burlington Land Development Model (Roseland Updated Version_noparking)
Sheet: Land Development Model Wood - 6
Date Printed: 16/11/2016

City of Burlington: Roseland Plaza
High Density Scenario: Mixed-Use Development

Grey Shaded Cells are Input Cells
Inflation at 2.5% per year on development parcel values and development costs

Gross Site Size	243,805	sq.ft. or	5.60 acres, or	100% of gross site area
Assumed Road Dedication	73,142	sq.ft. or	1.68 acres, or	30% of gross site area
Assumed Park Dedication	12,190	sq.ft. or	0.28 acres, or	5% of gross site area
Net Developable Land Area	158,473	sq.ft.		
Assumed Average FAR (On Gross Land Area)	3.59			
Total Floorspace	874,800	sq.ft.		

Mix of Floorspace by Type

Residential	Total	Gross Unit Size	Market Floorspace	Market Units
Townhouse	0	1,500	0	0
4-storey woodframe apartment	0	1,000	0	0
5-storey woodframe apartment	0	1,000	0	0
6-storey woodframe apartment	0	1,000	0	0
Midrise Concrete Apartment	799,200	1,000	799,200	799
Highrise Concrete Apartment	0	1,000	0	0
Total Residential Floorspace	799,200	N/A	799,200	799
Retail	75,600			
Total Residential, Commercial and Flex Space	874,800			

Floorspace

Market Residential Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Floorspace																					
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	799,200	0	132,000	0	132,000	0	132,000	0	100,800	100,800	100,800	100,800	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Floorspace (Sq. Ft.)	799,200	0	132,000	0	132,000	0	132,000	0	100,800	100,800	100,800	100,800	0	0	0	0	0	0	0	0	0

Commercial Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Retail	75,600	0	25,200	0	25,200	0	25,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Commercial Floorspace (Sq. Ft.)	75,600	0	25,200	0	25,200	0	25,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Absorption (Sq. Ft.)		0	157,200	0	157,200	0	157,200	0	100,800	100,800	100,800	100,800	0	0	0	0	0	0	0	0	0
Share of Total Floorspace (Sq. Ft.)		0%	18%	0%	18%	0%	18%	0%	12%	12%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Units

Market Residential Units	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Townhouse	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	799	0	132	0	132	0	132	0	101	101	101	101	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Units	819	0	152	0	132	0	132	0	101	101	101	101	0	0	0	0	0	0	0	0	0

Development Parcel Sales Prices per sq.ft. buildable **($2016)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00
4-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
5-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
6-storey woodframe apartment		$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00
Midrise Concrete Apartment		$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00
Highrise Concrete Apartment		$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00
Retail		-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00

		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Escalation on Revenue		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor		100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Development Parcel Sales Prices per sq.ft. buildable **(Inflated $)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$46.13	$47.28	$48.46	$49.67	$50.91	$52.19	$53.49	$54.83	$56.20	$57.60	$59.04	$60.52	$62.03	$63.58	$65.17	$66.80	$68.47	$70.18	$71.94
4-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
5-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
6-storey woodframe apartment		$60.00	$61.50	$63.04	$64.61	$66.23	$67.88	$69.58	$71.32	$73.10	$74.93	$76.81	$78.73	$80.69	$82.71	$84.78	$86.90	$89.07	$91.30	$93.58	$95.92
Midrise Concrete Apartment		$20.00	$20.50	$21.01	$21.54	$22.08	$22.63	$23.19	$23.77	$24.37	$24.98	$25.60	$26.24	$26.90	$27.57	$28.26	$28.97	$29.69	$30.43	$31.19	$31.97
Highrise Concrete Apartment		$25.00	$25.63	$26.27	$26.92	$27.60	$28.29	$28.99	$29.72	$30.46	$31.22	$32.00	$32.80	$33.62	$34.46	$35.32	$36.21	$37.11	$38.04	$38.99	$39.97
Retail		-$60.00	-$61.50	-$63.04	-$64.61	-$66.23	-$67.88	-$69.58	-$71.32	-$73.10	-$74.93	-$76.81	-$78.73	-$80.69	-$82.71	-$84.78	-$86.90	-$89.07	-$91.30	-$93.58	-$95.92

Commissions on Sales of Development Parcels	1.50%

Costs

Clearing, Demolition and Remediation	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20	2037 Year 21
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Demolition and Remediation	$697,820	$697,820	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing/Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal - Off-Sites	$906,000	$0	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing/Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	$360,344	$0	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$0	$0	$0	$0	$0	$0	$0	$0	$0

Roseland Plaza High Density Scenario: Part 2

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	1.5%	of gross revenues																				
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	12.00%	of off-site and on-site hard costs																				

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$1,665,112	$220,984	$220,984	$220,984	$181,274	$181,274	$141,563	$141,563	$101,853	$101,853	$76,390	$50,926	$25,463		$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs	10%	of all hard costs, excluding land acquisition, property tax and public amenities - further 20% included in servicing costs already

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Inflation on Costs			2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor			100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Interim Financing	5%	on 65% of each year's total costs (assuming an average of half of all costs outstanding during the year)
Financing Fee	1%	on each year's total costs
Land Developer's Profit Margin Allowance	13%	of gross revenue from market development parcels

ANALYSIS

Revenue from Market Development Parcels	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Residential																						
Townhouse	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Midrise Concrete Apartment	$15,984,000	$0	$0	$2,640,000	$0	$2,640,000	$0	$2,640,000	$0	$2,016,000	$2,016,000	$2,016,000	$2,016,000	$0	$0	$0	$0	$0	$0	$0	$0	$0
Highrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential Revenue	$15,984,000	$0	$0	$2,640,000	$0	$2,640,000	$0	$2,640,000	$0	$2,016,000	$2,016,000	$2,016,000	$2,016,000	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail	-$4,536,000	$0	$0	-$1,512,000	$0	-$1,512,000	$0	-$1,512,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential, Commercial and Other Revenue	$11,448,000	$0	$0	$1,128,000	$0	$1,128,000	$0	$1,128,000	$0	$2,016,000	$2,016,000	$2,016,000	$2,016,000	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Gross Sales Revenues	$2,150,210	$0	$0	$28,200	$0	$86,733	$0	$148,228	$0	$380,390	$440,300	$501,708	$564,650	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Gross Revenue Including Inflation	$13,598,210	$0	$0	$1,156,200	$0	$1,214,733	$0	$1,276,228	$0	$2,396,390	$2,456,300	$2,517,708	$2,580,650	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less Commissions on Development Parcels	$203,973	$0	$0	$17,343	$0	$18,221	$0	$19,143	$0	$35,946	$36,845	$37,766	$38,710	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Net Revenue After Commissions	$13,394,237	$0	$0	$1,138,857	$0	$1,196,512	$0	$1,257,085	$0	$2,360,445	$2,419,456	$2,479,942	$2,541,941	$0	$0	$0	$0	$0	$0	$0	$0	$0

Site Remediation	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Remediation Costs	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Clearing and Demolition	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing and Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Off-Site Infrastructure	$906,000	$0	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing and Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total On-site Infrastructure Costs	$360,344	$0	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$0	$0	$0	$0	$0	$0	$0	$0	$0

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	$203,973	$0	$0	$17,343	$0	$18,221	$0	$19,143	$0	$35,946	$36,845	$37,766	$38,710	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	$193,831	$41,869	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Soft Costs	$397,804	$41,869	$13,815	$31,158	$13,815	$32,036	$13,815	$32,958	$13,815	$49,761	$50,659	$51,580	$52,524	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs (excluding land acquisition)	$236,197	$73,969	$12,894	$14,628	$12,894	$14,716	$12,894	$14,808	$12,894	$16,488	$16,578	$16,670	$16,765	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$1,665,112	$220,984	$220,984	$220,984	$181,274	$181,274	$141,563	$141,563	$101,853	$101,853	$76,390	$50,926	$25,463	$0	$0	$0	$0	$0	$0	$0	$0	$0

Total Costs	$4,263,277	$1,034,642	$362,815	$381,892	$323,104	$343,147	$283,394	$304,452	$243,683	$283,224	$258,749	$234,299	$209,875	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Total Costs	$387,674	$0	$0	$9,547	$16,357	$26,385	$29,420	$40,007	$38,915	$53,440	$56,512	$58,308	$58,783	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs Including Inflation	$4,650,951	$1,034,642	$362,815	$391,439	$339,461	$369,532	$312,814	$344,459	$282,598	$336,664	$315,261	$292,608	$268,657	$0	$0	$0	$0	$0	$0	$0	$0	$0
Interim Financing	$84,631	$25,866	$5,896	$6,361	$5,516	$6,005	$5,083	$5,597	$4,592	$5,471	$5,123	$4,755	$4,366	$0	$0	$0	$0	$0	$0	$0	$0	$0
Financing Fee	$46,510	$10,346	$3,628	$3,914	$3,395	$3,695	$3,128	$3,445	$2,826	$3,367	$3,153	$2,926	$2,687	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs including Inflation and Financing	$4,771,745	$1,060,508	$372,339	$401,715	$348,372	$379,232	$321,025	$353,501	$290,016	$345,502	$323,536	$300,288	$275,709	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Land Developer's Profit Margin Allowance	$1,767,767	$0	$0	$150,306	$0	$157,915	$0	$165,910	$0	$311,531	$319,319	$327,302	$335,485	$0	$0	$0	$0	$0	$0	$0	$0	$0

Land Residual	$6,854,725	-$1,060,508	-$372,339	$586,836	-$348,372	$659,364	-$321,025	$737,674	-$290,016	$1,703,412	$1,776,600	$1,852,352	$1,930,747	$0	$0	$0	$0	$0	$0	$0	$0	$0

Profitability and Land Value Analysis

Net Present Value of Land Residual to the Beginning of Year 1 Discounted at	4%	**$4,475,150**

Location: Y:\JOBS\Jobs16\36\Models without Parking Updates\Copy of Burlington Land Development Model (Roseland Updated Version_noparking)
Sheet: Land Development Model Concrete
Date Printed: 16/11/2016

City of Burlington: Lakeside Plaza
Medium Density Scenario: FAR Mixed-Use Development

Grey Shaded Cells are Input Cells
Inflation at 2.5% per year on development parcel values and development costs

Gross Site Size	433,047	sq.ft. or	9.94	acres, or	100% of gross site area
Assumed Road Dedication	129,914	sq.ft. or	2.98	acres, or	30% of gross site area
Assumed Park Dedication	21,652	sq.ft. or	0.50	acres, or	5% of gross site area
Net Developable Land Area	281,481	sq.ft.			
Assumed Average FAR (On Gross Land Area)	2.50				
Total Floorspace	1,084,560	sq.ft.			

Mix of Floorspace by Type

Residential	Total	Gross Unit Size	Market Floorspace	Market Units
Townhouse	0	1,500	0	0
4-storey woodframe apartment	0	1,000	0	0
5-storey woodframe apartment	0	1,000	0	0
6-storey woodframe apartment	966,300	1,000	966,300	966
Midrise Concrete Apartment	0	1,000	0	0
Highrise Concrete Apartment	0	1,000	0	0
Total Residential Floorspace	966,300	N/A	966,300	966
Retail	118,260			
Total Residential, Commercial and Flex Space	1,084,560			

Floorspace

Market Residential Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Floorspace																					
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	966,300	0	147,825	0	147,825	0	147,825	0	147,825	75,000	75,000	75,000	75,000	75,000	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Floorspace (Sq. Ft.)	966,300	0	147,825	0	147,825	0	147,825	0	147,825	75,000	75,000	75,000	75,000	75,000	0	0	0	0	0	0	0

Commercial Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Retail	118,260	0	29,565	0	29,565	0	29,565	0	29,565	0	0	0	0	0	0	0	0	0	0	0	0
Total Commercial Floorspace (Sq. Ft.)	118,260	0	29,565	0	29,565	0	29,565	0	29,565	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Absorption (Sq. Ft.)		0	177,390	0	177,390	0	177,390	0	177,390	75,000	75,000	75,000	75,000	75,000	0	0	0	0	0	0	0
Share of Total Floorspace (Sq. Ft.)		0%	16%	0%	16%	0%	16%	0%	16%	7%	7%	7%	7%	7%	0%	0%	0%	0%	0%	0%	0%

Units

Market Residential Units	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	966	0	148	0	148	0	148	0	148	75	75	75	75	75	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Units	966	0	148	0	148	0	148	0	148	75	75	75	75	75	0	0	0	0	0	0	0

Development Parcel Sales Prices per sq.ft. buildable **($2016)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00
4-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
5-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
6-storey woodframe apartment		$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00	$60.00
Midrise Concrete Apartment		$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00	$20.00
Highrise Concrete Apartment		$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00
Retail		-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00	-$60.00

		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Escalation on Revenue		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor		100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Development Parcel Sales Prices per sq.ft. buildable **(Inflated $)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$46.13	$47.28	$48.46	$49.67	$50.91	$52.19	$53.49	$54.83	$56.20	$57.60	$59.04	$60.52	$62.03	$63.58	$65.17	$66.80	$68.47	$70.18	$71.94
4-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
5-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
6-storey woodframe apartment		$60.00	$61.50	$63.04	$64.61	$66.23	$67.88	$69.58	$71.32	$73.10	$74.93	$76.81	$78.73	$80.69	$82.71	$84.78	$86.90	$89.07	$91.30	$93.58	$95.92
Midrise Concrete Apartment		$20.00	$20.50	$21.01	$21.54	$22.08	$22.63	$23.19	$23.77	$24.37	$24.98	$25.60	$26.24	$26.90	$27.57	$28.26	$28.97	$29.69	$30.43	$31.19	$31.97
Highrise Concrete Apartment		$25.00	$25.63	$26.27	$26.92	$27.60	$28.29	$28.99	$29.72	$30.46	$31.22	$32.00	$32.80	$33.62	$34.46	$35.32	$36.21	$37.11	$38.04	$38.99	$39.97
Retail		-$60.00	-$61.50	-$63.04	-$64.61	-$66.23	-$67.88	-$69.58	-$71.32	-$73.10	-$74.93	-$76.81	-$78.73	-$80.69	-$82.71	-$84.78	-$86.90	-$89.07	-$91.30	-$93.58	-$95.92

Commissions on Sales of Development Parcels	1.50%

Costs

Clearing, Demolition and Remediation	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20	2037 Year 21
Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Remediation/Hazmat	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Demolition and Remediation	$1,182,600	$1,182,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing/Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$854,507	$0	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$0	$0	$0	$0	$0	$0	$0
Subtotal - Off-Sites	$854,507	$0	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing/Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$640,044	$0	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$0	$0	$0	$0	$0	$0	$0
Subtotal	$640,044	$0	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$0	$0	$0	$0	$0	$0	$0
Subtotal - Other	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Lakeside Plaza Medium Density Scenario: Part 2

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	1.5%	of gross revenues																				
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	12.00%	of off-site and on-site hard costs																				

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$3,837,121	$475,210	$475,210	$475,210	$397,485	$397,485	$319,760	$319,760	$242,035	$242,035	$164,310	$131,448	$98,586	$65,724	$32,862	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs	10%	of all hard costs, excluding land acquistion, property tax and public amenities - further 20% included in servicing costs already

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Inflation on Costs			2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor			100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Interim Financing	5%	on 65% of each year's total costs (assuming an average of half of all costs outstanding during the year)
Financing Fee	1%	on each year's total costs
Land Developer's Profit Margin Allowance	13%	of gross revenue from market development parcels

ANALYSIS

Revenue from Market Development Parcels	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Residential																						
Townhouse	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6-storey woodframe	$57,978,000	$0	$0	$8,869,500	$0	$8,869,500	$0	$8,869,500	$0	$8,869,500	$4,500,000	$4,500,000	$4,500,000	$4,500,000	$4,500,000	$0	$0	$0	$0	$0	$0	$0
Midrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Highrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential Revenue	$57,978,000	$0	$0	$8,869,500	$0	$8,869,500	$0	$8,869,500	$0	$8,869,500	$4,500,000	$4,500,000	$4,500,000	$4,500,000	$4,500,000	$0	$0	$0	$0	$0	$0	$0
Retail	$7,095,600	$0	$0	-$1,773,900	$0	-$1,773,900	$0	-$1,773,900	$0	-$1,773,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential, Commercial and Other Revenue	$50,882,400	$0	$0	$7,095,600	$0	$7,095,600	$0	$7,095,600	$0	$7,095,600	$4,500,000	$4,500,000	$4,500,000	$4,500,000	$4,500,000	$0	$0	$0	$0	$0	$0	$0
Inflation on Gross Sales Revenues	$9,313,700	$0	$0	$177,390	$0	$545,585	$0	$932,420	$0	$1,338,839	$982,813	$1,119,883	$1,260,380	$1,404,390	$1,552,000	$0	$0	$0	$0	$0	$0	$0
Total Gross Revenue Including Inflation	$60,196,100	$0	$0	$7,272,990	$0	$7,641,185	$0	$8,028,020	$0	$8,434,439	$5,482,813	$5,619,883	$5,760,380	$5,904,390	$6,052,000	$0	$0	$0	$0	$0	$0	$0
Less Commissions on Development Parcels	$902,942	$0	$0	$109,095	$0	$114,618	$0	$120,420	$0	$126,517	$82,242	$84,298	$86,406	$88,566	$90,780	$0	$0	$0	$0	$0	$0	$0
Total Net Revenue After Commissions	$59,293,159	$0	$0	$7,163,895	$0	$7,526,567	$0	$7,907,600	$0	$8,307,922	$5,400,571	$5,535,585	$5,673,975	$5,815,824	$5,961,220	$0	$0	$0	$0	$0	$0	$0

Site Remediation	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Remediation/Hazmat	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Remediation Costs	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Clearing and Demolition	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing and Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$854,507	$0	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$0	$0	$0	$0	$0	$0	$0
Total Off-Site Infrastructure	$854,507	$0	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing and Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$640,044	$0	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$0	$0	$0	$0	$0	$0	$0
Total On-site Infrastructure Costs	$640,044	$0	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$0	$0	$0	$0	$0	$0	$0

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	$902,942	$0	$0	$109,095	$0	$114,618	$0	$120,420	$0	$126,517	$82,242	$84,298	$86,406	$88,566	$90,780	$0	$0	$0	$0	$0	$0	$0
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	$250,302	$70,956	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$0	$0	$0	$0	$0	$0	$0
Total Soft Costs	$1,153,244	$70,956	$13,796	$122,891	$13,796	$128,414	$13,796	$134,216	$13,796	$140,312	$96,038	$98,094	$100,202	$102,362	$104,576	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs (excluding land acquisition)	$383,039	$125,356	$12,876	$23,786	$12,876	$24,338	$12,876	$24,918	$12,876	$25,528	$21,100	$21,306	$21,517	$21,733	$21,954	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$3,837,121	$475,210	$475,210	$475,210	$397,485	$397,485	$319,760	$319,760	$242,035	$242,035	$164,310	$131,448	$98,586	$65,724	$32,862	$0	$0	$0	$0	$0	$0	$0

Total Costs	$8,322,055	$1,854,122	$616,848	$736,852	$539,123	$665,202	$461,398	$593,860	$383,672	$522,841	$396,414	$365,813	$335,270	$440,534	$410,107	$0	$0	$0	$0	$0	$0	$0
Inflation on Total Costs	$933,167	$0	$0	$18,421	$27,293	$51,148	$47,899	$78,038	$61,270	$98,653	$86,578	$91,037	$93,904	$137,485	$141,441	$0	$0	$0	$0	$0	$0	$0
Total Costs Including Inflation	$9,255,222	$1,854,122	$616,848	$755,273	$566,416	$716,350	$509,297	$671,898	$444,942	$621,493	$482,992	$456,851	$429,173	$578,019	$551,549	$0	$0	$0	$0	$0	$0	$0
Interim Financing	$166,621	$46,353	$10,024	$12,273	$9,204	$11,641	$8,276	$10,918	$7,230	$10,099	$7,849	$7,424	$6,974	$9,393	$8,963	$0	$0	$0	$0	$0	$0	$0
Financing Fee	$92,552	$18,541	$6,168	$7,553	$5,664	$7,164	$5,093	$6,719	$4,449	$6,215	$4,830	$4,569	$4,292	$5,780	$5,515	$0	$0	$0	$0	$0	$0	$0
Total Costs including Inflation and Financing	$9,495,854	$1,900,475	$633,040	$775,099	$581,284	$735,154	$522,666	$689,535	$456,622	$637,807	$495,670	$468,843	$440,439	$593,192	$566,027	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Land Developer's Profit Margin Allowance	$7,849,571	$0	$0	$948,398	$0	$996,411	$0	$1,046,854	$0	$1,099,851	$714,959	$732,833	$751,154	$769,932	$789,181	$0	$0	$0	$0	$0	$0	$0

Land Residual	$41,947,733	-$1,900,475	-$633,040	$5,440,398	-$581,284	$5,795,003	-$522,666	$6,171,211	-$456,622	$6,570,264	$4,189,942	$4,333,909	$4,482,382	$4,452,700	$4,606,012	$0	$0	$0	$0	$0	$0	$0

Profitability and Land Value Analysis

Net Present Value of Land Residual to the Beginning of Year 1 Discounted at	4%	**$30,189,752.00**

City of Burlington: Roseland Plaza
Low Density Scenario: Mixed-Use Development - Reduced Parking

Grey Shaded Cells are Input Cells
Inflation at 2.5% per year on development parcel values and development costs

Gross Site Size	243,805	sq.ft. or	5.60 acres, or	100% of gross site area
Assumed Road Dedication	73,142	sq.ft. or	1.68 acres, or	30% of gross site area
Assumed Park Dedication	12,190	sq.ft. or	0.28 acres, or	5% of gross site area
Net Developable Land Area	158,473	sq.ft.		
Assumed Average FAR (On Gross Land Area)	2.10			
Total Floorspace	512,400	sq.ft.		

