

# ***Tremaine Dundas***

## ***Secondary Plan (Draft May 2017)***



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Draft

## Table of Contents

<b>1</b>	<b>Basis for the Plan</b>	<b>5</b>
1.1	Organization of the Plan	5
1.2	Purpose and Intent of Plan	6
1.3	Physical Context	6
1.4	Policy Context	8
1.4.1	Provincial Policy Statement 2014 (PPS)	9
1.4.2	Places to Grow-Growth Plan for Greater Golden Horseshoe	9
1.4.3	The Greenbelt Plan	10
1.4.4	Parkway Belt West Plan	11
1.4.5	Halton Region Official Plan	11
1.4.6	City of Burlington Official Plan	12
1.4.7	North Oakville West Secondary Plan	13
1.4.8	Conservation Halton	14
1.4.8	Other Studies and Background	14
1.4.9	Opportunities and Challenges	15
<b>2</b>	<b>Community Vision</b>	<b>15</b>
2.1	Community Principles	17
2.1.1	Natural Environment	18
2.1.2	Sustainable Building and Community Design	18
2.1.3	Servicing and Infrastructure	18
2.1.4	Land Use	18
2.1.5	Connectivity	19
2.1.6	Urban Design	19
2.1.7	Financial Impact	19
<b>3</b>	<b>Community Structure</b>	<b>20</b>
3.1	Natural Heritage System (NHS)	20
3.2	Open Space	20
3.3	Residential Area	20
3.4	Employment Area	20
3.5	Mixed Use Activity Area	20
3.6	Service Area	20
3.7	Population and Employment Targets	20
<b>4</b>	<b>Community Land Use</b>	<b>21</b>
4.1	General Built Form Policies	21
4.2	Residential - Medium Density	22
4.3	Mixed Use Corridor - General	22
4.4	Business Corridor	23
4.5	Mixed Use Corridor - Employment	25
4.6	Natural Heritage System	26
4.7	Open Space	27
4.8	Service Area	27
<b>5</b>	<b>Community Environmental Strategy Policies</b>	<b>27</b>
5.1	Natural Heritage System	28
5.2	Natural Heritage Securement	32
5.3	Development Form	32
5.4	Stormwater Management	34

5.5	Tree Preservation and Planting .....	35
5.6	Site Grading and Erosion Control .....	36
5.7	De-Watering / Well Decommissioning Policies .....	37
5.8	Review Process .....	37
6	<b>Community Cultural Heritage Policies</b> .....	37
6.1	Development Form .....	37
6.2	Cultural Heritage Resources .....	37
6.3	Archaeological Resources .....	38
7	<b>Community Transportation and Utilities</b> .....	39
7.1	Transportation Policies .....	39
7.1.1	Transportation Network .....	39
7.1.2	Streets .....	40
7.1.3	Pedestrian Linkages .....	41
7.1.4	Parking .....	42
7.1.5	Traffic Calming .....	44
7.1.6	Utilities Policies .....	44
8	<b>Community Water and Wastewater Servicing</b> .....	44
9	<b>Community Parks and Trails</b> .....	45
9.1	Parks .....	45
9.2	Trails .....	46
10	<b>Community Phasing</b> .....	46
10.1	Phasing Strategy .....	46
10.2	Implementation .....	47
11	<b>Urban Design</b> .....	47
12	<b>Implementation</b> .....	48
13	<b>Plan Monitoring and Review</b> .....	48
14	<b>Secondary Plan Schedules</b> .....	48
14.1	Land Use Concept .....	
14.2	Regional Natural Heritage System .....	

# 1 Basis for the Plan

***This section is subject to further review prior to a staff recommendation being brought before Council on the final secondary plan policies. Once the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017, Transportation Impact Study Update and Urban Design Guidelines have been accepted by the Region, Conservation Halton and/or the City, final mapping and policies will be completed.***

As one of Burlington's last undeveloped significant Greenfield areas, the Tremaine Dundas Secondary Plan area presents an important opportunity to create a distinct and special community in Burlington.

These lands are characterized by the presence of significant natural heritage features and areas, potential access to future higher order transit routes and important remnants of the area's built and cultural heritage. The Tremaine Dundas Secondary Plan recognizes this opportunity and provides the policy basis for an integrated and sustainable approach to community design that strikes an appropriate balance between protection, maintenance and enhancement of and access to the Regional natural heritage system.

With increased interest in mixed-use development and sustainability, the City of Burlington has undertaken a secondary planning exercise for the Tremaine Dundas area that will guide future development within the area in a manner that supports and enhances the natural heritage system features while allowing for employment, mixed-use and residential uses to occur in a compatible way.