Mix of Floorspace by Type

Residential	Total	Gross Unit Size	Market Floorspace	Market Units
Townhouse	0	1,500	0	0
4-storey woodframe apartment	0	1,000	0	0
5-storey woodframe apartment	0	1,000	0	0
6-storey woodframe apartment	436,800	1,000	436,800	437
Midrise Concrete Apartment	0	1,000	0	0
Highrise Concrete Apartment	0	1,000	0	0
Total Residential Floorspace	436,800	N/A	436,800	437
Retail	75,600			
Total Residential, Commercial and Flex Space	512,400			

Floorspace

Market Residential Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Floorspace																					
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	436,800	0	100,800	100,800	168,000	0	67,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Floorspace (Sq. Ft.)	436,800	0	100,800	100,800	168,000	0	67,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Commercial Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Retail	75,600	0	25,200	25,200	25,200	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Commercial Floorspace (Sq. Ft.)	75,600	0	25,200	25,200	25,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Cumulative Absorption (Sq. Ft.)		0	126,000	126,000	193,200	0	67,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Share of Total Floorspace (Sq. Ft.)		0%	25%	25%	38%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Units

Market Residential Units	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	437	0	101	101	168	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Units	437	0	101	101	168	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Development Parcel Sales Prices per sq.ft. buildable **($2016)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00
4-storey woodframe apartment		$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00
5-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
6-storey woodframe apartment		$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00
Midrise Concrete Apartment		$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00
Highrise Concrete Apartment		$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00
Retail		$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00

		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Escalation on Revenue		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor		100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Development Parcel Sales Prices per sq.ft. buildable **(Inflated $)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$46.13	$47.28	$48.46	$49.67	$50.91	$52.19	$53.49	$54.83	$56.20	$57.60	$59.04	$60.52	$62.03	$63.58	$65.17	$66.80	$68.47	$70.18	$71.94
4-storey woodframe apartment		$90.00	$92.25	$94.56	$96.92	$99.34	$101.83	$104.37	$106.98	$109.66	$112.40	$115.21	$118.09	$121.04	$124.07	$127.17	$130.35	$133.61	$136.95	$140.37	$143.88
5-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
6-storey woodframe apartment		$80.00	$82.00	$84.05	$86.15	$88.31	$90.51	$92.78	$95.09	$97.47	$99.91	$102.41	$104.97	$107.59	$110.28	$113.04	$115.86	$118.76	$121.73	$124.77	$127.89
Midrise Concrete Apartment		$35.00	$35.88	$36.77	$37.69	$38.63	$39.60	$40.59	$41.60	$42.64	$43.71	$44.80	$45.92	$47.07	$48.25	$49.45	$50.69	$51.96	$53.26	$54.59	$55.95
Highrise Concrete Apartment		$25.00	$25.63	$26.27	$26.92	$27.60	$28.29	$28.99	$29.72	$30.46	$31.22	$32.00	$32.80	$33.62	$34.46	$35.32	$36.21	$37.11	$38.04	$38.99	$39.97
Retail		$10.00	$10.25	$10.51	$10.77	$11.04	$11.31	$11.60	$11.89	$12.18	$12.49	$12.80	$13.12	$13.45	$13.79	$14.13	$14.48	$14.85	$15.22	$15.60	$15.99

Commissions on Sales of Development Parcels	1.50%

Costs

Clearing, Demolition and Remediation	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20	2037 Year 21
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Demolition and Remediation	$697,820	$697,820	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing/Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$181,200	$181,200	$181,200	$181,200	$181,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal - Off-Sites	$906,000	$0	$181,200	$181,200	$181,200	$181,200	$181,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing/Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$72,069	$72,069	$72,069	$72,069	$72,069	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	$360,344	$0	$72,069	$72,069	$72,069	$72,069	$72,069	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Roseland Plaza Low Density Scenario: Part 2

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	1.5%	of gross revenues																				
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	12.00%	of off-site and on-site hard costs																				

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$985,589	$220,984	$220,984	$220,984	$161,318	$161,318	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs	10%	of all hard costs, excluding land acquisition, property tax and public amenities - further 20% included in servicing costs already

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Inflation on Costs			2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor			100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Interim Financing	5%	on 65% of each year's total costs (assuming an average of half of all costs outstanding during the year)
Financing Fee	1%	on each year's total costs
Land Developer's Profit Margin Allowance	13%	of gross revenue from market development parcels

ANALYSIS

Revenue from Market Development Parcels	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Residential																						
Townhouse	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6-storey woodframe	$34,944,000	$0	$0	$8,064,000	$8,064,000	$13,440,000	$0	$5,376,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Midrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Highrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential Revenue	$34,944,000	$0	$0	$8,064,000	$8,064,000	$13,440,000	$0	$5,376,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail	$756,000	$0	$0	$252,000	$252,000	$252,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential, Commercial and Other Revenue	$35,700,000	$0	$0	$8,316,000	$8,316,000	$13,692,000	$0	$5,376,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Gross Sales Revenues	$2,388,134	$0	$0	$207,900	$420,997	$1,052,786	$0	$706,451	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Gross Revenue Including Inflation	$38,088,134	$0	$0	$8,523,900	$8,736,998	$14,744,786	$0	$6,082,451	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less Commissions on Development Parcels	$571,322	$0	$0	$127,859	$131,055	$221,172	$0	$91,237	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Net Revenue After Commissions	$37,516,812	$0	$0	$8,396,042	$8,605,943	$14,523,615	$0	$5,991,214	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Site Remediation	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Remediation Costs	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Clearing and Demolition	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing and Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$181,200	$181,200	$181,200	$181,200	$181,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Off-Site Infrastructure	$906,000	$0	$181,200	$181,200	$181,200	$181,200	$181,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing and Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$90,086	$90,086	$90,086	$90,086	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total On-site Infrastructure Costs	$360,344	$0	$90,086	$90,086	$90,086	$90,086	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	$571,322	$0	$0	$127,859	$131,055	$221,172	$0	$91,237	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	$193,831	$41,869	$32,554	$32,554	$32,554	$32,554	$21,744	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Soft Costs	$765,153	$41,869	$32,554	$160,413	$163,609	$253,726	$21,744	$91,237	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs (excluding land acquisition)	$272,932	$73,969	$30,384	$43,170	$43,490	$52,501	$20,294	$9,124	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$985,589	$220,984	$220,984	$220,984	$161,318	$161,318	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Total Costs	$3,987,837	$1,034,642	$555,209	$695,853	$639,703	$738,831	$223,238	$100,360	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Total Costs	$142,954	$0	$0	$17,396	$32,385	$56,809	$23,175	$13,188	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs Including Inflation	$4,130,791	$1,034,642	$555,209	$713,249	$672,088	$795,641	$246,413	$113,549	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Interim Financing	$76,178	$25,866	$9,022	$11,590	$10,921	$12,929	$4,004	$1,845	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Financing Fee	$41,308	$10,346	$5,552	$7,132	$6,721	$7,956	$2,464	$1,135	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs including Inflation and Financing	$4,237,931	$1,060,508	$569,783	$731,972	$689,730	$816,526	$252,882	$116,529	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Land Developer's Profit Margin Allowance	$4,966,693	$0	$0	$1,111,517	$1,139,304	$1,922,720	$0	$793,152	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Land Residual	$28,312,189	-$1,060,508	-$569,783	$6,552,553	$6,776,908	$11,784,368	-$252,882	$5,081,533	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Profitability and Land Value Analysis

Net Present Value of Land Residual to the Beginning of Year 1 Discounted at	4%	**$24,355,959**

City of Burlington: Roseland Plaza
Medium Density Scenario: Mixed-Use Development - Reduced Parking

Grey Shaded Cells are Input Cells
Inflation at 2.5% per year on development parcel values and development costs

Gross Site Size	243,805	sq.ft. or	5.60 acres, or	100% of gross site area
Assumed Road Dedication	73,142	sq.ft. or	1.68 acres, or	30% of gross site area
Assumed Park Dedication	12,190	sq.ft. or	0.28 acres, or	5% of gross site area
Net Developable Land Area	158,473	sq.ft.		
Assumed Average FAR (On Gross Land Area)	2.66			
Total Floorspace	649,382	sq.ft.		

Mix of Floorspace by Type

Residential	Total	Gross Unit Size	Market Floorspace	Market Units
Townhouse	0	1,500	0	0
4-storey woodframe apartment	0	1,000	0	0
5-storey woodframe apartment	0	1,000	0	0
6-storey woodframe apartment	579,600	1,000	579,600	580
Midrise Concrete Apartment	0	1,000	0	0
Highrise Concrete Apartment	0	1,000	0	0
Total Residential Floorspace	579,600	N/A	579,600	580
Retail	75,600			
Total Residential, Commercial and Flex Space	655,200			

Floorspace

Market Residential Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Floorspace																					
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	579,600	0	126,000	0	126,000	0	126,000	100,800	0	100,800	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Floorspace (Sq. Ft.)	579,600	0	126,000	0	126,000	0	126,000	100,800	0	100,800	0	0	0	0	0	0	0	0	0	0	0

Commercial Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Retail	75,600	0	25,200	0	25,200	0	25,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Commercial Floorspace (Sq. Ft.)	75,600	0	25,200	0	25,200	0	25,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Absorption (Sq. Ft.)		0	151,200	0	151,200	0	151,200	100,800	0	100,800	0	0	0	0	0	0	0	0	0	0	0
Share of Total Floorspace (Sq. Ft.)		0%	23%	0%	23%	0%	23%	15%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Units

Market Residential Units	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	580	0	126	0	126	0	126	101	0	101	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Units	580	0	126	0	126	0	126	101	0	101	0	0	0	0	0	0	0	0	0	0	0

Development Parcel Sales Prices per sq.ft. buildable **($2016)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00
4-storey woodframe apartment		$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00
5-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
6-storey woodframe apartment		$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00
Midrise Concrete Apartment		$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00
Highrise Concrete Apartment		$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00
Retail		$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00

		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Escalation on Revenue		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor		100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Development Parcel Sales Prices per sq.ft. buildable **(Inflated $)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$46.13	$47.28	$48.46	$49.67	$50.91	$52.19	$53.49	$54.83	$56.20	$57.60	$59.04	$60.52	$62.03	$63.58	$65.17	$66.80	$68.47	$70.18	$71.94
4-storey woodframe apartment		$90.00	$92.25	$94.56	$96.92	$99.34	$101.83	$104.37	$106.98	$109.66	$112.40	$115.21	$118.09	$121.04	$124.07	$127.17	$130.35	$133.61	$136.95	$140.37	$143.88
5-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
6-storey woodframe apartment		$80.00	$82.00	$84.05	$86.15	$88.31	$90.51	$92.78	$95.09	$97.47	$99.91	$102.41	$104.97	$107.59	$110.28	$113.04	$115.86	$118.76	$121.73	$124.77	$127.89
Midrise Concrete Apartment		$35.00	$35.88	$36.77	$37.69	$38.63	$39.60	$40.59	$41.60	$42.64	$43.71	$44.80	$45.92	$47.07	$48.25	$49.45	$50.69	$51.96	$53.26	$54.59	$55.95
Highrise Concrete Apartment		$25.00	$25.63	$26.27	$26.92	$27.60	$28.29	$28.99	$29.72	$30.46	$31.22	$32.00	$32.80	$33.62	$34.46	$35.32	$36.21	$37.11	$38.04	$38.99	$39.97
Retail		$10.00	$10.25	$10.51	$10.77	$11.04	$11.31	$11.60	$11.89	$12.18	$12.49	$12.80	$13.12	$13.45	$13.79	$14.13	$14.48	$14.85	$15.22	$15.60	$15.99

Commissions on Sales of Development Parcels	1.50%

Costs

Clearing, Demolition and Remediation	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20	2037 Year 21
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Demolition and Remediation	$697,820	$697,820	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing/Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal - Off-Sites	$906,000	$0	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing/Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	$360,344	$0	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Roseland Plaza Medium Density Scenario: Part 2

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	1.5%	of gross revenues																				
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	12.00%	of off-site and on-site hard costs																				

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$1,324,883	$220,984	$220,984	$220,984	$161,318	$161,318	$101,652	$101,652	$67,995	$33,998	$33,998	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs	10%	of all hard costs, excluding land acquisition, property tax and public amenities - further 20% included in servicing costs already

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Inflation on Costs			2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor			100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Interim Financing	5%	on 65% of each year's total costs (assuming an average of half of all costs outstanding during the year)
Financing Fee	1%	on each year's total costs
Land Developer's Profit Margin Allowance	13%	of gross revenue from market development parcels

ANALYSIS

Revenue from Market Development Parcels	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Residential																						
Townhouse	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6-storey woodframe	$46,368,000	$0	$0	$10,080,000	$0	$10,080,000	$0	$10,080,000	$8,064,000	$0	$8,064,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Midrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Highrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential Revenue	$46,368,000	$0	$0	$10,080,000	$0	$10,080,000	$0	$10,080,000	$8,064,000	$0	$8,064,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail	$756,000	$0	$0	$252,000	$0	$252,000	$0	$252,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential, Commercial and Other Revenue	$47,124,000	$0	$0	$10,332,000	$0	$10,332,000	$0	$10,332,000	$8,064,000	$0	$8,064,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Gross Sales Revenues	$5,459,412	$0	$0	$258,300	$0	$794,434	$0	$1,357,710	$1,287,768	$0	$1,761,201	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Gross Revenue Including Inflation	$52,583,412	$0	$0	$10,590,300	$0	$11,126,434	$0	$11,689,710	$9,351,768	$0	$9,825,201	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less Commissions on Development Parcels	$788,751	$0	$0	$158,855	$0	$166,897	$0	$175,346	$140,277	$0	$147,378	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Net Revenue After Commissions	$51,794,661	$0	$0	$10,431,446	$0	$10,959,537	$0	$11,514,364	$9,211,491	$0	$9,677,823	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Site Remediation	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Remediation Costs	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Clearing and Demolition	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing and Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Off-Site Infrastructure	$906,000	$0	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$100,667	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing and Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total On-site Infrastructure Costs	$360,344	$0	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$40,038	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	$788,751	$0	$0	$158,855	$0	$166,897	$0	$175,346	$140,277	$0	$147,378	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	$193,831	$41,869	$16,885	$16,885	$16,885	$16,885	$16,885	$16,885	$16,885	$16,885	$16,885	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Soft Costs	$982,582	$41,869	$16,885	$175,739	$16,885	$183,781	$16,885	$192,230	$157,161	$16,885	$164,263	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs (excluding land acquisition)	$294,675	$73,969	$15,759	$31,644	$15,759	$32,449	$15,759	$33,294	$29,787	$15,759	$30,497	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$1,324,883	$220,984	$220,984	$220,984	$161,318	$161,318	$101,652	$101,652	$67,995	$33,998	$33,998	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Total Costs	$4,566,304	$1,034,642	$394,333	$569,073	$334,666	$518,253	$275,000	$467,881	$395,648	$207,346	$369,462	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Total Costs	$344,047	$0	$0	$14,227	$16,942	$39,849	$28,549	$61,483	$63,182	$39,123	$80,692	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs Including Inflation	$4,910,351	$1,034,642	$394,333	$583,299	$351,609	$558,101	$303,549	$529,364	$458,830	$246,469	$450,153	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Interim Financing	$88,846	$25,866	$6,408	$9,479	$5,714	$9,069	$4,933	$8,602	$7,456	$4,005	$7,315	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Financing Fee	$49,104	$10,346	$3,943	$5,833	$3,516	$5,581	$3,035	$5,294	$4,588	$2,465	$4,502	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs including Inflation and Financing	$5,037,954	$1,060,508	$404,684	$598,611	$360,839	$572,752	$311,517	$543,260	$470,874	$252,939	$461,970	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Land Developer's Profit Margin Allowance	$6,856,877	$0	$0	$1,380,975	$0	$1,450,887	$0	$1,524,338	$1,219,471	$0	$1,281,206	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Land Residual	$39,899,830	-$1,060,508	-$404,684	$8,451,859	-$360,839	$8,935,899	-$311,517	$9,446,766	$7,521,146	-$252,939	$7,934,647	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Profitability and Land Value Analysis

Net Present Value of Land Residual to the Beginning of Year 1 Discounted at	4%	**$31,997,533**

City of Burlington: Roseland Plaza
High Density Scenario: Mixed-Use Development - Reduced Parking

Grey Shaded Cells are Input Cells
Inflation at 2.5% per year on development parcel values and development costs

Gross Site Size	243,805	sq.ft. or	5.60 acres, or	100% of gross site area
Assumed Road Dedication	73,142	sq.ft. or	1.68 acres, or	30% of gross site area
Assumed Park Dedication	12,190	sq.ft. or	0.28 acres, or	5% of gross site area
Net Developable Land Area	158,473	sq.ft.		
Assumed Average FAR (On Gross Land Area)	3.59			
Total Floorspace	874,800	sq.ft.		

Mix of Floorspace by Type

Residential	Total	Gross Unit Size	Market Floorspace	Market Units
Townhouse	0	1,500	0	0
4-storey woodframe apartment	0	1,000	0	0
5-storey woodframe apartment	0	1,000	0	0
6-storey woodframe apartment	0	1,000	0	0
Midrise Concrete Apartment	799,200	1,000	799,200	799
Highrise Concrete Apartment	0	1,000	0	0
Total Residential Floorspace	799,200	N/A	799,200	799
Retail	75,600			
Total Residential, Commercial and Flex Space	874,800			

Floorspace

Market Residential Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Floorspace																					
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	799,200	0	132,000	0	132,000	0	132,000	0	100,800	100,800	100,800	100,800	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Floorspace (Sq. Ft.)	799,200	0	132,000	0	132,000	0	132,000	0	100,800	100,800	100,800	100,800	0	0	0	0	0	0	0	0	0

Commercial Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Retail	75,600	0	25,200	0	25,200	0	25,200	0		0	0	0	0	0	0	0	0	0	0	0	0
Total Commercial Floorspace (Sq. Ft.)	75,600	0	25,200	0	25,200	0	25,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Absorption (Sq. Ft.)		0	157,200	0	157,200	0	157,200	0	100,800	100,800	100,800	100,800	0	0	0	0	0	0	0	0	0
Share of Total Floorspace (Sq. Ft.)		0%	18%	0%	18%	0%	18%	0%	12%	12%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Units

Market Residential Units	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Townhouse	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	799	0	132	0	132	0	132	0	101	101	101	101	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Units	819	0	152	0	132	0	132	0	101	101	101	101	0	0	0	0	0	0	0	0	0

Development Parcel Sales Prices per sq.ft. buildable **($2016)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00
4-storey woodframe apartment		$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00
5-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
6-storey woodframe apartment		$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00
Midrise Concrete Apartment		$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00
Highrise Concrete Apartment		$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00
Retail		$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00

		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Escalation on Revenue		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor		100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Development Parcel Sales Prices per sq.ft. buildable **(Inflated $)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$46.13	$47.28	$48.46	$49.67	$50.91	$52.19	$53.49	$54.83	$56.20	$57.60	$59.04	$60.52	$62.03	$63.58	$65.17	$66.80	$68.47	$70.18	$71.94
4-storey woodframe apartment		$90.00	$92.25	$94.56	$96.92	$99.34	$101.83	$104.37	$106.98	$109.66	$112.40	$115.21	$118.09	$121.04	$124.07	$127.17	$130.35	$133.61	$136.95	$140.37	$143.88
5-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
6-storey woodframe apartment		$80.00	$82.00	$84.05	$86.15	$88.31	$90.51	$92.78	$95.09	$97.47	$99.91	$102.41	$104.97	$107.59	$110.28	$113.04	$115.86	$118.76	$121.73	$124.77	$127.89
Midrise Concrete Apartment		$35.00	$35.88	$36.77	$37.69	$38.63	$39.60	$40.59	$41.60	$42.64	$43.71	$44.80	$45.92	$47.07	$48.25	$49.45	$50.69	$51.96	$53.26	$54.59	$55.95
Highrise Concrete Apartment		$25.00	$25.63	$26.27	$26.92	$27.60	$28.29	$28.99	$29.72	$30.46	$31.22	$32.00	$32.80	$33.62	$34.46	$35.32	$36.21	$37.11	$38.04	$38.99	$39.97
Retail		$10.00	$10.25	$10.51	$10.77	$11.04	$11.31	$11.60	$11.89	$12.18	$12.49	$12.80	$13.12	$13.45	$13.79	$14.13	$14.48	$14.85	$15.22	$15.60	$15.99

Commissions on Sales of Development Parcels	1.50%

Costs

Clearing, Demolition and Remediation	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20	2037 Year 21
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Demolition and Remediation	$697,820	$697,820	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing/Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal - Off-Sites	$906,000	$0	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing/Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	$360,344	$0	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$0	$0	$0	$0	$0	$0	$0	$0	$0

Roseland Plaza High Density Scenario: Part 2

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	1.5%	of gross revenues																				
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	12.00%	of off-site and on-site hard costs																				

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$1,665,112	$220,984	$220,984	$220,984	$181,274	$181,274	$141,563	$141,563	$101,853	$101,853	$76,390	$50,926	$25,463		$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs	10%	of all hard costs, excluding land acquisition, property tax and public amenities - further 20% included in servicing costs already

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Inflation on Costs			2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor			100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Interim Financing	5%	on 65% of each year's total costs (assuming an average of half of all costs outstanding during the year)
Financing Fee	1%	on each year's total costs
Land Developer's Profit Margin Allowance	13%	of gross revenue from market development parcels

ANALYSIS

Revenue from Market Development Parcels	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Residential																						
Townhouse	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Midrise Concrete Apartment	$27,972,000	$0	$0	$4,620,000	$0	$4,620,000	$0	$4,620,000	$0	$3,528,000	$3,528,000	$3,528,000	$3,528,000	$0	$0	$0	$0	$0	$0	$0	$0	$0
Highrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential Revenue	$27,972,000	$0	$0	$4,620,000	$0	$4,620,000	$0	$4,620,000	$0	$3,528,000	$3,528,000	$3,528,000	$3,528,000	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail	$756,000	$0	$0	$252,000	$0	$252,000	$0	$252,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential, Commercial and Other Revenue	$28,728,000	$0	$0	$4,872,000	$0	$4,872,000	$0	$4,872,000	$0	$3,528,000	$3,528,000	$3,528,000	$3,528,000	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Gross Sales Revenues	$4,438,968	$0	$0	$121,800	$0	$374,611	$0	$640,221	$0	$665,683	$770,525	$877,989	$988,138	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Gross Revenue Including Inflation	$33,166,968	$0	$0	$4,993,800	$0	$5,246,611	$0	$5,512,221	$0	$4,193,683	$4,298,525	$4,405,989	$4,516,138	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less Commissions on Development Parcels	$497,505	$0	$0	$74,907	$0	$78,699	$0	$82,683	$0	$62,905	$64,478	$66,090	$67,742	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Net Revenue After Commissions	$32,669,463	$0	$0	$4,918,893	$0	$5,167,912	$0	$5,429,538	$0	$4,130,778	$4,234,048	$4,339,899	$4,448,396	$0	$0	$0	$0	$0	$0	$0	$0	$0

Site Remediation	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Remediation/Hazmat	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Remediation Costs	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Clearing and Demolition	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Clearing and Demolition	$348,910	$348,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing and Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$906,000	$0	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Off-Site Infrastructure	$906,000	$0	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$82,364	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing and Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$360,344	$0	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total On-site Infrastructure Costs	$360,344	$0	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$32,759	$0	$0	$0	$0	$0	$0	$0	$0	$0

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	$497,505	$0	$0	$74,907	$0	$78,699	$0	$82,683	$0	$62,905	$64,478	$66,090	$67,742	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	$193,831	$41,869	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$13,815	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Soft Costs	$691,335	$41,869	$13,815	$88,722	$13,815	$92,514	$13,815	$96,498	$13,815	$76,720	$78,293	$79,904	$81,557	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs (excluding land acquisition)	$265,550	$73,969	$12,894	$20,384	$12,894	$20,764	$12,894	$21,162	$12,894	$19,184	$19,341	$19,503	$19,668	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$1,665,112	$220,984	$220,984	$220,984	$181,274	$181,274	$141,563	$141,563	$101,853	$101,853	$76,390	$50,926	$25,463	$0	$0	$0	$0	$0	$0	$0	$0	$0

Total Costs	$4,586,161	$1,034,642	$362,815	$445,213	$323,104	$409,673	$283,394	$374,346	$243,683	$312,879	$289,146	$265,456	$241,810	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Total Costs	$432,490	$0	$0	$11,130	$16,357	$31,500	$29,420	$49,192	$38,915	$59,036	$63,150	$66,062	$67,727	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs Including Inflation	$5,018,651	$1,034,642	$362,815	$456,343	$339,461	$441,173	$312,814	$423,538	$282,598	$371,915	$352,296	$331,518	$309,537	$0	$0	$0	$0	$0	$0	$0	$0	$0
Interim Financing	$90,606	$25,866	$5,896	$7,416	$5,516	$7,169	$5,083	$6,882	$4,592	$6,044	$5,725	$5,387	$5,030	$0	$0	$0	$0	$0	$0	$0	$0	$0
Financing Fee	$50,187	$10,346	$3,628	$4,563	$3,395	$4,412	$3,128	$4,235	$2,826	$3,719	$3,523	$3,315	$3,095	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs including Inflation and Financing	$5,149,097	$1,060,508	$372,339	$468,322	$348,372	$452,754	$321,025	$434,655	$290,016	$381,678	$361,544	$340,220	$317,663	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Land Developer's Profit Margin Allowance	$4,311,706	$0	$0	$649,194	$0	$682,059	$0	$716,589	$0	$545,179	$558,808	$572,779	$587,098	$0	$0	$0	$0	$0	$0	$0	$0	$0

Land Residual	$23,208,660	-$1,060,508	-$372,339	$3,801,377	-$348,372	$4,033,098	-$321,025	$4,278,293	-$290,016	$3,203,921	$3,313,695	$3,426,900	$3,543,636	$0	$0	$0	$0	$0	$0	$0	$0	$0

Profitability and Land Value Analysis

Net Present Value of Land Residual to the Beginning of Year 1 Discounted at	4%	**$17,417,019**

Location: Y:\JOBS\Jobs16\36\Models with parking\Copy of Burlington Land Development Model (Roseland Updated Version_parkingmodifications)
Sheet: Land Development Model Concrete
Date Printed: 16/11/2016

City of Burlington: Lakeside Plaza
Low Density Scenario:Mixed-Use Development - Reduced Parking

Grey Shaded Cells are Input Cells
Inflation at 2.5% per year on development parcel values and development costs

Gross Site Size	433,047	sq.ft. or	9.94 acres, or	100% of gross site area
Assumed Road Dedication	129,914	sq.ft. or	2.98 acres, or	30% of gross site area
Assumed Park Dedication	21,652	sq.ft. or	0.50 acres, or	5% of gross site area
Net Developable Land Area	281,481	sq.ft.		
Assumed Average FAR (On Gross Land Area)	1.94			
Gross Floorspace	841,300	sq.ft.		
Total Floorspace	841,300	sq.ft.		

Mix of Floorspace by Type

Residential	Total	Gross Unit Size	Market Floorspace	Market Units
Townhouse	0	1,500		
4-storey woodframe apartment	723,040	1,000	723,040	0
5-storey woodframe apartment	0	1,000	0	0
6-storey woodframe apartment	0	1,000	0	0
Midrise Concrete Apartment	0	1,000	0	0
Highrise Concrete Apartment	0	1,000	0	0
Total Residential Floorspace	723,040	N/A	723,040	0
Retail	118,260			
Total Residential, Commercial and Flex Space	841,300			

Floorspace

Market Residential Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Floorspace																					
Townhouse		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	723,040	0	118,260	118,260	118,260	118,260	0	100,000	100,000	50,000	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Floorspace (Sq. Ft.)	723,040	0	118,260	118,260	118,260	118,260	0	100,000	100,000	50,000	0	0	0	0	0	0	0	0	0	0	0

Commercial Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Retail	118,260	0	29,565	29,565	29,565	29,565	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Commercial Floorspace (Sq. Ft.)	118,260	0	29,565	29,565	29,565	29,565	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Absorption (Sq. Ft.)		0	147,825	147,825	147,825	147,825	0	100,000	100,000	50,000	0	0	0	0	0	0	0	0	0	0	0
Share of Total Floorspace (Sq. Ft.)		0%	18%	18%	18%	18%	0%	12%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Units

Market Residential Units	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	723	0	118	118	118	118	0	100	100	50	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Units	723	0	118	118	118	118	0	100	100	50	0	0	0	0	0	0	0	0	0	0	0

Development Parcel Sales Prices per sq.ft. buildable **($2016)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00
4-storey woodframe apartment		$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00
5-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
6-storey woodframe apartment		$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00
Midrise Concrete Apartment		$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00
Highrise Concrete Apartment		$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00
Retail		$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00

		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Escalation on Revenue		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor		100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Development Parcel Sales Prices per sq.ft. buildable **(Inflated $)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$46.13	$47.28	$48.46	$49.67	$50.91	$52.19	$53.49	$54.83	$56.20	$57.60	$59.04	$60.52	$62.03	$63.58	$65.17	$66.80	$68.47	$70.18	$71.94
4-storey woodframe apartment		$90.00	$92.25	$94.56	$96.92	$99.34	$101.83	$104.37	$106.98	$109.66	$112.40	$115.21	$118.09	$121.04	$124.07	$127.17	$130.35	$133.61	$136.95	$140.37	$143.88
5-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
6-storey woodframe apartment		$80.00	$82.00	$84.05	$86.15	$88.31	$90.51	$92.78	$95.09	$97.47	$99.91	$102.41	$104.97	$107.59	$110.28	$113.04	$115.86	$118.76	$121.73	$124.77	$127.89
Midrise Concrete Apartment		$35.00	$35.88	$36.77	$37.69	$38.63	$39.60	$40.59	$41.60	$42.64	$43.71	$44.80	$45.92	$47.07	$48.25	$49.45	$50.69	$51.96	$53.26	$54.59	$55.95
Highrise Concrete Apartment		$25.00	$25.63	$26.27	$26.92	$27.60	$28.29	$28.99	$29.72	$30.46	$31.22	$32.00	$32.80	$33.62	$34.46	$35.32	$36.21	$37.11	$38.04	$38.99	$39.97
Retail		$10.00	$10.25	$10.51	$10.77	$11.04	$11.31	$11.60	$11.89	$12.18	$12.49	$12.80	$13.12	$13.45	$13.79	$14.13	$14.48	$14.85	$15.22	$15.60	$15.99

Commissions on Sales of Development Parcels	1.50%

Costs

Clearing, Demolition and Remediation	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20	2037 Year 21
Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Remediation/Hazmat	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Demolition and Remediation	$1,182,600	$1,182,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing/Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$854,507	$0	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal - Off-Sites	$854,507	$0	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing/Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$640,044	$0	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	$640,044	$0	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal - Other	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Lakeside Plaza Low Density Scenario: Part 2

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	1.5%	of gross revenues																				
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	12.00%	of off-site and on-site hard costs																				

Property Taxes	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
	$2,745,663	$475,210	$475,210	$475,210	$391,711	$308,212	$224,712	$141,213	$141,213	$84,728	$28,243	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs		
	10%	of all hard costs, excluding land acquistion, property tax and public amenities - further 20% included in servicing costs already

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Inflation on Costs			2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor			100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Interim Financing	5%	on 65% of each year's total costs (assuming an average of half of all costs outstanding during the year)
Financing Fee	1%	on each year's total costs
Land Developer's Profit Margin Allowance	13%	of gross revenue from market development parcels

ANALYSIS

Revenue from Market Development Parcels	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Residential																						
Townhouse	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6-storey woodframe	$57,843,200	$0	$0	$9,460,800	$9,460,800	$9,460,800	$9,460,800	$0	$8,000,000	$8,000,000	$4,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Midrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Highrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential Revenue	$57,843,200	$0	$0	$9,460,800	$9,460,800	$9,460,800	$9,460,800	$0	$8,000,000	$8,000,000	$4,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Retail	$1,182,600	$0	$0	$295,650	$295,650	$295,650	$295,650	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential, Commercial and Other Revenue	$59,025,800	$0	$0	$9,756,450	$9,756,450	$9,756,450	$9,756,450	$0	$8,000,000	$8,000,000	$4,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Gross Sales Revenues	$6,161,501	$0	$0	$243,911	$493,920	$750,180	$1,012,845	$0	$1,277,547	$1,509,486	$873,612	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Gross Revenue Including Inflation	$65,187,301	$0	$0	$10,000,361	$10,250,370	$10,506,630	$10,769,295	$0	$9,277,547	$9,509,486	$4,873,612	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less Commissions on Development Parcels	$977,810	$0	$0	$150,005	$153,756	$157,599	$161,539	$0	$139,163	$142,642	$73,104	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Net Revenue After Commissions	$64,209,492	$0	$0	$9,850,356	$10,096,615	$10,349,030	$10,607,756	$0	$9,138,384	$9,366,844	$4,800,507	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Site Remediation	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Remediation/Hazmat	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Remediation Costs	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Clearing and Demolition	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing and Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$854,507	$0	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Off-Site Infrastructure	$854,507	$0	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$106,813	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing and Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$640,044	$0	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total On-site Infrastructure Costs	$640,044	$0	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$80,006	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	$977,810	$0	$0	$150,005	$153,756	$157,599	$161,539	$0	$139,163	$142,642	$73,104	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	$250,302	$70,956	$22,418	$22,418	$22,418	$22,418	$22,418	$22,418	$22,418	$22,418	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Soft Costs	$1,228,112	$70,956	$22,418	$172,424	$176,174	$180,018	$183,958	$22,418	$161,581	$165,061	$73,104	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs (excluding land acquisition)	$390,526	$125,356	$20,924	$35,924	$36,299	$36,684	$37,078	$20,924	$34,840	$35,188	$7,310	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Property Taxes	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
	$2,745,663	$475,210	$475,210	$475,210	$391,711	$308,212	$224,712	$141,213	$141,213	$84,728	$28,243	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Total Costs	$7,041,452	$1,854,122	$705,371	$870,377	$791,003	$711,732	$632,567	$371,374	$524,454	$471,795	$108,657	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Inflation on Total Costs	$427,504	$0	$0	$21,759	$40,045	$54,726	$65,669	$48,802	$83,752	$89,021	$23,731	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs Including Inflation	$7,468,955	$1,854,122	$705,371	$892,137	$831,048	$766,457	$698,235	$420,176	$608,205	$560,816	$132,388	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Interim Financing	$137,594	$46,353	$11,462	$14,497	$13,505	$12,455	$11,346	$6,828	$9,883	$9,113	$2,151	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Financing Fee	$74,690	$18,541	$7,054	$8,921	$8,310	$7,665	$6,982	$4,202	$6,082	$5,608	$1,324	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Costs including Inflation and Financing	$7,662,698	$1,900,475	$723,887	$915,555	$852,863	$786,577	$716,564	$431,205	$624,171	$575,538	$135,863	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Land Developer's Profit Margin Allowance	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
	$8,500,424	$0	$0	$1,304,047	$1,336,648	$1,370,064	$1,404,316	$0	$1,209,792	$1,240,037	$635,519	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Land Residual	$48,046,370	-$1,900,475	-$723,887	$7,630,754	$7,907,104	$8,192,389	$8,486,876	-$431,205	$7,304,421	$7,551,269	$4,029,125	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Profitability and Land Value Analysis

Net Present Value of Land Residual to the Beginning of Year 1 Discounted at	4%	**$39,024,828.61**

Location: Y:\JOBS\Jobs16\36\Models with parking\Burlington Land Development Model (Lakeside Plaza Updated Version_parkingmodifications)
Sheet: Land Development Model 4 storey
Date Printed: 16/11/2016

City of Burlington: Lakeside Plaza
Medium Density Scenario: Mixed-Use Development - Reduced Parking

Grey Shaded Cells are Input Cells
Inflation at 2.5% per year on development parcel values and development costs

Gross Site Size	433,047	sq.ft. or	9.94	acres, or	100% of gross site area
Assumed Road Dedication	129,914	sq.ft. or	2.98	acres, or	30% of gross site area
Assumed Park Dedication	21,652	sq.ft. or	0.50	acres, or	5% of gross site area
Net Developable Land Area	281,481	sq.ft.			
Assumed Average FAR (On Gross Land Area)	2.50				
Total Floorspace	1,084,560	sq.ft.			

Mix of Floorspace by Type

Residential	Total	Gross Unit Size	Market Floorspace	Market Units
Townhouse	0	1,500	0	0
4-storey woodframe apartment	0	1,000	0	0
5-storey woodframe apartment	0	1,000	0	0
6-storey woodframe apartment	966,300	1,000	966,300	966
Midrise Concrete Apartment	0	1,000	0	0
Highrise Concrete Apartment	0	1,000	0	0
Total Residential Floorspace	966,300	N/A	966,300	966
Retail	118,260			
Total Residential, Commercial and Flex Space	1,084,560			

Floorspace

Market Residential Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Floorspace																					
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	966,300	0	147,825	0	147,825	0	147,825	0	147,825	75,000	75,000	75,000	75,000	75,000	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Floorspace (Sq. Ft.)	966,300	0	147,825	0	147,825	0	147,825	0	147,825	75,000	75,000	75,000	75,000	75,000	0	0	0	0	0	0	0

Commercial Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Retail	118,260	0	29,565	0	29,565	0	29,565	0	29,565	0	0	0	0	0	0	0	0	0	0	0	0
Total Commercial Floorspace (Sq. Ft.)	118,260	0	29,565	0	29,565	0	29,565	0	29,565	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Absorption (Sq. Ft.)		0	177,390	0	177,390	0	177,390	0	177,390	75,000	75,000	75,000	75,000	75,000	0	0	0	0	0	0	0
Share of Total Floorspace (Sq. Ft.)		0%	16%	0%	16%	0%	16%	0%	16%	7%	7%	7%	7%	7%	0%	0%	0%	0%	0%	0%	0%

Units

Market Residential Units	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	966	0	148	0	148	0	148	0	148	75	75	75	75	75	0	0	0	0	0	0	0
Midrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Units	966	0	148	0	148	0	148	0	148	75	75	75	75	75	0	0	0	0	0	0	0

Development Parcel Sales Prices per sq.ft. buildable **($2016)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00
4-storey woodframe apartment		$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00
5-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
6-storey woodframe apartment		$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00
Midrise Concrete Apartment		$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00
Highrise Concrete Apartment		$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00
Retail		$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00

		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Escalation on Revenue		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor		100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Development Parcel Sales Prices per sq.ft. buildable **(Inflated $)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$46.13	$47.28	$48.46	$49.67	$50.91	$52.19	$53.49	$54.83	$56.20	$57.60	$59.04	$60.52	$62.03	$63.58	$65.17	$66.80	$68.47	$70.18	$71.94
4-storey woodframe apartment		$90.00	$92.25	$94.56	$96.92	$99.34	$101.83	$104.37	$106.98	$109.66	$112.40	$115.21	$118.09	$121.04	$124.07	$127.17	$130.35	$133.61	$136.95	$140.37	$143.88
5-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
6-storey woodframe apartment		$80.00	$82.00	$84.05	$86.15	$88.31	$90.51	$92.78	$95.09	$97.47	$99.91	$102.41	$104.97	$107.59	$110.28	$113.04	$115.86	$118.76	$121.73	$124.77	$127.89
Midrise Concrete Apartment		$35.00	$35.88	$36.77	$37.69	$38.63	$39.60	$40.59	$41.60	$42.64	$43.71	$44.80	$45.92	$47.07	$48.25	$49.45	$50.69	$51.96	$53.26	$54.59	$55.95
Highrise Concrete Apartment		$25.00	$25.63	$26.27	$26.92	$27.60	$28.29	$28.99	$29.72	$30.46	$31.22	$32.00	$32.80	$33.62	$34.46	$35.32	$36.21	$37.11	$38.04	$38.99	$39.97
Retail		$10.00	$10.25	$10.51	$10.77	$11.04	$11.31	$11.60	$11.89	$12.18	$12.49	$12.80	$13.12	$13.45	$13.79	$14.13	$14.48	$14.85	$15.22	$15.60	$15.99