## 1.1 Organization of the Plan

This Secondary Plan is comprised of explanatory text as well as policies. The explanatory text, found in Sections 1 and 2, sets the context for the Secondary Plan policies. The Secondary Plan is organized into four sections:

- Sections 1 and 2 provides the basis and context for the Secondary Plan (Sections 1 and 2 are not considered to be a formal part of the plan and is provided for explanatory purposes only); Alteration of the content in Section 1, Section 2 and/or any graphics, images or footnotes are not subject to an Official Plan Amendment.
- Sections 3-13 contains the formal Secondary Plan;
- Section 14 contains the Schedules for the Plan; and,
- Section 15 provides descriptions of relevant definitions.

Included footnotes, graphics and images are for explanatory purposes only.

**Note: Refinements and/or minor alterations to policies of Section 3-13 and the Schedules in Section 14 may be necessary and will be incorporated into the final Official Plan Amendment.**

## 1.2 Purpose and Intent of Plan

The purpose of this secondary plan is to provide a planning framework that will guide future development in the Tremaine Dundas area. The plan responds to the recommendations of previous studies completed by the City and Region and in particular developing the area with a mixed use option to accommodate residential, employment and mixed uses while ensuring that natural heritage features throughout the area are protected and enhanced.

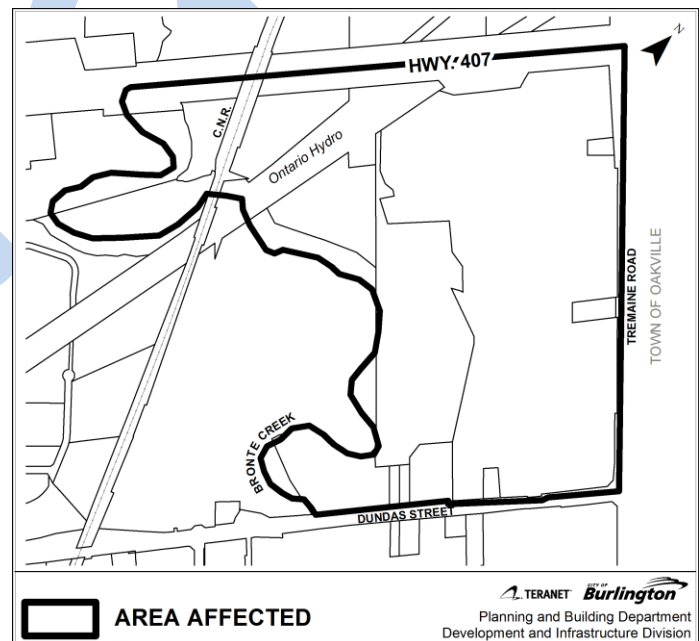
The secondary plan provides a long-term vision for growth and sets out official plan policies and urban design guidelines for the area. The Plan provides direction on future land uses, urban design, environmental/natural heritage features, transportation and infrastructure, parks and trails, land use compatibility and phasing.

The secondary plan will provide guidance to landowners, developers and City staff with respect to future development proposals, natural heritage enhancements and future municipal infrastructure projects.

## 1.3 Physical Context

The Tremaine Dundas Secondary Plan Area is bounded on the north-west by Highway 407, on the south-east by Dundas Street, on the south by Bronte Creek valley and on the easterly boundary by Tremaine Road which is the municipal boundary between the City of Burlington and Town of Oakville, as illustrated on Figure 1: Location Map.

Of the 150 hectares that comprise the Tremaine Dundas Secondary Plan area, approximately 67 hectares of that land form the future Tremaine Dundas Secondary Plan community with the remainder of the lands being comprised of an existing school bus terminal on Dundas Street, two single detached residences, the existing Highway 407 right of way, the future potential Highway 407 Transitway, a functional hydro corridor as well as the extensive Bronte Creek valleylands that provide the natural heritage “backbone” for the area.



**Figure 1 – Location Map**



The Bronte Creek valleylands fall within the limits of the Provincial Greenbelt Plan Area and are protected as part of the Greenbelt Natural Heritage System. The lands are rolling in nature and incorporate other significant natural heritage features such as significant woodlands located outside of the Provincial Greenbelt Area which are protected as part of the Regional Natural Heritage System.



**Figure 2 – South on Tremaine Road**



**Figure 3 – View of site from north side of Highway 407**



**Figure 4 – View of Woodlands from Tremaine Road**

The surrounding uses include a mix of employment, residential and open space areas. The open space areas associated with the Bronte Creek valleylands form a natural link and interconnection with Bronte Creek Provincial Park on the south side of Dundas Street. The 682-hectare park is a significant natural heritage asset within the City and Region, extending from Dundas Street south to the Queen Elizabeth Way/Highway 403.

Beyond the Bronte Creek valleylands to the west is a large industrial site that supports the operations of Meridian Brick Canada (Forterra). Farther south and west are residential uses located within Orchard community (Dundas Street south to Upper Middle Road, between Appleby Line and the Bronte Creek). While the Orchard community is largely built-out with low-rise residential, a new mid-rise apartment complex is being developed along the south side of Dundas Street east of Sutton Drive.