Commissions on Sales of Development Parcels	1.50%

Costs

Clearing, Demolition and Remediation	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20	2037 Year 21
Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Remediation/Hazmat	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Demolition and Remediation	$1,182,600	$1,182,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing/Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$854,507	$0	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$0	$0	$0	$0	$0	$0	$0
Subtotal - Off-Sites	$854,507	$0	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing/Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$640,044	$0	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$0	$0	$0	$0	$0	$0	$0
Subtotal	$640,044	$0	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$0	$0	$0	$0	$0	$0	$0
Subtotal - Other	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Lakeside Plaza Medium Density Scenario: Part 2

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	1.5%	of gross revenues																				
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	12.00%	of off-site and on-site hard costs																				

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$3,837,121	$475,210	$475,210	$475,210	$397,485	$397,485	$319,760	$319,760	$242,035	$242,035	$164,310	$131,448	$98,586	$65,724	$32,862	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs	10%	of all hard costs, excluding land acquistion, property tax and public amenities - further 20% included in servicing costs already

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Inflation on Costs			2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor			100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Interim Financing	5%	on 65% of each year's total costs (assuming an average of half of all costs outstanding during the year)
Financing Fee	1%	on each year's total costs
Land Developer's Profit Margin Allowance	13%	of gross revenue from market development parcels

ANALYSIS

Revenue from Market Development Parcels	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Residential																						
Townhouse	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6-storey woodframe	$77,304,000	$0	$0	$11,826,000	$0	$11,826,000	$0	$11,826,000	$0	$11,826,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$0	$0	$0	$0	$0	$0	$0
Midrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Highrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential Revenue	$77,304,000	$0	$0	$11,826,000	$0	$11,826,000	$0	$11,826,000	$0	$11,826,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$0	$0	$0	$0	$0	$0	$0
Retail	$1,182,600	$0	$0	$295,650	$0	$295,650	$0	$295,650	$0	$295,650	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential, Commercial and Other Revenue	$78,486,600	$0	$0	$12,121,650	$0	$12,121,650	$0	$12,121,650	$0	$12,121,650	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000	$0	$0	$0	$0	$0	$0	$0
Inflation on Gross Sales Revenues	$13,541,105	$0	$0	$303,041	$0	$932,041	$0	$1,592,884	$0	$2,287,183	$1,310,417	$1,493,178	$1,680,507	$1,872,520	$2,069,333	$0	$0	$0	$0	$0	$0	$0
Total Gross Revenue Including Inflation	$92,027,705	$0	$0	$12,424,691	$0	$13,053,691	$0	$13,714,534	$0	$14,408,833	$7,310,417	$7,493,178	$7,680,507	$7,872,520	$8,069,333	$0	$0	$0	$0	$0	$0	$0
Less Commissions on Development Parcels	$1,380,416	$0	$0	$186,370	$0	$195,805	$0	$205,718	$0	$216,132	$109,656	$112,398	$115,208	$118,088	$121,040	$0	$0	$0	$0	$0	$0	$0
Total Net Revenue After Commissions	$90,647,289	$0	$0	$12,238,321	$0	$12,857,886	$0	$13,508,816	$0	$14,192,700	$7,200,761	$7,380,780	$7,565,300	$7,754,432	$7,948,293	$0	$0	$0	$0	$0	$0	$0

Site Remediation	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Remediation/Hazmat	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Remediation Costs	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Clearing and Demolition	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing and Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$854,507	$0	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$0	$0	$0	$0	$0	$0	$0
Total Off-Site Infrastructure	$854,507	$0	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$65,731	$0	$0	$0	$0	$0	$0	$0

On-Site Servicing and Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$640,044	$0	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$0	$0	$0	$0	$0	$0	$0
Total On-site Infrastructure Costs	$640,044	$0	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$49,234	$0	$0	$0	$0	$0	$0	$0

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	$1,380,416	$0	$0	$186,370	$0	$195,805	$0	$205,718	$0	$216,132	$109,656	$112,398	$115,208	$118,088	$121,040	$0	$0	$0	$0	$0	$0	$0
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	$250,302	$70,956	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$13,796	$0	$0	$0	$0	$0	$0	$0
Total Soft Costs	$1,630,718	$70,956	$13,796	$200,166	$13,796	$209,601	$13,796	$219,514	$13,796	$229,928	$123,452	$126,194	$129,003	$131,884	$134,836	$0	$0	$0	$0	$0	$0	$0

Contingency on Costs (excluding land acquisition)	$430,787	$125,356	$12,876	$31,513	$12,876	$32,457	$12,876	$33,448	$12,876	$34,489	$23,842	$24,116	$24,397	$24,685	$24,980	$0	$0	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$3,837,121	$475,210	$475,210	$475,210	$397,485	$397,485	$319,760	$319,760	$242,035	$242,035	$164,310	$131,448	$98,586	$65,724	$32,862	$0	$0	$0	$0	$0	$0	$0

Total Costs	$8,847,276	$1,854,122	$616,848	$821,855	$539,123	$754,509	$461,398	$687,687	$383,672	$621,418	$426,569	$396,723	$366,952	$473,008	$443,393	$0	$0	$0	$0	$0	$0	$0
Inflation on Total Costs	$1,017,856	$0	$0	$20,546	$27,293	$58,015	$47,899	$90,368	$61,270	$117,253	$93,164	$98,730	$102,778	$147,619	$152,921	$0	$0	$0	$0	$0	$0	$0
Total Costs Including Inflation	$9,865,132	$1,854,122	$616,848	$842,402	$566,416	$812,523	$509,297	$778,055	$444,942	$738,671	$519,733	$495,452	$469,729	$620,627	$596,315	$0	$0	$0	$0	$0	$0	$0
Interim Financing	$176,532	$46,353	$10,024	$13,689	$9,204	$13,204	$8,276	$12,643	$7,230	$12,003	$8,446	$8,051	$7,633	$10,085	$9,690	$0	$0	$0	$0	$0	$0	$0
Financing Fee	$98,651	$18,541	$6,168	$8,424	$5,664	$8,125	$5,093	$7,781	$4,449	$7,387	$5,197	$4,955	$4,697	$6,206	$5,963	$0	$0	$0	$0	$0	$0	$0
Total Costs including Inflation and Financing	$10,121,774	$1,900,475	$633,040	$864,515	$581,284	$833,852	$522,666	$798,479	$456,622	$758,061	$533,376	$508,458	$482,060	$636,919	$611,968	$0	$0	$0	$0	$0	$0	$0

Land Developer's Profit Margin Allowance	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
	$12,000,413	$0	$0	$1,620,180	$0	$1,702,201	$0	$1,788,375	$0	$1,878,912	$953,278	$977,110	$1,001,538	$1,026,577	$1,052,241	$0	$0	$0	$0	$0	$0	$0

Land Residual	$68,525,102	-$1,900,475	-$633,040	$9,753,627	-$581,284	$10,321,833	-$522,666	$10,921,962	-$456,622	$11,555,727	$5,714,107	$5,895,212	$6,081,702	$6,090,937	$6,284,084	$0	$0	$0	$0	$0	$0	$0

Profitability and Land Value Analysis

Net Present Value of Land Residual to the Beginning of Year 1 Discounted at	4%	**$50,640,094.69**

Location: Y:\JOBS\Jobs16\36\Models with parking\Burlington Land Development Model (Lakeside Plaza Updated Version_parkingmodifications)
Sheet: Land Development Model 6 storey
Date Printed: 16/11/2016

City of Burlington: Lakeside Plaza
High Density Scenario: Mixed-Use Development - Reduced Parking

Grey Shaded Cells are Input Cells
Inflation at 2.5% per year on development parcel values and development costs

Gross Site Size	433,047	sq.ft. or	9.94	acres, or	100% of gross site area
Assumed Road Dedication	129,914	sq.ft.	2.98	acres, or	30% of gross site area
Assumed Park Dedication	21,652	sq.ft.	0.50	acres, or	5% of gross site area
Net Developable Land Area	281,481	sq.ft.			
Assumed Average FAR (On Gross Land Area)	3.42	or			
Total Floorspace	1,479,820	sq.ft.			

Mix of Floorspace by Type

Residential	Total	Gross Unit Size	Market Floorspace	Market Units
Townhouse	0	1,500	0	0
4-storey woodframe apartment	0	1,000	0	0
5-storey woodframe apartment	0	1,000	0	0
6-storey woodframe apartment	0	1,000	0	0
Midrise Concrete Apartment	1,361,560	1,000	1,361,560	1,362
Highrise Concrete Apartment	0	1,000	0	0
Total Residential Floorspace	1,361,560	N/A	1,361,560	1,362
Retail	118,260			
Total Residential, Commercial and Flex Space	1,479,820			

Floorspace

Market Residential Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Floorspace																					
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	1,361,560	0	325,215	0	0	236,520	0	0	152,000	0	147,825	100,000	100,000	100,000	100,000	100,000	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Floorspace (Sq. Ft.)	1,361,560	0	325,215	0	0	236,520	0	0	152,000	0	147,825	100,000	100,000	100,000	100,000	100,000	0	0	0	0	0

Commercial Floorspace	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Retail	118,260	0	29,565	0	0	29,565	0	0	29,565	0	29,565	0	0	0	0	0	0	0	0	0	0
Total Commercial Floorspace (Sq. Ft.)	118,260	0	29,565	0	0	29,565	0	0	29,565	0	29,565	0	0	0	0	0	0	0	0	0	0

Cumulative Absorption (Sq. Ft.)		0	354,780	0	0	266,085	0	0	181,565	0	177,390	100,000	100,000	100,000	100,000	100,000	0	0	0	0	0
Share of Total Floorspace (Sq. Ft.)		0%	24%	0%	0%	18%	0%	0%	12%	0%	12%	7%	7%	7%	7%	7%	0%	0%	0%	0%	0%

Units

Market Residential Units	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Townhouse	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-storey woodframe apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midrise Concrete Apartment	1,362	0	325	0	0	237	0	0	152	0	148	100	100	100	100	100	0	0	0	0	0
Highrise Concrete Apartment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Market Residential Units	1,362	0	325	0	0	237	0	0	152	0	148	100	100	100	100	100	0	0	0	0	0

Development Parcel Sales Prices per sq.ft. buildable **($2016)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00	$45.00
4-storey woodframe apartment		$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00	$90.00
5-storey woodframe apartment		$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
6-storey woodframe apartment		$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00	$80.00
Midrise Concrete Apartment		$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00	$35.00
Highrise Concrete Apartment		$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00	$25.00
Retail		$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00

		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Escalation on Revenue		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor		100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Development Parcel Sales Prices per sq.ft. buildable **(Inflated $)**		2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Market Residential Units																					
Townhouse		$45.00	$46.13	$47.28	$48.46	$49.67	$50.91	$52.19	$53.49	$54.83	$56.20	$57.60	$59.04	$60.52	$62.03	$63.58	$65.17	$66.80	$68.47	$70.18	$71.94
4-storey woodframe apartment		$90.00	$92.25	$94.56	$96.92	$99.34	$101.83	$104.37	$106.98	$109.66	$112.40	$115.21	$118.09	$121.04	$124.07	$127.17	$130.35	$133.61	$136.95	$140.37	$143.88
5-storey woodframe apartment		$75.00	$76.88	$78.80	$80.77	$82.79	$84.86	$86.98	$89.15	$91.38	$93.66	$96.01	$98.41	$100.87	$103.39	$105.97	$108.62	$111.34	$114.12	$116.97	$119.90
6-storey woodframe apartment		$80.00	$82.00	$84.05	$86.15	$88.31	$90.51	$92.78	$95.09	$97.47	$99.91	$102.41	$104.97	$107.59	$110.28	$113.04	$115.86	$118.76	$121.73	$124.77	$127.89
Midrise Concrete Apartment		$20.00	$35.88	$36.77	$37.69	$38.63	$39.60	$40.59	$41.60	$42.64	$43.71	$44.80	$45.92	$47.07	$48.25	$49.45	$50.69	$51.96	$53.26	$54.59	$55.95
Highrise Concrete Apartment		$25.00	$25.63	$26.27	$26.92	$27.60	$28.29	$28.99	$29.72	$30.46	$31.22	$32.00	$32.80	$33.62	$34.46	$35.32	$36.21	$37.11	$38.04	$38.99	$39.97
Retail		$10.00	$10.25	$10.51	$10.77	$11.04	$11.31	$11.60	$11.89	$12.18	$12.49	$12.80	$13.12	$13.45	$13.79	$14.13	$14.48	$14.85	$15.22	$15.60	$15.99

Commissions on Sales of Development Parcels	1.50%

Costs

Clearing, Demolition and Remediation	Total	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20	2037 Year 21
Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Remediation/Hazmat	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Demolition and Remediation	$1,182,600	$1,182,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing/Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$915,543	$0	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$0	$0	$0	$0	$0
Subtotal - Off-Sites	$915,543	$0	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$0	$0	$0	$0	$0

On-Site Servicing/Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$685,762	$0	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$0	$0	$0	$0	$0
Subtotal	$685,762	$0	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$0	$0	$0	$0	$0
Subtotal - Other	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Lakeside Plaza High Density Scenario: Part 2

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	1.5%	of gross revenues																				
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	12.00%	of off-site and on-site hard costs																				

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$4,253,722	$475,210	$475,210	$475,210	$361,281	$361,281	$361,281	$275,834	$275,834	$275,834	$217,528	$217,528	$160,564	$128,451	$96,338	$64,225	$32,113	$0	$0	$0	$0	$0

Contingency on Costs	10%	of all hard costs, excluding land acquistion, property tax and public amenities - further 20% included in servicing costs already

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Inflation on Costs			2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Escalation Factor			100.00%	102.50%	105.06%	107.69%	110.38%	113.14%	115.97%	118.87%	121.84%	124.89%	128.01%	131.21%	134.49%	137.85%	141.30%	144.83%	148.45%	152.16%	155.97%	159.87%

Interim Financing	5%	on 65% of each year's total costs (assuming an average of half of all costs outstanding during the year)
Financing Fee	1%	on each year's total costs
Land Developer's Profit Margin Allowance	13%	of gross revenue from market development parcels

ANALYSIS

Revenue from Market Development Parcels	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Residential																						
Townhouse	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6-storey woodframe	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Midrise Concrete Apartment	$47,654,600	$0	$0	$11,382,525	$0	$0	$8,278,200	$0	$0	$5,320,000	$0	$5,173,875	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$0	$0	$0	$0	$0
Highrise Concrete Apartment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential Revenue	$47,654,600	$0	$0	$11,382,525	$0	$0	$8,278,200	$0	$0	$5,320,000	$0	$5,173,875	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$0	$0	$0	$0	$0
Retail	$1,182,600	$0	$0	$295,650	$0	$0	$295,650	$0	$0	$295,650	$0	$295,650	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Residential, Commercial and Other Revenue	$48,837,200	$0	$0	$11,678,175	$0	$0	$8,573,850	$0	$0	$5,615,650	$0	$5,469,525	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$0	$0	$0	$0	$0
Inflation on Gross Sales Revenues	$9,652,693	$0	$0	$291,954	$0	$0	$890,076	$0	$0	$1,059,593	$0	$1,361,162	$980,296	$1,092,303	$1,207,111	$1,324,789	$1,445,408	$0	$0	$0	$0	$0
Total Gross Revenue Including Inflation	$58,489,893	$0	$0	$11,970,129	$0	$0	$9,463,926	$0	$0	$6,675,243	$0	$6,830,687	$4,480,296	$4,592,303	$4,707,111	$4,824,789	$4,945,408	$0	$0	$0	$0	$0
Less Commissions on Development Parcels	$877,348	$0	$0	$179,552	$0	$0	$141,959	$0	$0	$100,129	$0	$102,460	$67,204	$68,885	$70,607	$72,372	$74,181	$0	$0	$0	$0	$0
Total Net Revenue After Commissions	$57,612,545	$0	$0	$11,790,577	$0	$0	$9,321,967	$0	$0	$6,575,115	$0	$6,728,227	$4,413,091	$4,523,419	$4,636,504	$4,752,417	$4,871,227	$0	$0	$0	$0	$0

Site Remediation	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Remediation/Hazmat	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Remediation Costs	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Clearing and Demolition	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Clearing and Demolition	$591,300	$591,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Off-Site Servicing and Infrastructure Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Off-site servicing costs	$915,543	$0	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$0	$0	$0	$0	$0
Total Off-Site Infrastructure	$915,543	$0	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$61,036	$0	$0	$0	$0	$0

On-Site Servicing and Infrastructure	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Street, lanes, sidewalks, water, landscaping, sewers, lighting, traffic, etc.	$685,762	$0	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$0	$0	$0	$0	$0
Total On-site Infrastructure Costs	$685,762	$0	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$45,717	$0	$0	$0	$0	$0

Soft Costs	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Professional/legal Fees During Policy Statement, Rezoning, Subdivision	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Policy Statement, ODP, Rezoning, Subdivision Application fees to City	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Legal Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Project Management Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Marketing (Neighbourhood and Development Sites)	$877,348	$0	$0	$179,552	$0	$0	$141,959	$0	$0	$100,129	$0	$102,460	$67,204	$68,885	$70,607	$72,372	$74,181	$0	$0	$0	$0	$0
Other Soft Costs (engineering, landscape design, legal, survey, appraisal, accounting, etc.)	$263,113	$70,956	$12,810	$12,810	$12,810	$12,810	$12,810	$12,810	$12,810	$12,810	$12,810	$12,810	$12,810	$12,810	$12,810	$12,810	$12,810	$0	$0	$0	$0	$0
Total Soft Costs	$1,140,461	$70,956	$12,810	$192,362	$12,810	$12,810	$154,769	$12,810	$12,810	$112,939	$12,810	$115,271	$80,015	$81,695	$83,417	$85,182	$86,992	$0	$0	$0	$0	$0

Contingency on Costs (excluding land acquisition)	$392,437	$125,356	$11,956	$29,912	$11,956	$11,956	$26,152	$11,956	$11,956	$21,969	$11,956	$22,202	$18,677	$18,845	$19,017	$19,194	$19,375	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Property Taxes	$4,253,722	$475,210	$475,210	$475,210	$361,281	$361,281	$361,281	$275,834	$275,834	$275,834	$217,528	$217,528	$160,564	$128,451	$96,338	$64,225	$32,113	$0	$0	$0	$0	$0

Total Costs	$9,294,524	$1,854,122	$606,731	$804,238	$492,801	$492,801	$648,956	$407,354	$407,354	$517,496	$349,049	$461,755	$366,009	$516,744	$486,526	$456,355	$426,232	$0	$0	$0	$0	$0
Inflation on Total Costs	$1,338,026	$0	$0	$20,106	$24,948	$37,892	$67,370	$53,530	$65,052	$97,644	$76,233	$114,914	$102,513	$161,269	$167,797	$172,735	$176,023	$0	$0	$0	$0	$0
Total Costs Including Inflation	$10,632,551	$1,854,122	$606,731	$824,344	$517,749	$530,693	$716,326	$460,884	$472,406	$615,140	$425,282	$576,669	$468,522	$678,013	$654,323	$629,090	$602,255	$0	$0	$0	$0	$0
Interim Financing	$189,003	$46,353	$9,859	$13,396	$8,413	$8,624	$11,640	$7,489	$7,677	$9,996	$6,911	$9,371	$7,613	$11,018	$10,633	$10,223	$9,787	$0	$0	$0	$0	$0
Financing Fee	$106,326	$18,541	$6,067	$8,243	$5,177	$5,307	$7,163	$4,609	$4,724	$6,151	$4,253	$5,767	$4,685	$6,780	$6,543	$6,291	$6,023	$0	$0	$0	$0	$0
Total Costs including Inflation and Financing	$10,909,337	$1,900,475	$622,657	$845,983	$531,340	$544,624	$735,130	$472,982	$484,807	$631,287	$436,446	$591,806	$480,821	$695,811	$671,499	$645,604	$618,065	$0	$0	$0	$0	$0

	Total	2016 Year 0	2017 Year 1	2018 Year 2	2019 Year 3	2020 Year 4	2021 Year 5	2022 Year 6	2023 Year 7	2024 Year 8	2025 Year 9	2026 Year 10	2027 Year 11	2028 Year 12	2029 Year 13	2030 Year 14	2031 Year 15	2032 Year 16	2033 Year 17	2034 Year 18	2035 Year 19	2036 Year 20
Land Developer's Profit Margin Allowance	$7,627,082	$0	$0	$1,560,905	$0	$0	$1,234,096	$0	$0	$870,452	$0	$890,722	$584,231	$598,836	$613,807	$629,152	$644,881	$0	$0	$0	$0	$0

Land Residual	$39,076,125	-$1,900,475	-$622,657	$9,383,690	-$531,340	-$544,624	$7,352,742	-$472,982	-$484,807	$5,073,376	-$436,446	$5,245,699	$3,348,040	$3,228,771	$3,351,198	$3,477,660	$3,608,281	$0	$0	$0	$0	$0

Profitability and Land Value Analysis

Net Present Value of Land Residual to the Beginning of Year 1 Discounted at	4%	**$27,700,048**

BURLINGTON Sustainable Development Committee

Comments Regarding Employment Land Conversion Preliminary Recommendations and Policy Directions

January 2017

The Burlington Development Committee (SDC) generally supports the proposed Policy Directions but have some concerns with the approved conversions. We would like to provide comments as they pertain to SDC Principles and Objectives (see Appendix A). Our work is based on the "Employment Land Conversion Preliminary Recommendations and Policy Directions PB-30-16" and presentation made to the Policy and Development Sub-Committee by Alison Enns on December 7, 2016 and discussion during the presentation.

Detailed Comments on Employment Conversion Assessment

We have reviewed the Employment Lands Conversion Results report and find that of 163 properties requesting conversion, 18% were not accepted. The table from the report is given below with a summary added by us in italics at the bottom.

Summary of Lands Recommended for Conversion (with additions by BSDC in italics at bottom)

Location	**Occupied**		**Vacant19**		**Total (occupied and vacant)**	
	Net Area (ha)	*No. of Properties*	*Net Area (ha)*	*No. of Properties*	*Net Area (ha)*	*No. of Properties*
Lands Recommended for Conversion within Mobility Hubs (Table 4-1)	107.6	80	3.4	4	111.0	84
Lands Recommended for Conversion outside of Mobility Hubs (Table 4-1)	35.7	45	6.1	4	41.8	49
Total	143.3	125	9.5	8	152.8	133
Applications					Area	Properties
Private (Table 3-1)					236 ha	58 (35% in mobility hubs)
City (Table 3-2)					113 ha	105 (39% in mobility

						hubs)
Total					*349*	*163*
% Approved					*44%*	*82%*

The plan showing these properties is overleaf.

Of the properties that were not approved, several were lands that are not a conversion and are seeking re-designation to another employment land use. The identification of properties is confusing as some applications are for multiple properties owned by multiple owners. A list of 42 requests is given to cover the apparent 163 properties. The ones that were not approved are:

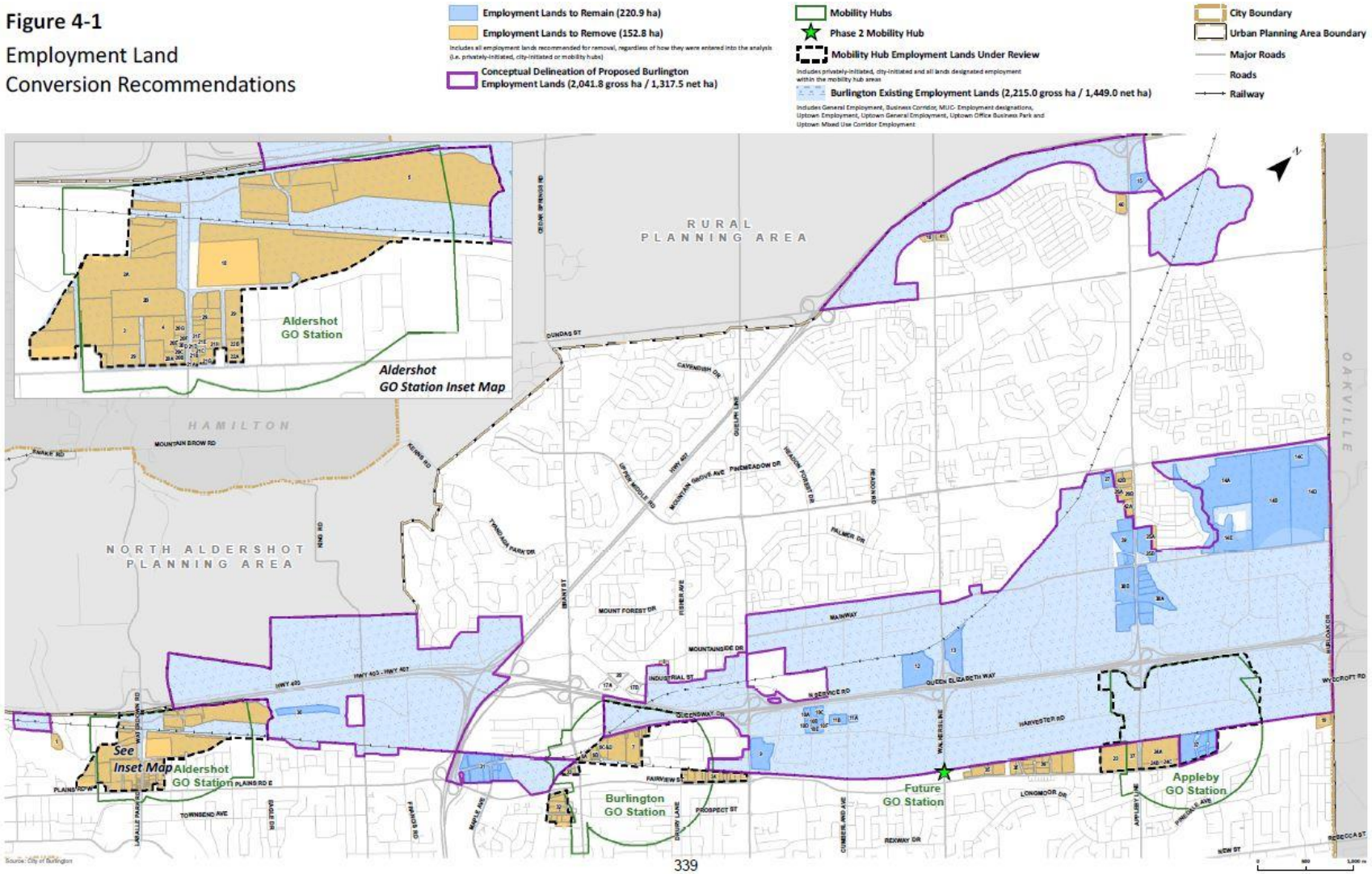
9	(1 address)	Harvester and Guelph Line
10	(6 addresses)	Harvester and South Service
11	(1 address)	Cumberland and Harvester
12	(1 address)	North Service and Walkers
13	(1 address)	no conversion request
14	(5 addresses)	Upper Middle and Mainway
25 B	(1 address)	1309 Appleby at Mainway
27	(1 address)	no conversion request
30	(1 address)	no conversion request
31	(12 addresses)	no conversion request
37	(8 addresses)	Fairview and Appleby
38	(12 addresses)	no conversion request
39	(2 addresses)	no conversion request

Note that 6 of these were commercial and not applying for conversion to mixed use.

In general, we agree with the decisions to accept some applications and reject others. The intent appears to be to allow applications in the Mobility Hubs areas to be able to encourage the addition of residential buildings as part of a mixed use environment that will still provide employment, although not of the industrial context. Also, a number of applications were on the “fringe” area of the employment lands corridor where it made sense to tie into the existing adjacent commercial and residential developments. In particular, the applications along Fairview Street make sense as this area is part of the proposed intensification areas.

In reviewing the evaluation criteria, we do not see a way to assess the benefits to the City for the applications. We were told that the decision for approval was based on land use and that other opportunities could be available based on other factors. The City should receive specific benefits for permitting the conversions and we would like these identified.

Figure 4-1
Employment Land
Conversion Recommendations



Of the applications refused, we only have concern for No. 9 at Harvester and Guelph Line. In our opinion, the proposal is in keeping with the new development approach of the City by a willing developer.

The 2013 Official Plan identifies Guelph Line south of the QEW as the "gateway" to Burlington. See below. This seems to be in keeping with the philosophy of our new Official Plan policy directives that this Committee has reviewed. It proposes offices and a "land use mix". We understand that this approach was developed under a "mid-town" concept with an emphasis on office use only that has since been abandoned. However, it seems much more fitting under our new Strategic Plan promoting walkable communities with a mix of residential and office use. It is also a short distance to the Burlington GO station that, with a small redraw of the mobility hub delineation would include this parcel. The current zoning permits high rise residential towers across the street (west side of Guelph Line) that would require workers in the high end office towers to navigate 7 lanes of dangerous high volume traffic to and from work in the morning and afternoon rush hours.

We have been informed that the Ministry of Transportation conducted traffic studies for the proposed development at 901 Guelph Line. Due to extreme traffic volumes, only 85,000 square feet of office space would be permitted, leaving the remainder of 1 million sq. ft. of built space to be vacant. The response to this issue is that the development will have to wait for transit infrastructure to be completed to such a degree that vehicular volumes would be decreased sufficiently to allow more office space.

Considerable communication has been conducted with the developer and City employees. The City employees who were involved are for the most part no longer employed by the City. New staff assigned to the new Official Plan do not have the benefit of the previous discussions which showed support for the development. In addition, a development application has not been made for the proposed development.

No specific mention regarding employment lands conversions is made of what the City is willing to do to encourage and support new employment in those lands that were not accepted for conversion. We were told that there could be some lenience in the Floor Area Ratio limit. In addition, the new intensification criteria could provide incentives. We would like this addressed in the final policy.

As discussed above under the 901 Guelph Line rejection, the issues of transportation affecting all the employment lands may need consideration to ensure sufficient traffic movement to accommodate traffic, especially in the morning and afternoon rush hours. In non-mobility hub areas, congestion may occur at major intersections within the employment lands corridor due to the close proximity to the QEW. We would like to see some integration of the Transportation Master Plan policies with these policies.

There appears to be no specific reference to this Committee's sustainability principles and objectives and how they might influence the development of employment lands. With the new Official Plan and a new set of sustainability criteria, we look forward to direct reference for employment lands.

Intersection of Harvester Road and Guelph Line	k)	In addition to the other policies of this Plan, the following policies apply to *development* within the north-east and south-east quadrants of the intersection of Harvester Road and Guelph Line:	OPA 31
		(i) this intersection is identified as a *gateway* to the City and will consist of high quality, high rise office *development* fronting and facing Guelph Line and Harvester Road. An urban plaza located at the south-east corner will signal the entry into the corporate *gateway*;	
		(ii) Council *shall* adopt Urban *Design Guidelines* which will guide the form and design of *development* abutting the intersection, prior to the approval of any *development*. Building heights, *massing*, setbacks, *streetscape* and landscape features will be designed to enhance the *gateway* function of this intersection;	
		(iii) the Zoning By-law *shall* contain provisions which will permit the *development* of high quality, business corridor uses at an increased *floor area ratio* of up to 2.0:1 at the south-east corner of Guelph Line and Harvester Road, in order to act as visual *landmarks* and help establish the *gateway* to the City. The Zoning By-law *shall* also contain provisions that facilitate the implementation of the approved *design guidelines*, including the reduction of building setbacks, increase in *floor area ratio*, and adjustments to landscaping requirements;	
		(iv) pedestrian access *shall* be provided from lands east of Roseland Creek, over the creek and through to Guelph Line, as part of the *re-development* of lands west of Roseland Creek;	
		(v) the Zoning By-law *shall* contain provisions placing an "H" (Holding) zone on the lands bounded by the Roseland Creek, Guelph Line, the CNR tracks and Harvester Road, until such time as the property owners sign a Master Servicing/Cost Sharing Agreement for future creek, servicing, traffic and streetscaping improvements in the area;	
		(vi) all *development* within the lands bounded by the Roseland Creek, Guelph Line, the CNR tracks and Harvester Road, *shall* be evaluated within the context of a comprehensive site plan for the entire area that provides appropriate detail with respect to built form, land use mix, internal road pattern and pedestrian access.	

Detailed Comments on Policy Directions

Policy Direction B

Build a strategy to promote office development in the Mobility Hubs and the Urban Growth Centre.

1. **Modify to add details to support employment and enhance the transitional policies for mobility hubs.**
2. **Add Walker's as future GO station.**

We find that adding "support for employment" makes good sense. It is important to stress employment and ensure it is put into place. When recently implementing mixed use

development, employment was not stressed enough and we missed the golden opportunity to include it. Metrics such as people to jobs are needed to ensure this is carried out properly.

Adding "transitional policies for mobility hubs" will help ensure that assessments done before completion of area specific plans will fit well in with a Mobility Hubs Vision. These should be completed quickly possibly before completion of the New Official Plan. It also stresses the importance of completing area specific plans in a timely fashion.

We fully support including a potential future Walkers Go Station. It gives the City the opportunity to develop what we would like to see in the Hub area before feasibility studies are completed.

Policy Direction F

Develop a phasing strategy for the City's un-serviced lands, consider developing secondary plans, and continue dialog with local utilities.

1. **Add a policy that prioritizes area specific planning for Bronte Creek Meadows**

We strongly support negotiation of these lands to avoid only residential development as proposed by the developer.

Policy Direction G

Investigate opportunities for limiting the amount or type of institutional uses on serviced employment lands.

1. **A strategy to attract another post-secondary institution uses.**
2. **Modify policy recommendations for institutional uses. Add proposed directions related to tools for managing land use compatibility and risk.**

A strategy to attract post-secondary institution uses is vital for us to develop and implement our proposed Innovation Strategy attracting Knowledge-Based Industry.

We fully support policy directions proposed for Institutional Uses.

Regarding Risk Assessment, It should be noted that D-6 Compatibility between Industrial Facilities is a tool for determining separation distances and is **not** a risk assessment tool. As we move forward in combining mix use with employment lands and determining risk becomes more complex, risk assessment tools will probably have to be used. Move cautiously with what is trying to be achieved.

Policy Direction H

Prepare a comprehensive strategy for employment land intensification.

1. **Add direction to develop and implement innovative practices for employment land intensification.**

We do not see a clear Policy Direction around innovative approaches other than suggesting that policy would use "Making infrastructure, transportation and public realm improvements in existing employment areas" and "Provide incentives to the private sector for certain types of employment

lands"; and "city desires to approach employment land intensification aggressively and will employ all appropriate tools to meet this objective". We would lime to see details to clarify this.

We suggest the approach should be to determine where we want to prioritize employment intensification and use the most appropriate tools.

Policy Direction I

Clarify the intent and definition of Employment Lands and area of employment in the policies and schedules of the Official Plan.

1. **Add that the findings and recommendations of the employment land conversion assessment presented in Appendix B depicted in Appendix C be referred to the development of the New Official Plan.**

This makes good sense.

Policy Direction J

Retain and where applicable refine existing Employment Land Use Designations

1. **Add refinements to the following designations, land uses or policy issues.**
    a. **Innovation District**
    b. **Employment Commercial**
    c. **Retail and Service Commercial Uses**
    d. **Uptown Mixed Use Centre – Employment Designations**
    e. **Recreational Uses**
    f. **Motor Vehicle Dealerships**
    g. **Mixed Use Corridor – Employment and Uptown Mixed Use Corridor – Employment**

Innovation District – What is proposed makes sense but we need to determine before moving forward what Knowledge-Based Industries we want to bring in and the appropriate post-secondary institute to support it. Also, what type of Innovation Park do we want to establish?

Employment Commercial – Agree although this goes against the original recommendation.

Retail and Service Commercial Uses – Agree.

Uptown Mixed Use – Employment Designations – Making it non-employment land makes sense but need to see new Official Plan designation before providing any final comment.

Recreational Uses – Agree but how will the 1200 King Road application be dealt with?

Motor Vehicle Dealerships – Agree.

Mixed Use Corridor – Employment (MXE) and Uptown Mixed Use Corridor – Employment – (UMXE)

A review of the Conversion Requests with a Mixed Use – Employment or Uptown Mixed Use – Employment zoning designation is summarized in table below:

Area	Connected Conversion Requests	Conversion Status	New OP Zoning Designation	Comments
Aldershot Hub	**20 A-G, 21 A-H, 22 A&B, 29** **30, 31**	**Non-Employment** **Employment**	**Unknown** **Unknown**	 **No change requested**
Appleby Hub	**23, 24 A-C, portion of 37** **Portion of 37**	**Non-Employment** **Employment**	**Unknown** **Unknown**	
Burlington Hub	**32, 33, 34**	**Non-Employment**	**Unknown**	
Uptown	**25 A** **25 B** **26 A&B, 42 A&B**	**Non-Employment** **Employment** **Non-Employment**	**Uptown Medium Density Residential** **Unknown** **Uptown Centre**	
Future Walker Hub	**35, 36**	**Non-Employment**	**Unknown**	
Appleby/Mainway	**38, 39**	**Employment**	**Unknown**	**No change requested**
Appleby/Palladium	**40**	**Non-Employment**	**Unknown**	
Walker/Palladium	**41**	**Non-Employment**	**Unknown**	

- It was interesting to see that the final zoning designation for each Conversion Request that currently has a Mixed Use – Employment Zoning Designation will have a different Zoning Designation in the future depending on what area they are currently located. For example the land around a Mobility Hub will have handle mixed use combining employment, commercial and residential close together whereas Walker/Palladium has a Commercial flavour. Obviously no single approach can be used to evaluate the MXE and Uptown MXE.
- Need to know what the New OP Zoning Designation will be before determining whether the proposed new usage makes sense.
- Need to know which properties associated with Conversion Request 37 were accepted as Non-Employment.
- We definitely needed to move away from the MXE and Uptown MXE as they currently are not working very well.
- Should Conversion Requests 35 and 36 that deal with a potential Future Walker Mobility Hub really be made Non-Employment now?

Sincerely,

Members of the Burlington Sustainable Development Committee

Appendix A

The following represent a subset of SDC Principles and Objectives most relevant to the proposed Urban Structure and Intensification Policy Directions.

Sustainable Development Committee Principles:

Support Responsible Development that promotes efficiency and enhances the quality of life.

Promote Sustainable Resource Use and conservation practices

Have Regard for Environmental, Economic and Social Costs and Benefits in the development and use of resources, products and services.

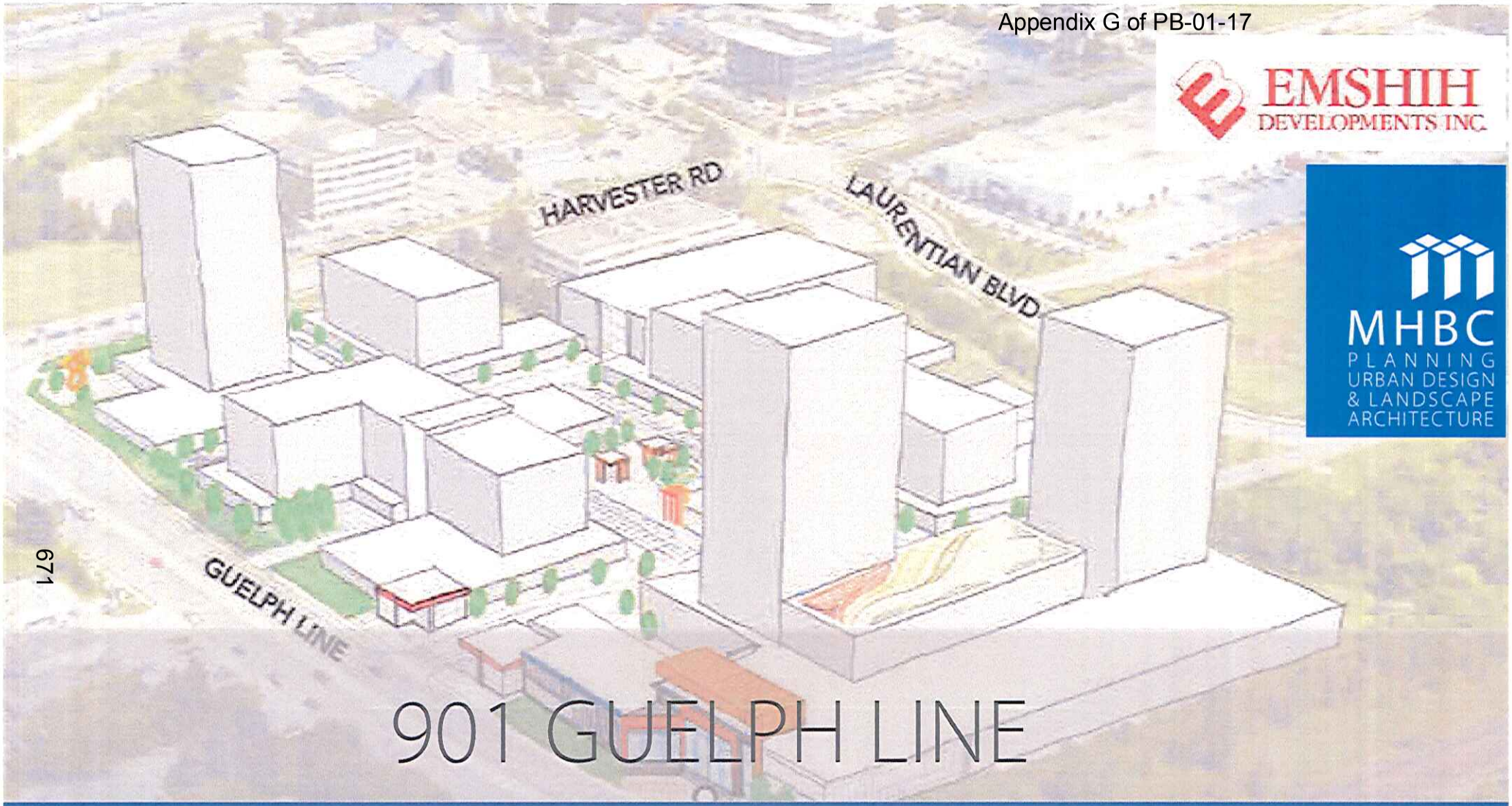
Promote Responsible Stewardship to ensure equitable use of natural and environmental resources in order to meet essential needs and both present and future generations.