The area north of Highway 407 is protected countryside under the provincial Greenbelt Plan and is predominantly agricultural in nature. A shale quarry operation is located on the north side of the Highway 407 and the Hydro One corridor fronting on Tremaine Road.

Tremaine Road marks the shared municipal boundary with the Town of Oakville. The lands east of Tremaine Road are located within the Town of Oakville and are designated employment lands in the North Oakville West Secondary Plan. The lands are primarily agricultural today, however they are planned to be redeveloped over the long term as an employment district.



**Figure 5 – Bus Terminal on Dundas Street**

## **1.4 Policy Context**

The Tremaine Dundas area is located entirely within the boundary of the City of Burlington's Urban Planning Area. As such, the primary applicable Provincial policies are the Provincial Policy Statement 2014 and Growth Plan, with the Greenbelt Plan applicable



to the area of the Bronte Creek valley lands. In addition, a portion of the secondary plan area is also subject to the Parkway Belt West Plan.

#### **1.4.1 Provincial Policy Statement 2014 (PPS)**

The Provincial Policy Statement 2014 provides policy direction on matters of provincial interest related to land use planning and development with respect to building viable, healthy and strong communities. Municipal Official Plans and amendments must be consistent with the PPS.

The policy promotes efficient use of land within Settlement Areas with a mix of residential, employment, recreational and open space, increased accessibility for all members of the community, protection of resources of provincial interest, public health and safety as well as the natural environment in order to support strong communities, a clean and healthy environment and economic growth for the long term. The Tremaine Dundas Secondary Plan complies with the PPS by establishing policies that promote a compact complete community with an appropriate mix and range of housing and employment opportunities to aid the City in meeting long-term needs of the community.

The PPS speaks to how long term ecological function and biodiversity of natural heritage systems should be maintained, restored and enhanced where possible with linkages between and among natural heritage features.

Additional policies speak to protecting built and cultural heritage resources.

#### **1.4.2 Places to Grow-Growth Plan for Greater Golden Horseshoe**

The Growth Plan for the Greater Golden Horseshoe (GGH), prepared under the Places to Grow Act, 2005, provides a framework for implementing stronger communities and managing growth across the Greater Golden Horseshoe. The Growth Plan directs future growth in the province and encourages intensification and a full range of housing accommodation and jobs within existing urban areas. The Growth Plan states that *“new development taking place in “designated greenfield” areas will be planned, designated, zoned and designed in a manner that contributes to complete communities, creates street configurations, densities and an urban form that support walking, cycling and early integration and sustained viability of transit services, provides for a diverse mix of land uses including residential and employment uses to support vibrant neighbourhoods and creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling”*<sup>1</sup>.

The developable area within the secondary plan area is identified as “designated greenfield.” The recent changes to the Growth Plan defines “designated greenfield” areas and stipulates that upper tier or single tier municipality will be planned to achieve a minimum density target that is not less than 80 people and jobs combined

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<sup>1</sup>Section 2.2.7.1 Places to Grow-Growth Plan for the Greater Golden Horseshoe, June 16, 2006

per hectare<sup>2</sup> which is to be measured over the entire “designated greenfield” area of each upper tier, in this case Halton Region. The Growth Plan methodology for calculating greenfield densities is the gross density excluding identified environmental features (ie., wetlands, woodlands, valley lands).

The Tremaine Dundas Secondary Plan will provide for efficient use of land and infrastructure with a mix of residential types (single detached, townhouse, apartment) and employment uses (business corridor, mixed-use employment, mixed-use commercial) to ensure the development of a complete community. In addition, recreational/open space is provided within parkland, connecting trail systems throughout the Plan area and through the protection, maintenance and enhancement of natural heritage systems and linkages. Overall, accessibility for all persons and impacts of climate change have been considered and will be further taken into account via engineering designs for stormwater management, street cross-sections, pedestrian trails and via site plan control applications for the future development and at building permit application.

### **1.4.3 The Greenbelt Plan**

The Greenbelt Plan provides protection to the ecological and agricultural features and functions across the Greater Golden Horseshoe and restricts where urbanization can occur. The Greenbelt Plan designates the Bronte Creek valleylands within the Tremaine Dundas Secondary Plan as part of the Greenbelt Natural Heritage System.

The Greenbelt Natural Heritage System policies protect natural heritage features that support biodiversity and overall ecological integrity. These areas are to be managed as a connected and integrated system given their interrelationships. The Tremaine Dundas Secondary Plan identifies the boundaries of the Natural Heritage System located within the secondary plan area and establishes policies that protect and enhance Key Features and the connectivity and linkages between these Key Features and broader Regional Natural Heritage System. Key Natural Heritage Features in the secondary plan area include significant habitat of endangered, threatened and special concern species, fish habitat, wetlands, significant valleylands, significant woodlands, and significant wildlife habitat. Key hydrologic features include permanent and intermittent streams and wetlands.