Sustainable Development Committee - Objectives:

Full Public Participation in Development Decisions. The public should be part of all planning decisions. Economic, environmental and social impacts of proposed developments should be considered.
Best Use of Land. Promote the best use of land based upon an ecosystem approach to ensure environment integrity and diversity. To include but not limited to promoting environmentally sensitive lands and fertile soil for agriculture throughout the municipality.
Balanced Development. Provide a community plan and an economic strategy aimed at creating sustainable and appropriate forms of development that reflect human scale and a sense of community as well as representing a balance between urban development and natural surroundings.
Efficient Urban Design. To increase the efficiency of land use in the urban community in terms of energy and time, promote intensification and diversification policies that generate urban sprawl.
Accessible Community Development. A new form of community development should be promoted whereby local community components such as commerce, shopping, employment, education, and recreation are readily available, preferably within walking distance of all residents.
Integration of Natural Features and Green Space. Integrate natural features and green spaces in all new developments and intensification projects.
Energy Conservation. Promote energy conservation through efficient land use planning and building design.
Balanced Transportation System. Develop a balanced transportation system including transit, pedestrian, and cycling amenities and the best use of the road and people, with the existing facilities used to their fullest capacity.
Evaluation of Development. Continuous monitoring and evaluation of development should take place to ensure that it does not have adverse impacts on the City's finances and the environment.

EMSHIH DEVELOPMENTS INC.

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE



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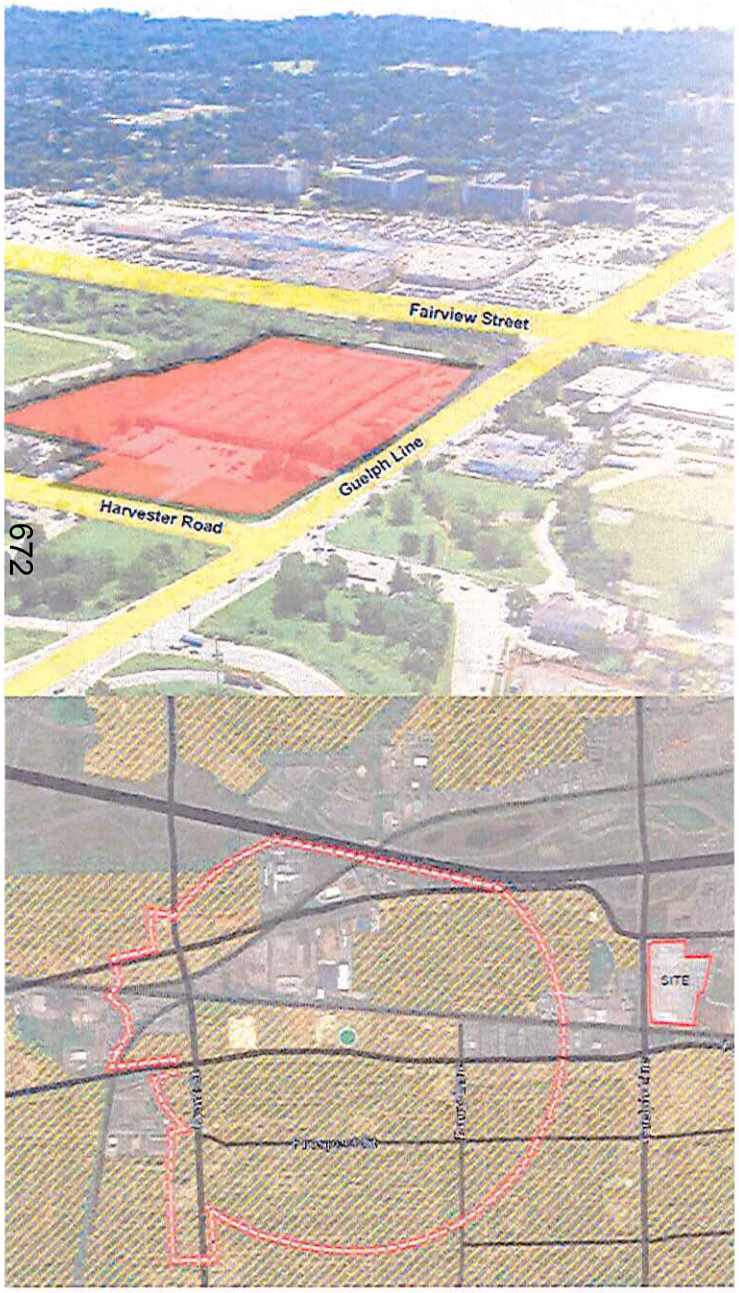
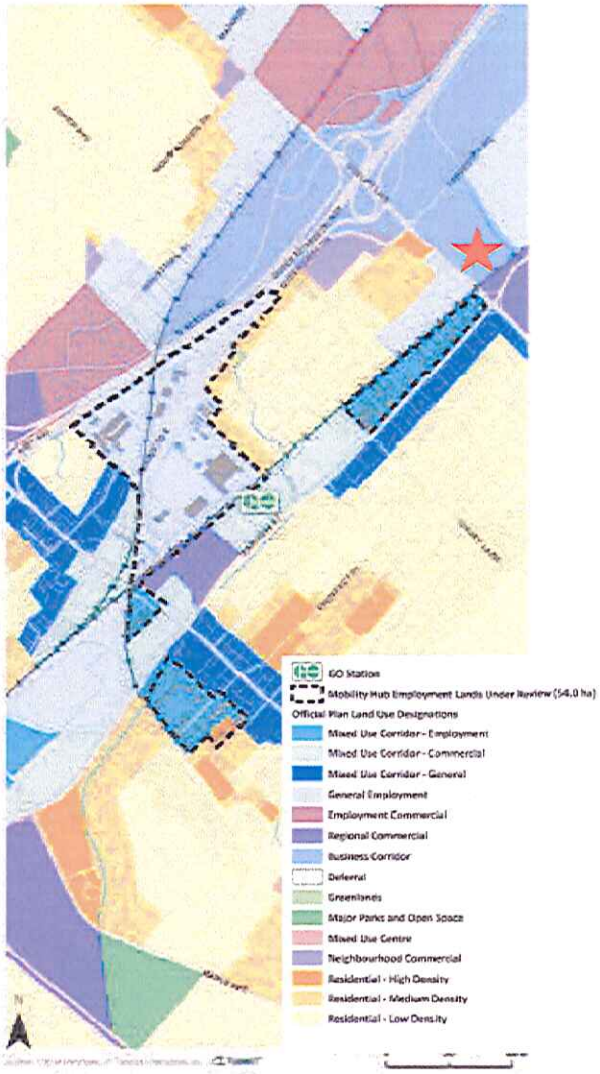
901 GUELPH LINE

Employment Conversion Request and Rationale for Reconsideration

Tuesday December 20, 2016

Context



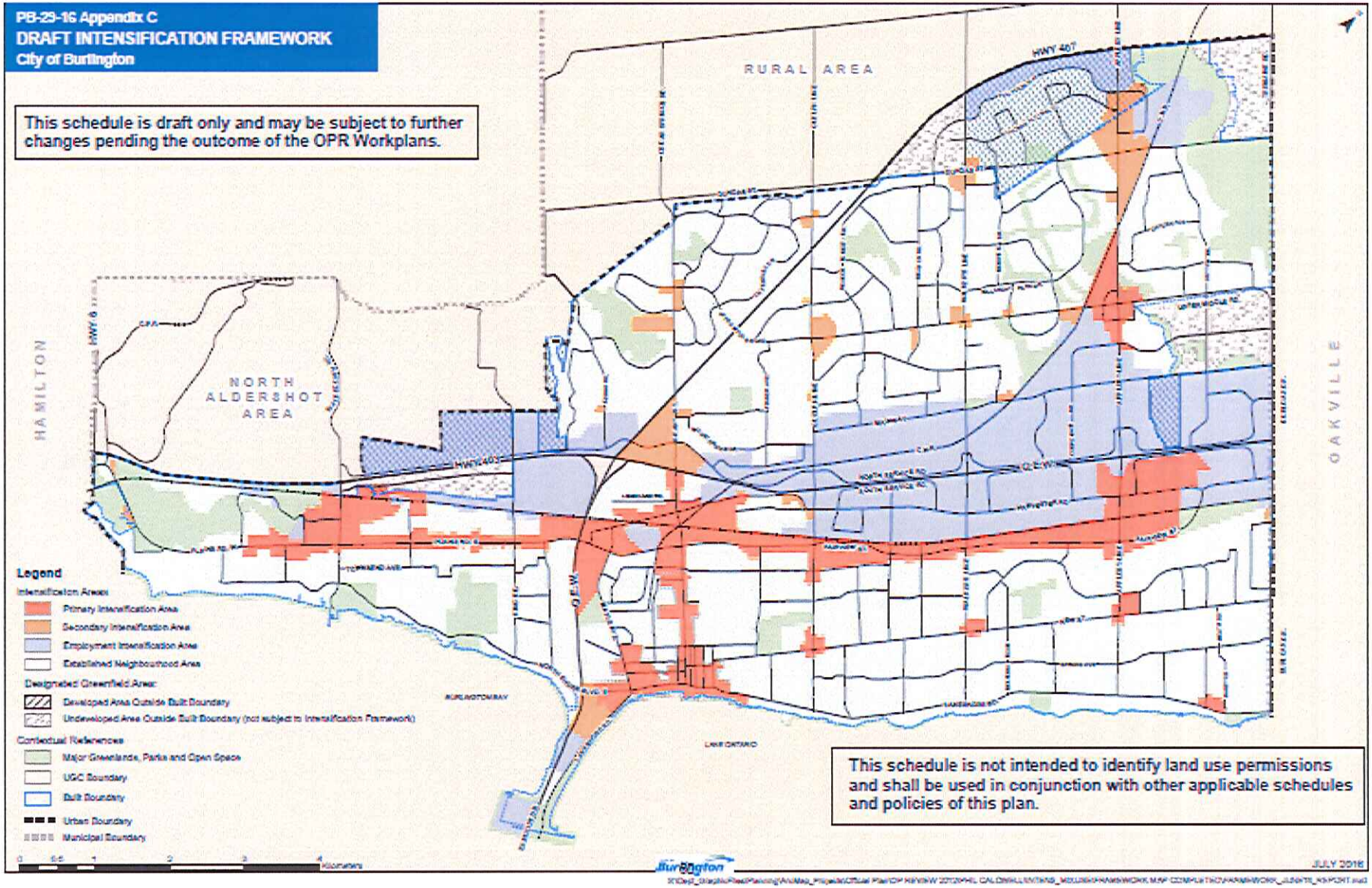


- 16 Acre Site
- 250,000 sqft industrial warehouse (obsolete)
- Located within the Burlington Go Mobility Hub (~850 m) area
- Designated Business Corridor (current OP)
- Zoned H-BC1-33
- Permitted Uses include: industrial, office, hospitality, retail, service commercial

History

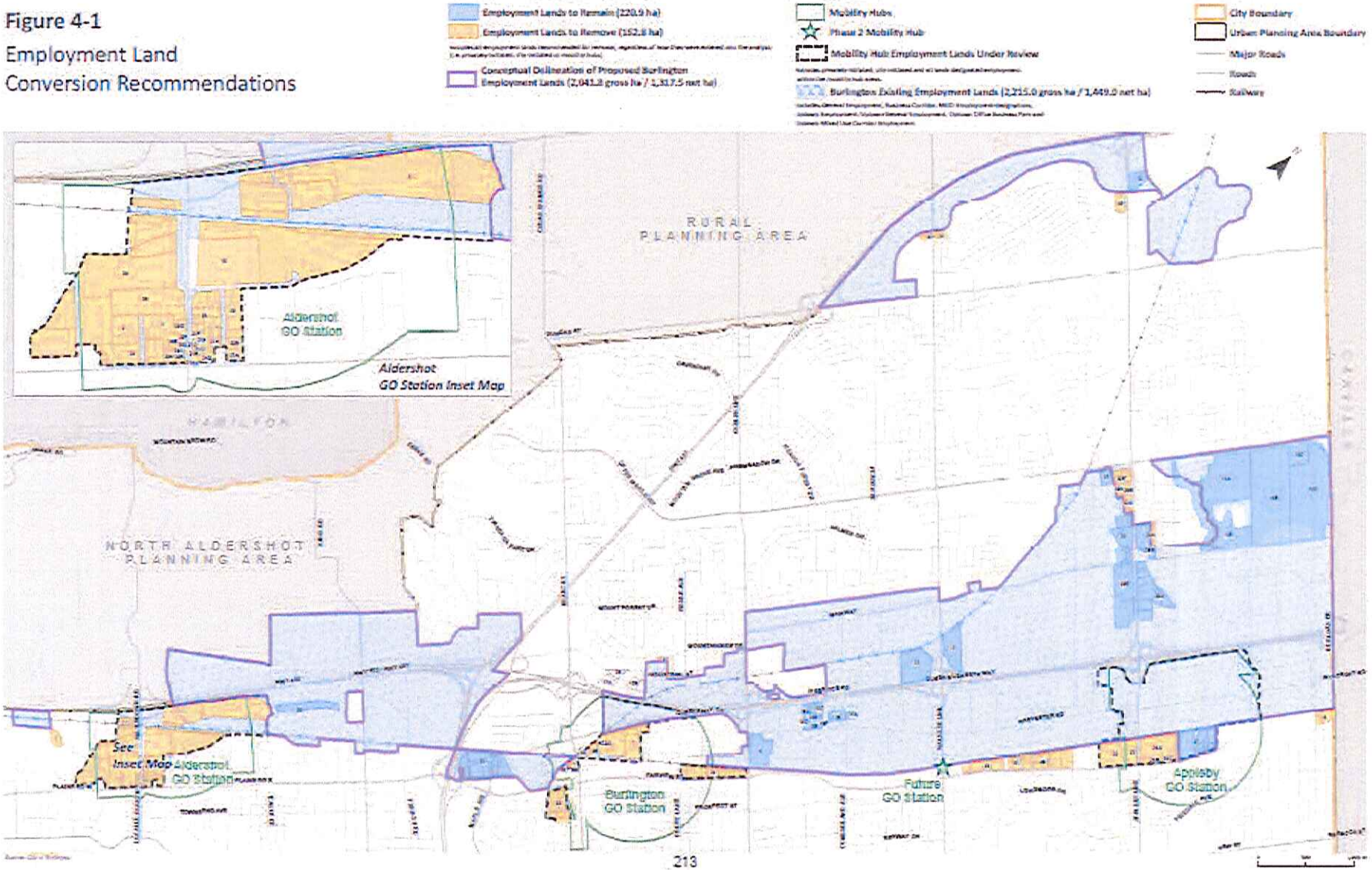
- Background research and analysis including TIS, Economic Benefits Demographic analysis and Planning analysis
- Visioning workshop and collaboration with City staff
- Conversion request submitted to City (August 2013)
- Previous meetings with City Staff (Schnarr and Associates)
- Presentation at Burlington Day at Queen's Park
- Support of development from BEDC

Official Plan Review



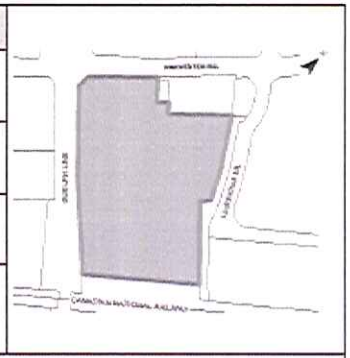
Conversion Analysis

Figure 4-1
Employment Land
Conversion Recommendations



Conversion Analysis Recommendations

- Based on principle of land use
- Recommended retention of subject site in employment land base for the following reasons
  - Subject site is not located within an intensification area or mobility hub study area
  - Subject site identified as an Employment Area in draft Urban Structure (2016)
  - Large parcel with good access and visibility, conversion could destabilize the area
  - City does not require additional residential, commercial nor employment land to meet the Provincial or Regional growth targets

REQUEST # 9 - Summary	
ADDRESS 901 Guelph Line (Ward 4)	
OWNER Emshih Developments Inc.	
PROPONENT (if different from owner) Glen Schnarr & Associates Inc.	
LAND AREA 6.4 ha	

REQUEST DETAILS

Master Development Concept has been submitted showing a mix of office space, retail and 960 residential units. A letter (August 28, 2013), Planning Justification Report (Glen Schnarr & Associates Inc., March 25, 2014) were both submitted.

EXISTING LAND USE

One storey industrial/office building, with a total of about 23740 m^2 floor area.

ADJACENT LAND USES

North: Harvester Road and employment uses beyond.
South: Railway Line and Fairview Street.
East: Roseland Creek and employment uses beyond.
West: Guelph Line and vacant land beyond.

ON REGION'S EMPLOYMENT AREA OVERLAY? Yes—subject to the Region's Municipal Comprehensive Review.

EXISTING CITY OP DESIGNATION:

Business Corridor

2008 INTENSIFICATION STRATEGY AND EMERGING POLICY DIRECTIONS:

The subject parcel is not located within the Urban Growth Corridor, Urban Growth Centre or Arterial Cores/Regional Malls identified in the 2008 Intensification Strategy.

The subject property is not located within the Mobility Hub Study Area, generally described in the Mobility Hubs Opportunities and Constraints Study (May 2014).

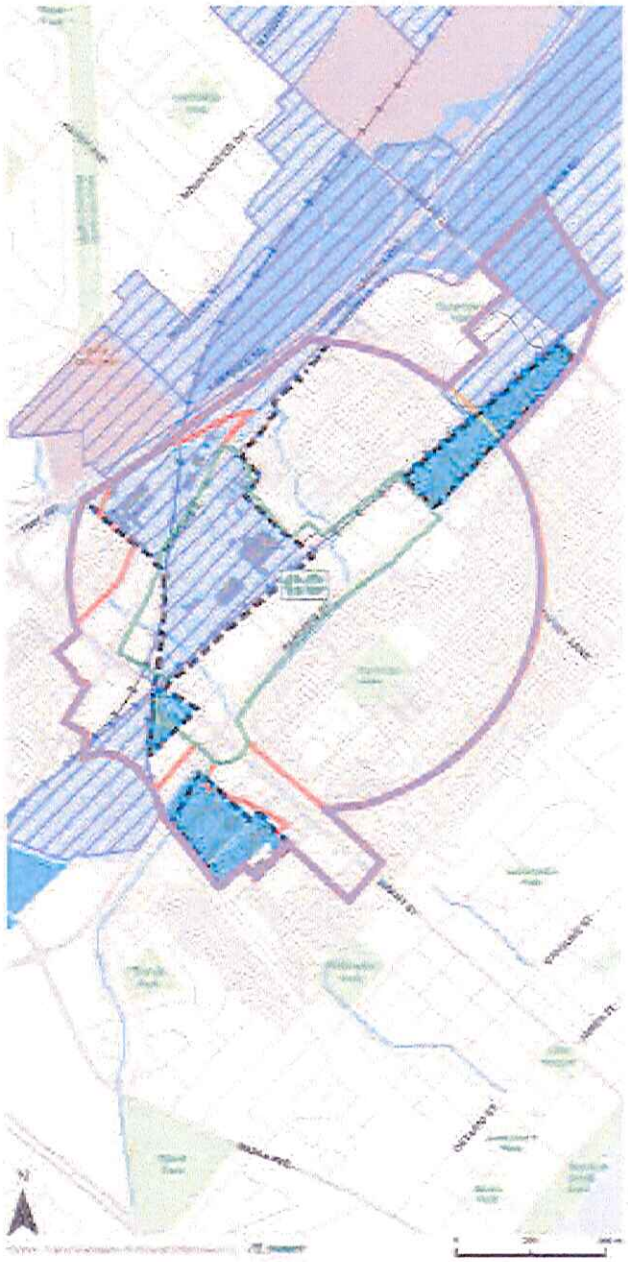
The subject parcel has been identified as an Employment Area in the July 2016 draft Urban Structure outlined in Staff Report PB-29-16.