Re-developments abutting an urban river valley should: establish or increase the width of vegetation protection zone especially near the stream or below stable top of bank; improve fish habitat in streams, restoration of habitat to improve the wildlife habitat and corridors within the valley system; minimize/mitigate stormwater impacts from a quality and quantity perspective.

The Natural System and Parks, Open Space and Trails policies are the only Greenbelt Plan policies applicable to the Parkway Belt West Plan lands.

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<sup>2</sup> Section 2.2.7.2 Places to Grow-Growth Plan for the Greater Golden Horseshoe, May 18, 2017

#### **1.4.4 Parkway Belt West Plan**

The Parkway Belt West Plan was implemented in 1978 for the purposes of creating a multi-purpose utility corridor, urban separator and linked open space system and deemed a development plan under the Ontario Planning and Development Act, 1994. The Parkway Belt West Plan seeks to link urban areas by providing space for the movement of people, goods, energy and information via future linear facilities (such as highways, electric power transmission corridors, and pipelines) in addition to providing a system of open space and recreational facilities linked with other communities.

#### **1.4.5 Halton Region Official Plan**

The Region's Official Plan designates that Tremaine Dundas Secondary Plan area as "Urban Area" and is identified as Designated Greenfield, Natural Heritage System (Greenbelt Plan) and Parkway Belt West Plan. The Regional Plan population forecasts for residential growth within the City of Burlington is 171,000 in 2006 and 193,000 in 2031. For employment growth, the City is forecast to have 88,000 jobs in 2006 and 106,000 in 2031. To achieve these numbers, the Region's Plan sets out a target of 8,300 residential units between 2015 and 2031 and a minimum density target in Designated Greenfield Areas of 45 people and jobs per gross hectare. Given the recent updates to the Growth Plan, the Region will be looking to update these numbers to reflect the new provincial targets.

A full range of residential, commercial and industrial uses are generally permitted within the Urban Areas, subject to the availability of adequate municipal services and infrastructure. The Regional Official Plan promotes higher density development in Urban Areas and supports growth that contributes to the overall goal of providing a sufficient supply of housing that is affordable, accessible, and adequate and suited to the needs of a variety of households and income groups in Halton.

The Region's Official Plan also promotes the development of complete communities including a diverse mix of land uses, a range of local employment opportunities and housing types to support vibrant neighbourhoods, high quality public spaces with urban design guidelines and easy access to local stores and services via integrated transit and active transportation and automobile.

The Region's Official Plan requires that Area-Specific Plans (Section 77 (5)) and policies be incorporated by amendment into the Local Official Plan and shall demonstrate the protection of Regional Natural Heritage system and public health and safety within hazard lands, population, housing and employment targets, land use patterns, consideration of land use compatibility, how the density will contribute to achieving minimum greenfield density targets, phasing, stormwater management, provision of infrastructure and utilities.

The Region's Plan states (Section 85(5)) that Local Municipalities and the building and development industry are encouraged to develop innovative housing designs

that stress flexibility, mix of compatible land uses, good environmental practices, universal design, public safety, cost efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles. Section 114.1 outlines the objectives of the Natural Heritage System which includes to protect and enhance the diversity of fauna and flora, ecosystems, plant communities and significant landforms in Halton, to contribute to a continuous natural open space system, provide continuous corridors and inter-connections between Key Features and their ecological functions, preserve the aesthetic character of natural features and to provide opportunities, where appropriate, for passive outdoor recreational activities.

Section 116.1 stipulates that the boundaries of the Regional Natural Heritage System may be refined with additions, deletions and/or boundary adjustments through a subwatershed study undertaken in context of Area Specific Plan or an individual Environmental Impact Assessment or similar study all of which must be accepted by the Region.

The Region's Best Planning Estimates (BPE) were approved by Reginal Council in July 2011 to provide population, household and employment projections to 2031 which then form the basis for Water, Wastewater and Transportation Master Plan, updates and reviews, as well as the preparation of the Development Charge By-law. The BPE are a planning tool used to identify where and when development is expected to take place across the Region. This was done using specific "traffic zones" within each municipality to determine the approximate population and jobs in each zone. The draft Tremaine Dundas Secondary Plan area is identified as Zone 399 which was assigned 374 residential units and 814 jobs by 2031, reflecting a mixed use development of both residential and employment uses.

#### **1.4.6 City of Burlington Official Plan**

The City of Burlington Official Plan contains overarching principles, objectives and policies that guide and promote sustainable development in the City, such as the protection of Natural Heritage Systems, watershed planning and support for Healthy Communities that are efficient, safe, accessible, affordable and energy efficient.

The City's Official Plan designates the Tremaine Dundas Secondary Plan area as "Land Use Designation to be Determined" with the inclusion of specific policies for this area under Section 8.4. The policies stipulate that an overall development concept shall be established as part of a planning study to be completed by the City of Burlington, Town of Oakville and the Region of Halton. The land use policies shall be directed by the findings of the planning study which will form the basis of the Secondary Plan, the adoption of the Secondary Plan and amendment to this Plan.