EXISTING ZONING: BC1-333

INCLUDED IN CITY'S VACANT EMPLOYMENT LAND INVENTORY? No

A Unique Opportunity

- Subject site warrants reconsideration for several reasons:
  - Parcel Size
  - Location
  - Allow for a higher level of employment
  - Meet economic development objectives set out in Strategic Plan
- Request should be evaluated comprehensively in the context of:
  - Mobility Hub (not as a concentric area but as a linear corridor with gateways)
  - Opportunity for regeneration now
  - Market Conditions (e.g. office vacancy rates, uncertainty related to employment land intensification)
  - Transportation network (MTO Concerns and limitations related to development pemits)
  - Surrounding land uses (includes retail, office and high density residential)



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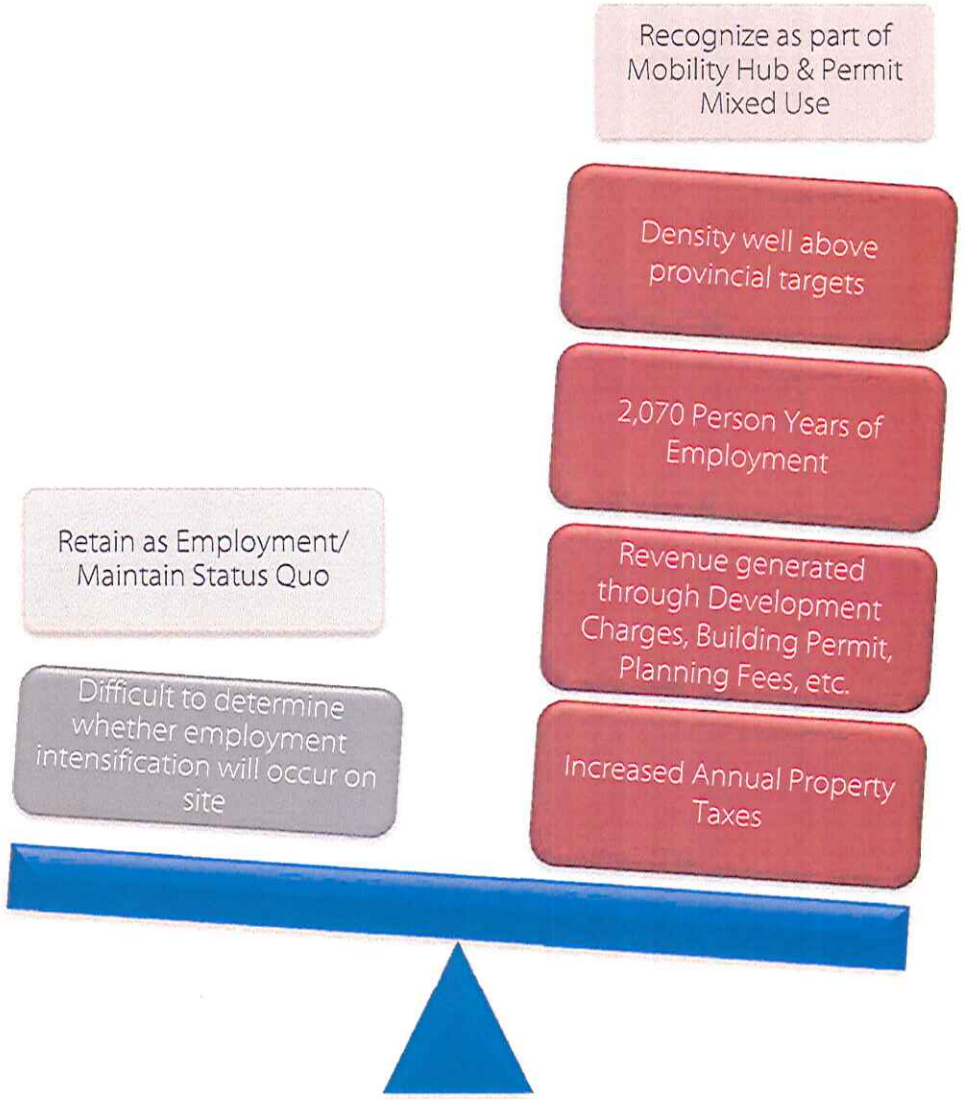
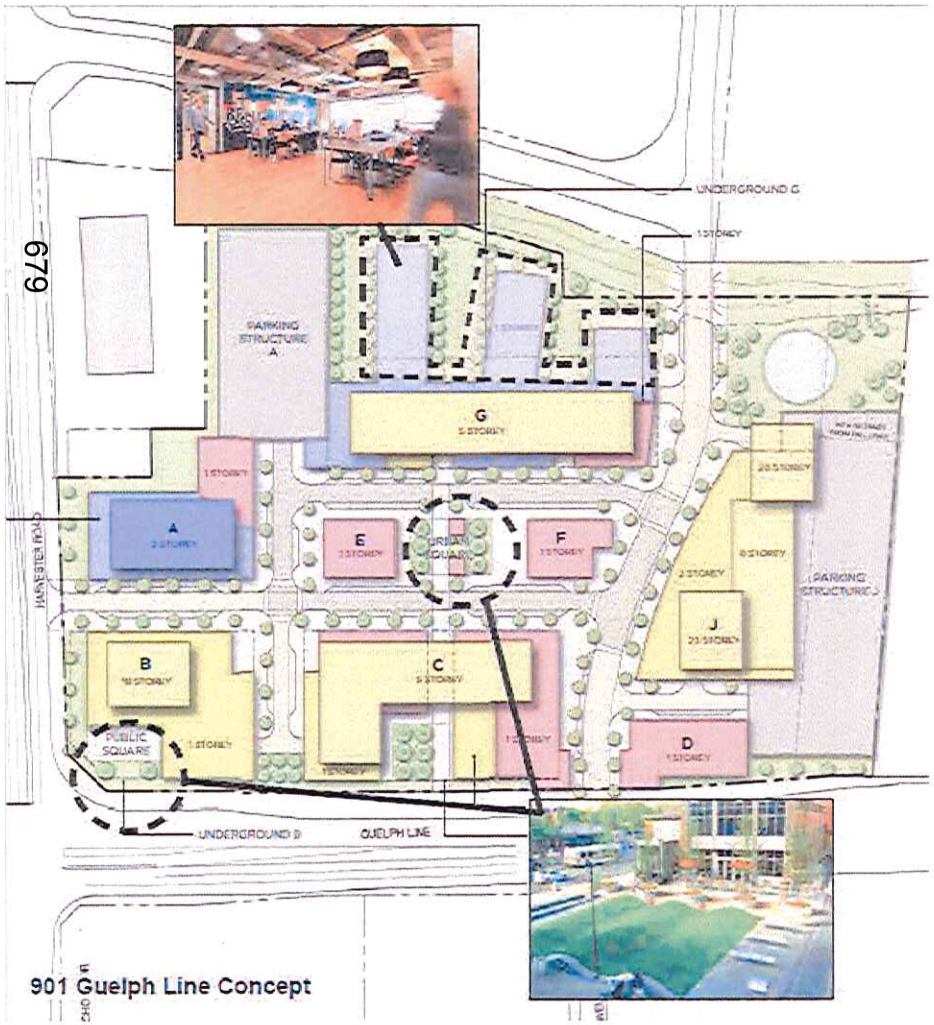
A Unique Opportunity

- Reconsideration of Guelph Line/ Harvester Road as mobility hub gateway (part of corridor)
- Provide a direct link to the Guelph Line/ Fairview intensification corridor
- Provide for a gateway, mixed-use development for the mobility hub/ district further refined as a corridor
- Provide a range of uses and built forms in an integrated site development
- Attract and retain younger audience to live, work, play and stay in Burlington
- Achieve City's strategic plan goals related to economic development

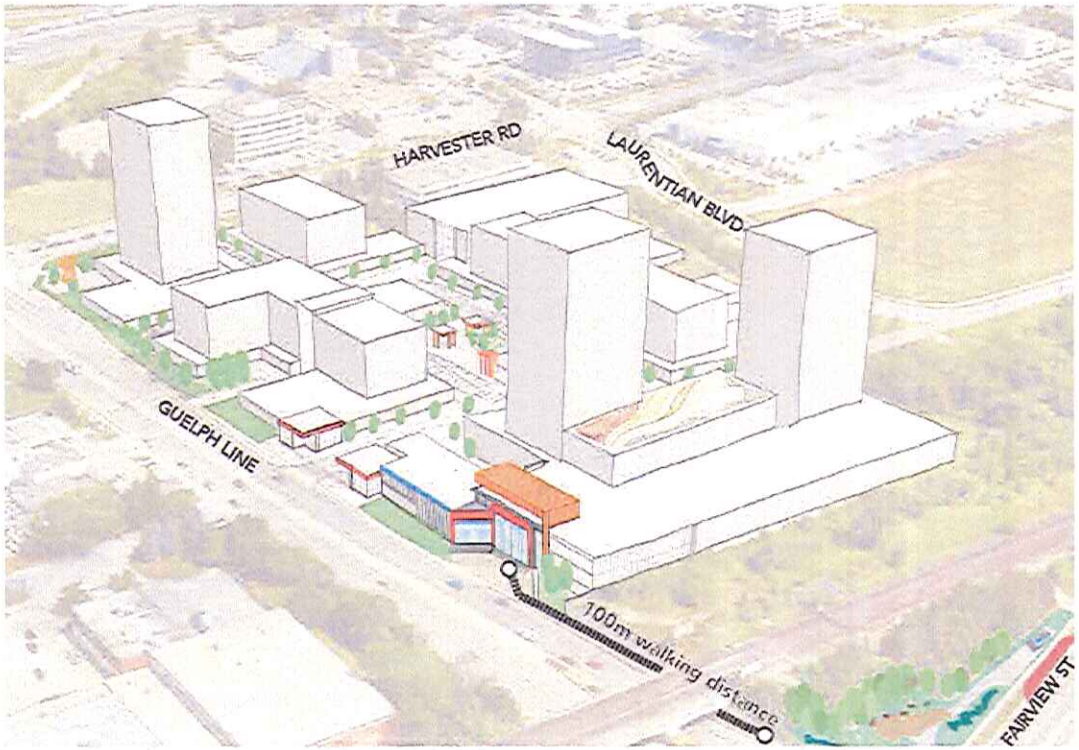


Development Concept

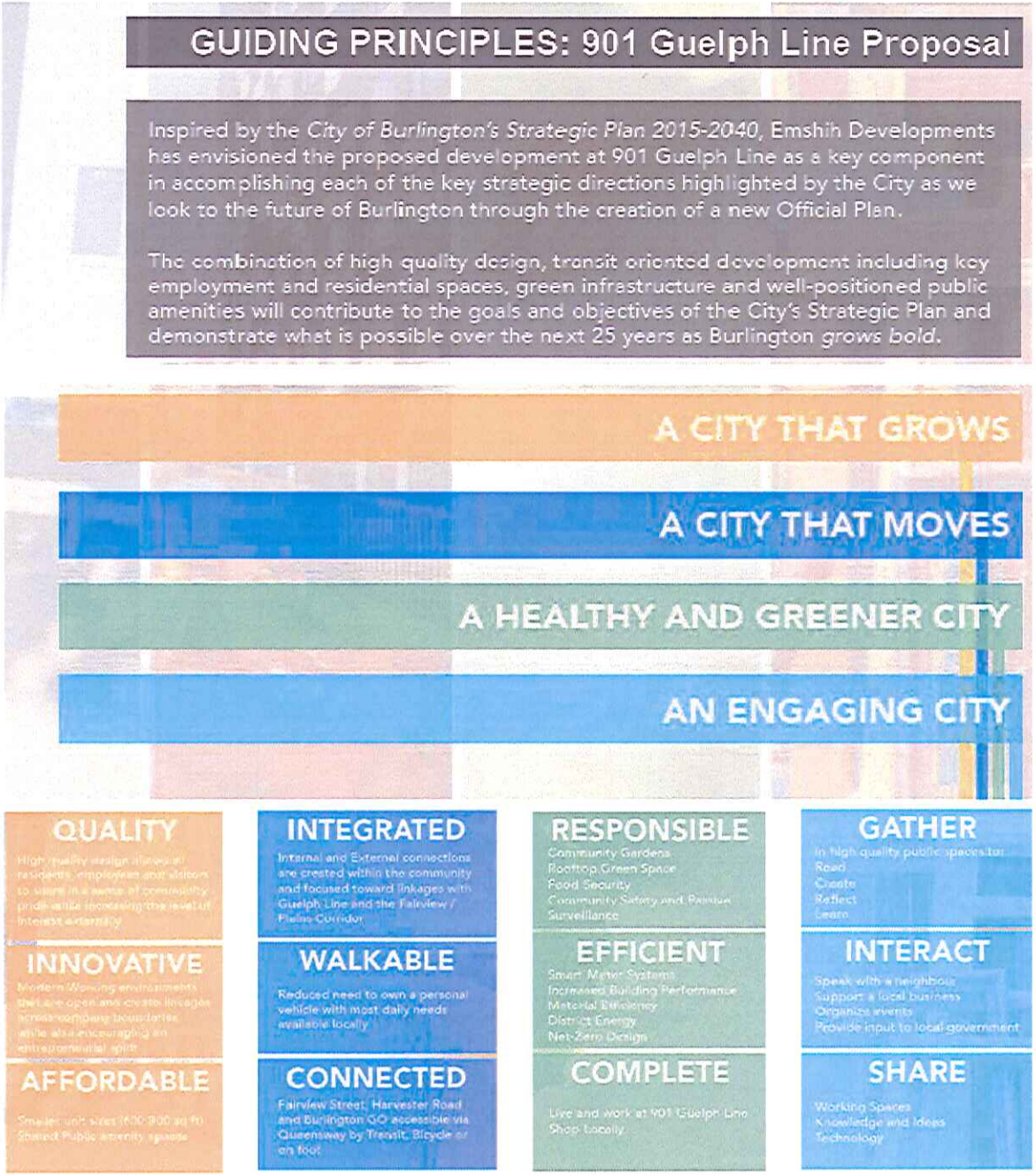
A catalyst for modern trends and practices in employment, lifestyle and sustainability in Burlington, Halton Region, Ontario and Canada while providing a new Employment Gateway and a direct connection to the Fairview Street intensification corridor



901 Guelph Line Concept



Vision and Principles



Implementation

- Provide special policies and criteria to encourage opportunities for mixed use development as part of linear mobility hub district with nodal/gateway focus
- Introduce performance based targets for minimum employment
- Examples
  - Oakville Green
  - Steeles/Redlea Regeneration Area
  - Other OPA 231 Toronto Regeneration Areas

Proposed Development Criteria

Within the special policy area, a mixed use complete employment focused community will be encouraged to be developed in accordance with the following criteria

OBJECTIVES

The development will:

a) Emphasize a high quality of design, innovative working spaces, and a variety of affordable lifestyle options with amenities catering to a broad community demographic
b) Establish integrated, walkable and well-connected street patterns that increase opportunities for active transportation and transit-oriented development
c) Promote sustainable practices through environmentally efficient design, increased community awareness, participation and social responsibility
d) Position communal spaces to become primary knowledge and idea sharing hubs

PRINCIPLES

1. Land Uses

a) A mixture of uses will be permitted including minimum employment uses, community uses and open space areas
b) Possible mix of housing (e.g. affordable housing component)

2. Performance Targets and Economic Development Objectives

a) Demonstrate that the site is a unique opportunity in Halton Region and Burlington as a result of contextual factors (e.g. size, location) to allow for a mix of uses not found in traditional employment areas
b) Minimum employment targets must be achieved (minimum jobs must be greater than current employment density on site)
c) Achieve a minimum density of employment, to be achieved with the first phase of development, and in and in each phase thereafter

Proposed Development Criteria

Within the special policy area, a mixed use complete employment focused community will be encouraged to be developed in accordance with the following criteria

PRINCIPLES (Continued)

3. **Sustainability**

The incorporation of sustainable design and green buildings will

a) Provide opportunities for development of renewable energy systems and improve energy efficiency
b) Support walkability and transit use
c) Increase tree canopy and open space

4. **Transportation**

a) The Transportation network will
   i. Provide for maximum connectivity and support active transportation and transit
   ii. Integrate with the broader transportation network
b) A full range of mobility options (including walking, and cycling) will be planned with
   i. Access to transit
   ii. Convenient active transportation routes
c) Structured parking (both below and above grate) is required for the bulk of the required parking. Limited surface parking may be permitted in locations away from public view

5. **Community Design**

a) Develop a complete community that
   i. Provides a high quality urban environment, including mid- to high-rise buildings and underground parking
   ii. Provides convenient access to an appropriate mix of jobs, local services, community infrastructure including affordable housing, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided
b) Deign principles and objectives will be prepared to guide development. Development will be consistent with these design principles.

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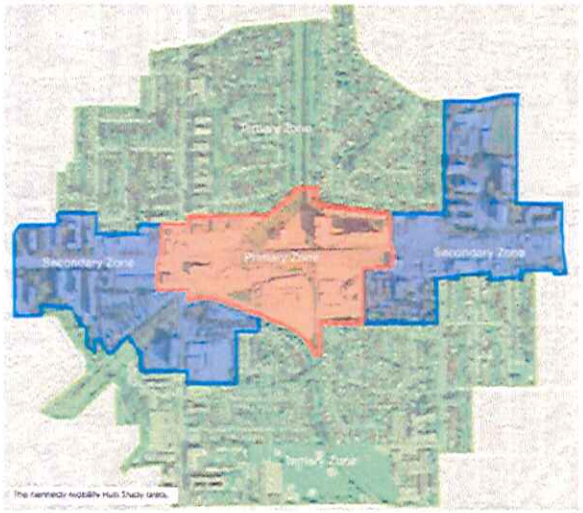
Example	Description	Key Policies/Considerations
Steeles- Redlea Regeneration Area Final Report Urban Design Guidelines City's Project Website	• Area adjacent to future Stoufville GO corridor and Milliken Station is within area • Regeneration area • Proposal for a comprehensive redevelopment of the site with a phased, mixed use development with residential, office and retail floor space • Historically part of the larger Milliken Employment District • Emphasis is on the policies for urban design and minimum employment (office development) on a site • Adjacent to the employment area and at a major intersection (also a large site (ownership is fragmented)- approx. 10 ha comprised of 12 parcels of land) • Urban Design Guidelines establish a framework for coordinated high quality development of the regeneration area for items such as streets and blocks network, open space, pedestrian links, landscaping and built form to ensure appropriate development consistent with the OP, Growth Plan and PPS • Applicants required to undertake analysis which confirm land use compatibility can be achieved; documents peer reviewed at applicants expense	• Introduction of residential uses (where appropriate) on lands proposed to be designated as mixed use areas provides an opportunity to provide affordable housing and allow for a choice in housing tenure and/or affordability on lands within close proximity to the Milliken GO station • Targets Established o **Provision of affordable housing required for the development on lands including residential uses**- a minimum of 10% of the total number of dwelling units shall be either *affordable rental housing* or *affordable ownership housing* of which the method, timing and delivery shall be addressed through implementing zoning. o **Provision of non-residential GFA required in first phase of development**- minimum of 15% of total leasable/purchasable non-residential GFA provided will be for offices uses and in no case will be less than 2,000 square metres in size and will be provided within the first phase of development. The provision of affordable housing, child care spaces, community agency and cultural space, along with library and recreation centre improvements are considered community benefit priorities for this area. o **Pedestrian connection required to be provided within first phase of development** o New development will provide for office employment uses • Urban Design o Urban Design Guidelines have been developed/ to provide direction on open space, pedestrian connections, tower locations and building design o A transition down in scale in terms of building massing, height and density is required on lands designated Mixed Use areas toward Redlea Avenue and to the east toward the Stouffville GO Transit rail corridor o Opportunities to provide a privately owned publicly-accessible central open space area shall be explored

		○ **Principles of redevelopment identified in Urban Design Guidelines**- "… in addition to the appropriate separation form industry, of high importance will be the creation of an attractive pedestrian-oriented space as a focal point for the area, well-designed public realm, contextually appropriate massing responsive to existing low-rise areas, as well as new public streets to facilitate movement and development" ○ Building design should minimize overlook to industries from residential units • Mitigation/ safety measures related to adjacent uses ○ Setbacks for any portion of development containing residential/sensitive land uses- 30 metres from Go Transit Rail Corridor & appropriate mitigation and safety measures applied ○ Employment uses will be compatible with mixed use development in the adjacent mixed use areas to the north
Kennedy Mobility Hub Study https://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Urban%20Design/Eglinton%20Connects/Apri14%20Update/EgConnects_ApxF_FAs_MHs3.pdf	• Organized around the three themes of seamless mobility, placemaking, and successful implementation, the mobility hub concept applies not only to the transportation facilities themselves, but also to the surrounding lands within an 10 minute walk • Area has a linear corridor with gateways and a larger area- primary, secondary and tertiary zones are identified. **This is similar to the hub boundary proposed by MHBC in our meeting of December 20, 2016.** • This example is used to illustrate how the hub functions in a similar way to the Burlington GO and can be considered in policy	• Vision recognizes that the Kennedy Station context will continue to evolve, with the introduction of LRT, extension of the Bloor Danforth Subway and the decommissioning of the SRT. Conceptual vision explores how lands currently used for these transit functions might be repurposed into a mixed use community • Conceptual vision includes built form notions for properties adjacent to the station • Effort to ensure key mobility hub principles are included in the requirements for the station • Key Objectives of Mobility Hub Guidelines ○ Seamless integration of modes at the rapid transit station ○ Safe and efficient movement of people with high levels of pedestrian priority ○ A well-designed transit station for a high quality user experience ○ Strategic parking management ○ A vibrant, mixed-use environment with higher land use intensity ○ An attractive public realm ○ A minimized ecological footprint

			• Flexible planning to accommodate growth and change • Effective partnerships and incentives for increased public and private investment
Tippett Road Regeneration Area **Tippett Road Area Regeneration Study- Final Report (October 23, 2015):** http://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-85263.pdf	• Lands generally bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401 and William R. Allen Road. Currently contains light industrial, commercial and employment uses, a small park, a place of worship and surface parking lots. • Site's location at an intersection makes it contextually similar to 901 Guelph Line • Site's size (12.6 ha) also makes it contextually similar to 901 Guelph Line • Wilson Subway station entrances on site • Comprehensive policy framework to guide redevelopment of study area as a complete community • **Lands at 30 Tippett considered part of study even though they are technically not part of the Regeneration Area, in order to facilitate the comprehensive**	• Guiding principles developed as priorities to guide redevelopment • Performance targets and requirements o 50% or greater of the GFA on lands in Parcel "A" be used for non-residential purposes o Development in Parcel "B" that includes residential units must also increase the amount of existing non-residential GFA in Parcel "B" o Minimum 5% of the residential units will have 3 or more bedrooms o Minimum 20% of housing will be affordable on all sites in public ownership o Development requirements for provision of transportation related amenities; parking reductions would be considered o Full range of housing in terms of tenure, form and affordability will be provided throughout the lands o Affordable housing units encouraged in all new development at the same pace and rate as market development o Introduction of residential uses will require additional community services and facilities which will be provided in the community in a timely manner	

	redevelopment of the area as a complete community • Development Framework- The emerging community will be transit-supportive and park-focused. A network of interconnected public streets, private streets and pedestrian/cycling routes define development blocks that support a variety of built form. The area's local character will develop in relation to its context with highway and arterial road frontages on the south and west, stable residential *Neighbourhoods* to the east, Wilson Subway Station entrances to the west and Wilson Avenue bisecting the area into a north and a south block.	• Mitigation/ Separation of Sensitive uses o Land use buffer required to separate residential and sensitive non-residential uses o Submission of appropriate studies required- e.g. MOE compliance, noise studies, vibration studies, etc. • Urban Design o Urban design/ public realm guides will be developed to work with the policy and guide development in the area o Height established for the various areas of the subject site to ensure compatibility with/ respect the scale of adjacent low rise neighbourhood- maximum heights identified o Policies for built form to ensure appropriate building types that accommodate a range of uses while enhancing and contributing to the public realm, including reduction of surface parking wherever possible, include active uses in order to activate the streets/ encourage use of the public realm • Density Considerations o Density permitted at a level that is supportable and appropriate for the comprehensive planning framework and is balanced with the timely provision of physical and social infrastructure- maximum permitted density on all lands designated mixed use areas shall be 3.99 times the lot area; maximum permitted density on lands designated neighbourhoods shall be 2.0 times the lot area
Oakville Green Health Oriented Mixed Use Node	• While a different policy context than current Emshih proposal, criteria have been established for the redevelopment of the area as a special policy area. • Emshih site could be established as a mobility hub node and gateway with a set of policies to guide development similar in context to Oakville Green	• Performance targets are tied to ensure employment uses are maintained/ provided for • Urban Design/ Complete Communities o The proposed ROPA and OPA set out objectives and policies for uses, densities, and promote compact, mixed-use, and transit-supportive development o Specific policies set out in the OPA include specific policies for the district's design, parking, servicing, height, Floor Space Index and mix of land uses • Policies for sustainability, transportation and community design also established

901 Guelph Line

Employment Lands Conversion Request: Supplemental Briefing

Respectfully Submitted by:

EMSHIH DEVELOPMENTS INC.

901 Guelph Line presents a unique opportunity to create a truly innovative, knowledge-based community.

This project will become a catalyst for modern trends and practices in employment, lifestyle and sustainability in Burlington while providing a new Employment Gateway and a direct connection to the Fairview Street intensification corridor.

The following summary is intended to provide an overview of the issues identified by Staff and members of the Committee in response to Emshih Developments Inc's Employment Land Conversion request for 901 Guelph Line.

Issue: Sensitive Land Uses

- Compatibility Issues with surrounding land uses can create negative impacts on the future of an employment area
- Site is within close proximity to lands zoned for and/or within active heavy industrial uses

Key Facts

- Hood Paper Packaging is a Class I industrial use, not a "Heavy Industrial" use as described by Consultant
- Cogent Power is a Class II industrial use located outside of the D6 buffer zone and meets compatibility standards
- The areas directly west of the site are existing or zoned low to medium density residential uses
- Laurentian Drive, Roseland Creek and a stormwater management pond located along Eastern edge of site acts as a boundary, buffering site from adjacent uses

Issue: Employment Generation and Compatibility

- Staff and Consultant referenced future destablization of the Employment Market in this area if conversion is permitted
- Staff and Consultant presented an opinion that the site's existing land use and zoning is suitable to increase employment over the near to long term and attract modern employment uses without conversion

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Key Facts

- Office vacancy in Burlington (22%) is currently over double the balanced market vacancy rate (8-10%)
  - 3150 Harvester Rd (Class "A"): 20,920 SF - 100% vacancy (20,920 SF)
  - 3450 Harvester Rd (Class "B"): 160,000 SF - 28% vacancy (45,000 SF)
- Unique knowledge-based community will increase the attractiveness of Harvester Road Employment Area
- Greater than $400 Million in total development to the local community, City and Region
- Conversion to permit Residential uses on site is necessary in order to target, attract and retain a younger demographic and innovative employers required for modern working environments
- 380 Permanent Office and Commercial Employees proposed - achieves 60 jobs/ha compared to 6 jobs/ha today
- Projected $3.8 Million from current $179,859 Annual Property Taxes (2014)
- $24.4 Million Development Charges, $1.6 Million Building Permit Fees and 2,070 person years of employment

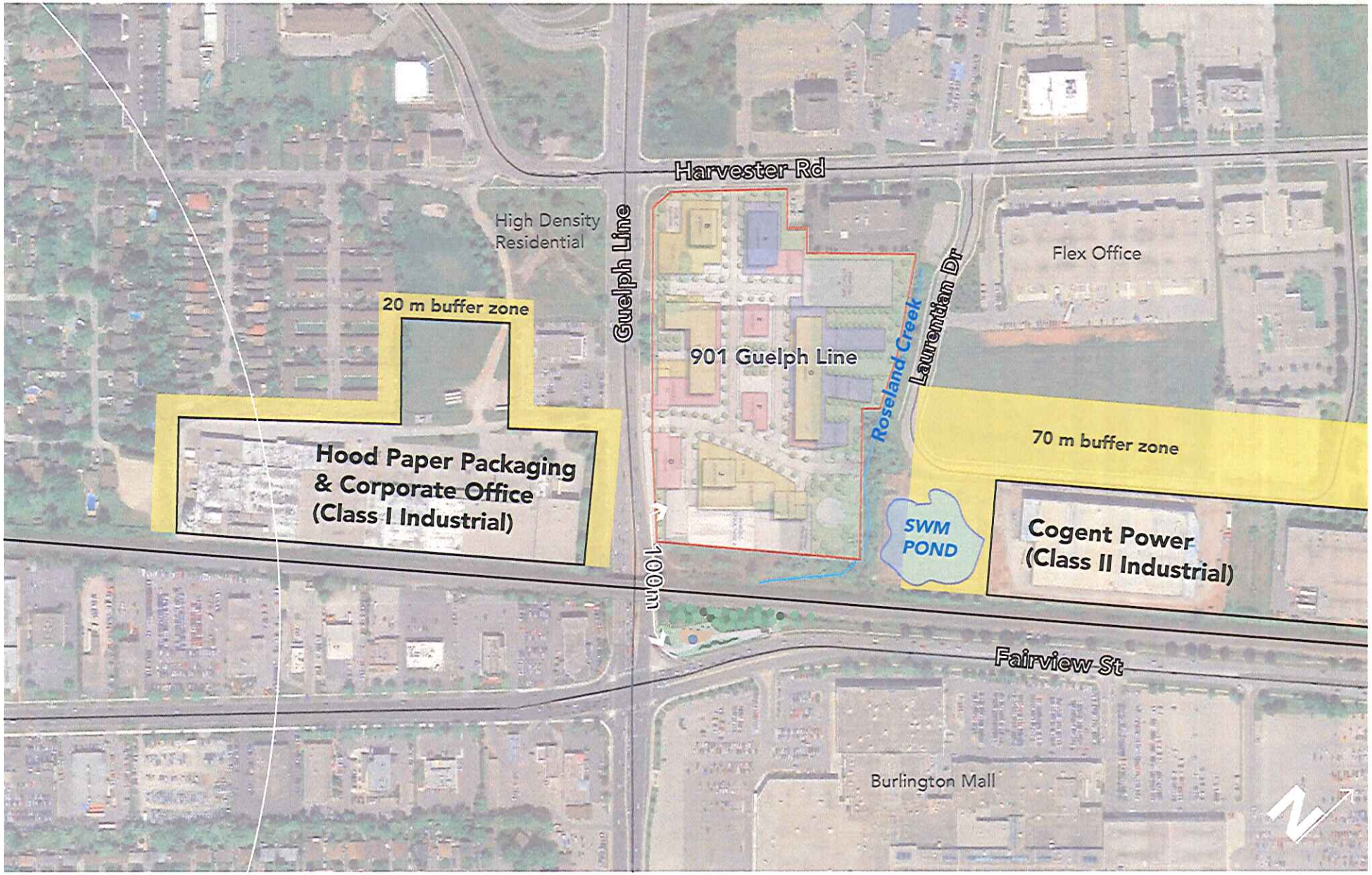
Issue: Traffic Impact and MTO

- Redevelopment impacts and relationship to MTO Permit control area

Key Facts

- Comprehensive Traffic Impact Study completed for the proposed development density by MMM Group in coordination with Region of Halton's ongoing Guelph Line EA Study initiated in 2012
- Proposed concept already maximizes the level of employment feasible from an MTO traffic volume perspective
- Residential uses generate traffic in the opposite direction of peak period traffic for office uses

Attachment 1 - Sensitive Land Uses and Compatibility



Proposed Mobility Hub | Buffer Zone for Sensitive Uses | Rail Line

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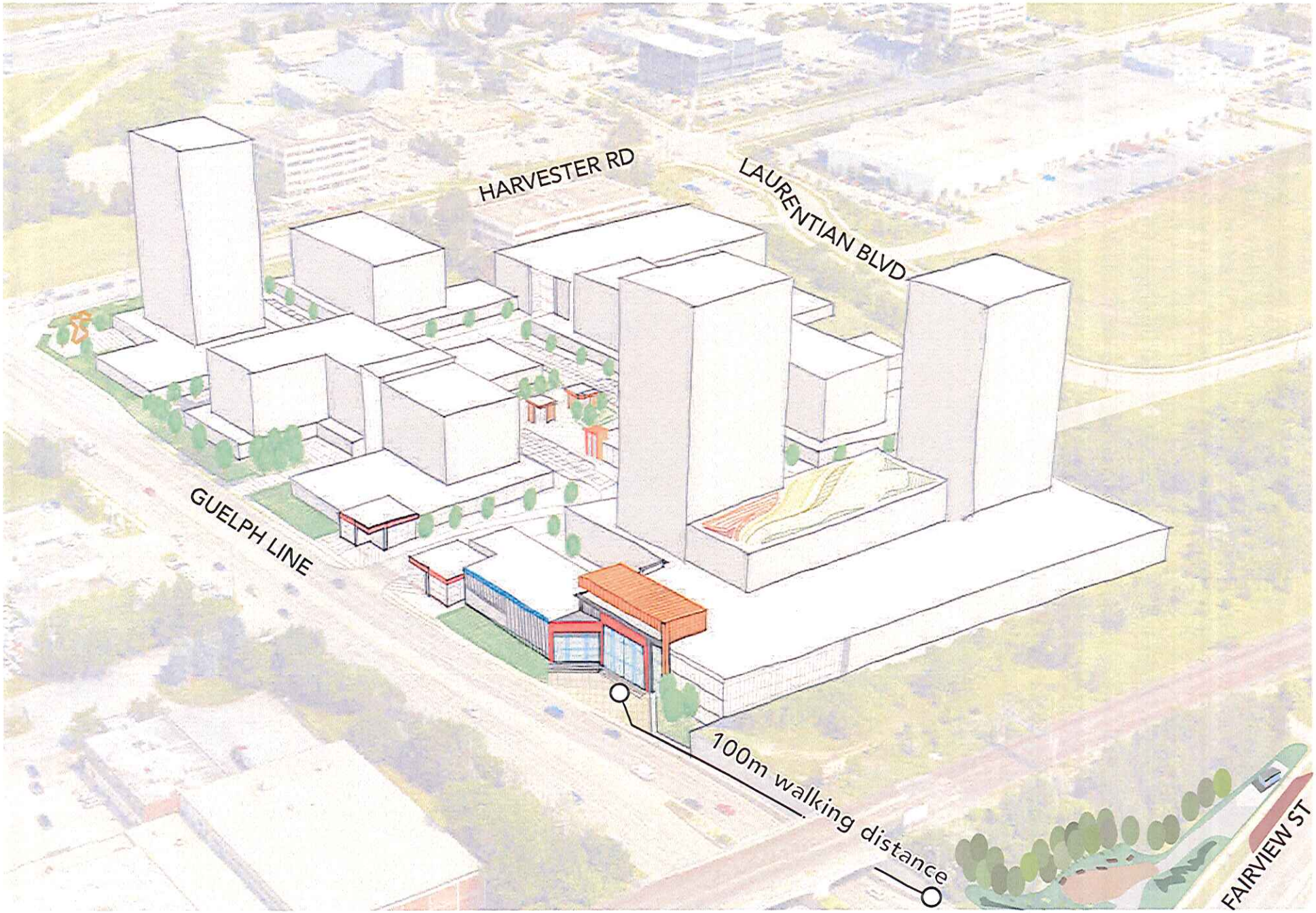
Attachment 2 - 901 Guelph Line Concept (Visualization)



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Inspired by the *City of Burlington's Strategic Plan 2015-2040*, Emshih Developments has envisioned the proposed development at 901 Guelph Line as a key component in accomplishing each of the key strategic directions highlighted by the City as we look to the future of Burlington through the creation of a new Official Plan.

The combination of high quality design, transit-oriented development including key employment and residential spaces, green infrastructure and well-positioned public amenities will contribute to the goals and objectives of the City's Strategic Plan and demonstrate what is possible over the next 25 years as Burlington *grows bold*.

A CITY THAT GROWS

A CITY THAT MOVES

A HEALTHY AND GREENER CITY

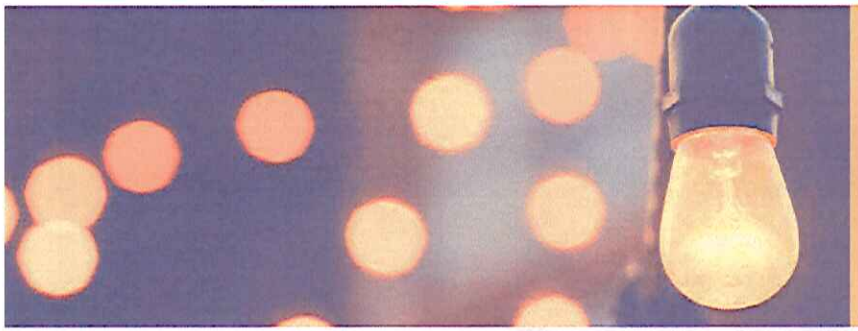
AN ENGAGING CITY

Emphasize a high quality of design, innovative working spaces for knowledge-based employers, a variety of affordable lifestyle options for youth, families and seniors, with amenities catering to a broad community demographic, attracting talent and capital to . . .

A CITY THAT GROWS

QUALITY

High quality design allows all residents, employees and visitors to share in a sense of community pride while increasing the level of interest externally



INNOVATIVE

Modern Working environments that are open and create linkages across company boundaries while also encouraging an entrepreneurial spirit

AFFORDABLE

Smaller unit sizes (600-800 sq ft)
Shared Public amenity spaces

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Establish integrated, walkable and well-connected street patterns through appropriate built forms that increase opportunities for active transportation and transit-oriented development in . . .

A CITY THAT MOVES

INTEGRATED

Internal and External connections are created within the community and focused toward linkages with Guelph Line and the Fairview / Plains Corridor

WALKABLE

Reduced need to own a personal vehicle with most daily needs available locally

CONNECTED

Fairview Street, Harvester Road and Burlington GO accessible via Queensway by Transit, Bicycle or on foot

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Promote sustainable practices through environmentally efficient design, increased community awareness, participation and social responsibility, strengthening the development of a complete community in . . .

A HEALTHY AND GREENER CITY

RESPONSIBLE

Community Gardens
Rooftop Green Space
Food Security
Community Safety and Passive Surveillance

EFFICIENT

Smart Meter Systems
Increased Building Performance
Material Efficiency
District Energy
Net-Zero Design

COMPLETE

Live and work at 901 Guelph Line
Shop Locally

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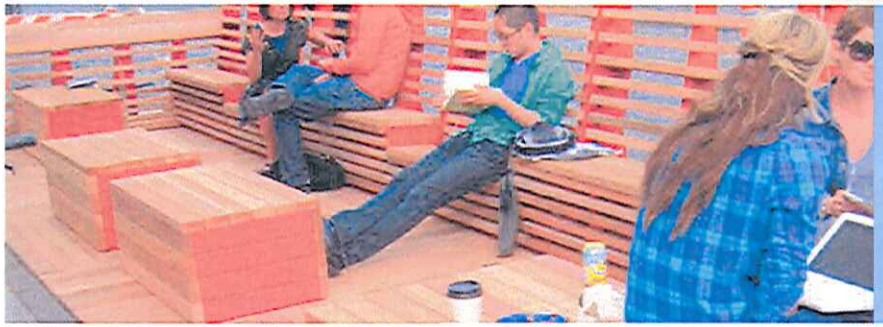
Position communal spaces to become primary knowledge and idea sharing hubs, fostering dynamic interactions between local government, community members and businesses within . . .

AN ENGAGING CITY

GATHER

In high quality public spaces to:
Read
Create
Reflect
Learn



INTERACT

Speak with a neighbour
Support a local business
Organize events
Provide input to local government

SHARE

Working Spaces
Knowledge and Ideas
Technology

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