Secondary Plan studies are to be undertaken to allow the orderly and planned development of areas. The Official Plan provides guidance for the development of Secondary Plans under Section 5.2 which stipulates that issues shall be addressed

at a level of detail sufficient to guide development such as a statement of objectives for the physical development including environmental, social and economic matters, policies for the provision of housing, employment, commercial land uses, transportation network to meet community needs and transportation objectives, local leisure needs, environmental area and natural features, heritage conservation, urban design, in addition to strategies for implementation and monitoring and assessment of phasing.

#### **1.4.7 North Oakville West Secondary Plan**

The north-easterly boundary of the Tremaine Dundas Secondary Plan is the Town of Oakville. The North Oakville West Secondary Plan (NOWSP) designates the lands east of the secondary plan area as an Employment District which envisions prestige industrial uses. The Employment District is meant to protect and establish employment generating opportunities that include a full range of industrial, office and service commercial uses. Service commercial and retail uses serving the employment area are to be clustered at intersections with arterial roads.

The NOWSP policies stipulate that light industrial uses east of Tremaine Road will provide a range and scale of uses designed to reflect a visible location on and exposure to highway corridors and major roads. As such, it is anticipated that these Class 1 type employment uses will provide a minimum buffer of at least 80 to 120 metres between Tremaine Road and any potential Class II industrial uses located in Oakville. The range of permitted uses includes:

- light industrial operations, warehousing, distribution;
- business and professional offices;
- service establishments such as restaurants, hotels, banquet halls and financial institutions;
- public uses, institutional uses including places of worship, vocational schools, recreational and sport facilities;
- amusement uses; automobile related uses including gas stations and ancillary retail sales of products produced, assembled and/or repaired on the premises;
- research and development; information processing, call centres and similar uses; and computer based services including design studios.

Class II type employment uses are permitted within the central area of the NOWSP area not fronting on the Highway 407 or arterial roads. These uses may include: general industrial operations within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution, and wholesaling; outside storage, and outside operations incidental to industrial



operations; transportation terminal, works yard and outside storage yard or a waste processing or transfer station subject to a zoning by-law amendment.

General industrial uses, transportation terminal and waste processing and transfer stations are permitted interior to the employment district and are not permitted in areas abutting major arterial roads or Highway 407 and would require a site specific zoning by-law amendment and would have to meet the Town's By-law 2010-035 with respect to major emissions and air quality.

#### **1.4.8 Conservation Halton**

Conservation Halton regulates wetlands, watercourses and hazard lands and activities within and adjacent to these features. Ontario Regulation 162/06 specifies that permission is required from Conservation Halton to develop in valleylands, wetlands, hazardous lands and the required setbacks to these features. Permission is also required to alter a river, creek, stream or watercourse or interfere with a wetland. In addition to its regulatory responsibilities under the Conservation Authorities Act, Conservation Halton provides an advisory role to municipalities through the planning process. Conservation Halton also has a Memorandum of Understanding with the Region of Halton to provide technical input on a range of natural heritage and water resource-related matters that may be affected by planning and development proposals.

#### **1.4.9 Other Studies and Background**

##### Tremaine and Dundas Secondary Plan Background and Options Report

The *Tremaine and Dundas Secondary Plan Background and Options Report* was completed by Macaulay Shiomi Howson Ltd. in September 2009. The report was received by Burlington Council in September 2011 and again in November 2012, with City Council approving the recommendation to support a mixed use development within the area. The Secondary Plan that has been developed is generally based on the mixed use concept plan that Council had supported.

##### Tremaine and Dundas Secondary Plan Subwatershed Study

The Tremaine and Dundas Secondary Plan Subwatershed Study (TDSPSS) was completed by Aecom in 2009. The study was undertaken to provide a management strategy to assist in setting policy direction for future development within the Subwatershed area. The 2009 TDSPSS has been updated in 2017 to reflect changes to the applicable environmental legislation, policies and guidelines. This Secondary Plan has been developed in conjunction with the TDSPSS Update.

##### Transportation Impact Study

An inter-municipal transportation study was completed in September 2009. The study was initiated to evaluate the land use scenarios developed in the *Tremaine and Dundas Secondary Plan Background and Options Report* from a transportation perspective. The 2009 study assessed the transportation outcomes of each scenario

and identified infrastructure improvements to support the proposed land use scenarios. The Secondary Plan transportation study is being updated in 2017 in support of the preparation of this Secondary Plan.

#### **1.4.10 Opportunities and Challenges**

The Tremaine Dundas Secondary Plan addresses a range of site-specific opportunities and challenges, including:

- Balancing new development with the need to preserve, maintain and enhance the Natural Heritage System and the creation of new parks and open spaces;
- Achieving an appropriate density and land use mix that can create an integrated, pedestrian-oriented and mixed-use community for people to live, work and play;
- Integrating elements of sustainable development and community design throughout the community, including opportunities to implement sustainable infrastructure, enhanced landscaping, and other sustainability measures;
- Establishing a safe and efficient transportation network that facilitates travel for all modes, with an emphasize on supporting active transportation and access to existing and planned transit services;
- Ensuring compatibility between residential and employment uses within an urban and mixed-use context;
- Protecting, conserving and encouraging the appropriate re-use of important cultural heritage assets within the Secondary Plan area;
- Aligning new development with required servicing capacity and infrastructure.

## **2 Community Vision**

The community vision and principles described below are responsive to the City of Burlington's September 2011 Council direction "to incorporate environmentally sustainable neighbourhood development and building policies into the Secondary Plan as criteria for the approval of residential subdivision, site plan and employment lands development within the area." The community vision also responds to Burlington City Council direction from November 2012 to prepare a secondary plan for the Tremaine Dundas Secondary Plan community that is based in principle on Concept A, Concept B or a hybrid of the two concepts, as described in staff report PB-82-12. These Council decisions have informed the approach of the Secondary Plan.

The community vision and principles represent expressions of general intent and are not to be interpreted as direct statements of planning policy. They form a basis for the policies contained in this Secondary Plan.

The overall vision for the Tremaine Dundas Secondary Plan is to be a leading edge, environmentally responsible mixed-use community that reflects an integrated approach to land use, built form, urban design, stormwater management, engineering, built heritage preservation and protection, maintenance and enhancement of natural heritage systems. The secondary plan will include a mix of land uses, providing a range of opportunities for

residential and employment development, parks and open space that maximizes the natural environment.

The Tremaine Dundas Secondary Plan includes residential development provided at a medium density range of 26 to 75 units per hectare and at a high density range of 76 to 185 units per hectare in appropriate mixed-use locations. The policies provide for a variety of housing types within the future Tremaine Dundas Secondary Plan community to provide a diversity of residential options to address different stages of the community life cycle. Development of residential uses in the future Tremaine Dundas Secondary Plan community will be phased to ensure that residential growth is aligned with available servicing and infrastructure. The phasing provides for the area to the south and east of the Central Woodland to be developed first accommodating approximately 400 residential units and the business corridor and mixed-uses in accordance with the Halton Region Best Planning Estimates. The residential lands in subsequent phases would generally be located north and east of the Central Woodland and are planned to accommodate future medium-density residential development.

Employment opportunities are provided along Tremaine Road and Dundas Street and will include a mix of office, light industrial, institutional and commercial recreational uses. Employment uses along Tremaine Road will be planned and designed to achieve compatibility with future employment uses east of Tremaine Road within the Town of Oakville, as well as internal compatibility with residential uses in the future Tremaine Dundas Secondary Plan community. The business corridor uses are to ensure adequate distance separation between future employment uses within the Town of Oakville thus protecting future employment uses within the Town and buffering any future residential uses. Compatibility will be achieved through appropriate building design and engineering for new development within the vicinity of Tremaine Road and further, the requirement that any new sensitive land use within 70 m of the employment lands will require a land use compatibility assessment to ensure mitigation measures are established prior to the development of the residential lands.

The mixed-use employment block situated along Tremaine Road in close proximity to Dundas Street is the preferred location for a prestige office site as it features good visibility and helps create an activity node along the Dundas Street corridor. However, it is recognized that the focus for new office development will be within Intensification Areas and Mobility Hubs in other key areas of the City. Within the mixed-use commercial designation, commercial and retail uses will be encouraged as ground floor uses integrated with complimentary uses such as office activities on the site as part of mixed use developments. Overall, the employment uses within the business corridor and mixed-use employment designations will target between 816-980 jobs at full build-out.

The Natural Heritage System is an integral part of the Tremaine Dundas Secondary Plan which provides a framework for protecting, maintaining and enhancing the system. The Natural Heritage System will be complemented with the well defined open space and parkland system within the future Tremaine Dundas Secondary Plan community. Connections to and/or between components of the Natural Heritage System, parklands, and the existing heritage house in the southern portion of the community will contribute to

making the Tremaine Dundas Secondary Plan a community that is integrated with its local cultural and natural heritage.

The secondary plan identifies and outlines opportunities for incorporation of a sustainable and innovative approach to built form and infrastructure. The first phase of development is anticipated to include conventional stormwater management ponds with some supplementary Low Impact Development measures. A more comprehensive use of Low Impact Development will be encouraged as part of the second phase of residential development and within the business corridor and mixed use areas. Low Impact Development best practices may include minimizing site grading and preserving existing drainage paths by locating roads to avoid changes in topography, reduction of impervious surfaces, connection of green spaces and use of green roofs, permeable pavements and bioretention areas as well as rainwater capture for re-use. The implementation of Low Impact Development techniques can:

- (a) provide enhanced stormwater management to improve water quality and erosion control in conjunction with conventional stormwater management infrastructure, and
- (b) complement the ecological functions of the Natural Heritage System by providing on-site infiltration and additional naturalized areas and help to set a high standard for stormwater management in the City of Burlington.

The Tremaine Dundas Secondary Plan area is also well-placed to take advantage of and support potential future transit improvements along Dundas Street. A higher-density employment node will be located at Tremaine and Dundas given its high visibility location and proximity to the intersection. Furthermore, the north end of the secondary plan area will preserve lands for a potential future transit station along the 407 Transitway. These public and private investments will add to the Tremaine Dundas Secondary Plan area as a complete and integrated community.

The secondary plan promotes an internal grid street network to optimize connections within and beyond the community, creating a porous network of streets that will allow convenient movement of people and vehicles within the community and integrating it into its surrounding context. This network, in keeping with the objective of promoting sustainability, includes a “Eco-Passage Street” proposed through the northern local scale Natural Heritage System linkage, which will be designed to facilitate the safe movement of wildlife between the Central Woodland and the Bronte Creek valley corridor.

The secondary plan policies will realize Council’s direction to create an environmentally sustainable, mixed-use community.

## **2.1 Community Principles**

The Tremaine Dundas Secondary Plan incorporates the following planning principles as outlined:

- Natural Environment
- Sustainable Building and Community Design

- Servicing and Infrastructure
- Land Use
- Connectivity
- Urban Design
- Financial Impact

### **2.1.1 Natural Environment**

The natural environment will guide the design of the secondary plan and the future Tremaine Dundas Secondary Plan community. The Natural Heritage System is connected and buffered to protect and enhance its features, functions and biodiversity in an urban context. In addition, streets, open spaces, development blocks and buildings will be designed to minimize their impact on the Natural Heritage System and, where possible, contribute to its enhancement. The secondary plan provides accessible and integrated natural areas and components that will support local environmental, economic and social well-being.

### **2.1.2 Sustainable Building and Community Design**

All development will be encouraged to implement sustainable design features and adopt a compact, walkable form that encourages active transportation and includes a mix of uses to meet the future needs of residents and employees.

Green design elements shall be incorporated into the design of the Evergreen community. The incorporation of Green design into the Tremaine Dundas Secondary Plan community will reduce long-term energy costs, decrease environmental impacts, increases the environmental character and public realm. Certain green elements are more appropriate in specific uses and building forms like LEED or other Green Building Standards such as Energy Star and R-2000 Certification for homes. Green roofs and/or cool roofs are encouraged within the the Mixed Use Corridor built form. Townhouses shall incorporate some form of shared green space in the form of green roof, rain garden, green wall, or another green element that is suitable to the built form

### **2.1.3 Servicing and Infrastructure**

The future Tremaine Dundas Secondary Plan community will be encouraged to incorporate best practices in water, wastewater and stormwater management. The servicing infrastructure will be environmentally sustainable and functionally integrated with the community design.

### **2.1.4 Land Use**

The Tremaine Dundas Secondary Plan supports an integrated land use approach that includes residential, employment and mixed-use development contributing to the Provincial Growth Plan targets for population and employment density.



(a) **Residential Development**

Residential development in the future Tremaine Dundas Secondary Plan community will incorporate a range of housing types and provide housing for different stages of the life cycle that contribute towards the achievement of Provincial growth targets, facilitates affordability and create additional housing options for future residents. The Secondary Plan provides for a variety of built form typologies and encourages the preservation and reuse of heritage buildings where appropriate.

(b) **Employment Development**

The Secondary Plan provides employment opportunities that consist of office, retail/commercial and light industrial uses which are compatible with the residential and mixed-use areas of the community, with natural heritage objectives, and with planned land uses in the neighbouring Town of Oakville lands.

**2.1.5 Connectivity**

The Secondary Plan identifies that the future Tremaine Dundas Secondary Plan community will have a well-connected street network that optimizes efficient and safe pedestrian, transit and cycling connections to all parts within and throughout of the community and surrounding networks and amenities. It will also incorporate and contribute to a well-connected Natural Heritage System which will facilitate the movement of wildlife through the development and construction of a “Eco-Passage Street”, and provide for off-road hiking and cycling.

The Secondary Plan also identifies a system of parks and trails that will be developed to complement the future Tremaine Dundas Secondary Plan community's street system and provide an appropriate level of access to the Natural Heritage System. Active streetscapes and trail networks will contribute to community interaction.

**2.1.6 Urban Design**

All buildings, streetscapes, open spaces, pedestrian connections and infrastructure will be encouraged to demonstrate excellence in architectural, landscape and open space design and sustainability. High quality design enhances both private and public realms that create attractive, functional spaces and a strong sense of place. The urban design shall enhance and draw on the natural features and character of the area to establish a identifiable neighbourhood identity.

**2.1.7 Financial Impact**

Innovative servicing initiatives shall be implemented that create associated benefits but minimize ongoing maintenance costs to the City thus minimizing impacts on the taxpayer.

### 3 Community Structure

A general Community Structure is established for the Tremaine Dundas Secondary Plan on Schedule X showing in broad terms the spatial orientation and relationship of various major land use activity areas. Each element of the Community Structure has a unique function within the Tremaine Dundas Secondary Plan, as described below.

#### 3.1 Natural Heritage System (NHS)

The Natural Heritage System encompasses a significant portion of the secondary plan area which includes the Greenbelt Natural Heritage System (Greenbelt NHS) and the Regional Natural Heritage System (Regional NHS) including Key Features, watercourses, buffers, linkages and enhancements.

#### 3.2 Open Space

The Open Space area is located adjacent to the Greenbelt Natural Heritage System and will only permit naturalized areas, and non-intensive recreational uses.

#### 3.3 Residential Area

The Residential Areas include a diversity of housing choices and typologies within the medium-density range. Cultural heritage uses are also permitted.

#### 3.4 Employment Area

The Employment Areas will provide for light industrial, retail/commercial and office employment uses along Tremaine Road. Jobs located in the Employment Lands shall contribute to the achievement of overall employment targets for the Tremaine Dundas Secondary Plan area.

#### 3.5 Mixed Use Activity Area

The Mixed Use Activity Area will permit a mix of uses including a wide range of office, commercial and/or retail uses and residential uses provided at a high-density range in appropriate locations. Jobs located in the Mixed Use Activity Area shall contribute to the achievement of overall employment targets for the Tremaine Dundas Secondary Plan area.

#### 3.6 Service Area

The Service Area identifies lands for the provision of service and utility uses including hydro uses, transportation uses related to Highway 407 and uses related to the planned Highway 407 Transitway.

#### 3.7 Population and Employment Targets

Future development within the Tremaine Dundas Secondary Plan will contribute to meeting the Provincial growth targets for Halton (Burlington area). At full build out, the future Tremaine Dundas Secondary Plan community will support a minimum of 80 overall people and jobs per hectare.

## 4 Community Land Use

This section identifies the land use policies to be implemented in the Tremaine Dundas Secondary Plan for land use designations illustrated in Schedule **x** and discussed in the sections below.

***All of Section 4 is subject to further review prior to a staff recommendation being brought before Council on the final secondary plan policies. Once the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017, Transportation Impact Study Update and Urban Design Guidelines have been accepted by the Region, Conservation Halton and/or the City, final mapping and policies will be completed.***

### 4.1 General Built Form Policies

- 4.1.1** These policies shall apply to all building forms and land uses, unless otherwise indicated in the text.
- 4.1.2** Buildings shall be located and massed to create a consistent community identity experience and be consistent with a pedestrian scale.
- 4.1.3** Buildings shall be located, where feasible and practical, to support existing or proposed linkages and natural connections within the community.
- 4.1.4** Buildings shall be designed to promote energy efficiency and water conservation. A target of 50% of all development shall incorporate innovative design features promoting environmentally sustainability such as use of Low Impact Development, “green” building technologies such as green or cool roofs, rainwater harvesting for re-use, grey water recycling, renewable energy sources, bioswales, permeable pavement, LEED design, etc.
- 4.1.5** Sustainable building materials and design treatments are encouraged throughout the secondary plan area.
- 4.1.6** Adequate vehicular and bicycle parking and storage facilities for residents, employees and visitors shall be provided in each of the land use areas encouraging active transportation and effective use of transit. Other sustainable transportation measures, such as electric charging stations, shall be considered and incorporated into future development where feasible.
- 4.1.7** Any new sensitive land uses within 70 metres of an employment designation or any proposed employment use within 70 metres of an existing sensitive land use must submit a Land Use Compatibility Assessment to identify potential issues and prescribe appropriate mitigation measures such as building setbacks, orientation, landscaping, etc.

**4.1.8** To reduce energy required for cooling and heating it is encouraged to plant trees and shrubs adjacent to buildings and in strategic areas to provide shading, climate protection, and windbreaks.

**4.1.9** The use of permeable surfaces is encouraged to improve ground water recharge and reduce storm water runoff.

## **4.2 Residential - Medium Density**

The Residential – Medium Density area is located along Dundas Street in proximity to Tremaine Road, as shown on Schedule **x**.

**4.2.1** The Residential - Medium Density area is located at the interior of the Tremaine Dundas Secondary Plan area and development shall occur by plan of subdivision with provisions to allow for phasing of the development.

**4.2.2** In Residential - Medium Density areas, permitted uses include single detached dwellings, semi-detached dwellings, townhouses, duplexes and stacked townhomes with a maximum height of two storeys to ensure adequate compatibility with land uses to the east. Any increase in height shall require a site specific air quality assessment conducted and requiring input as to potential future industrial source characteristics and considering all industrial and traffic impacts from the surrounding areas.

**4.2.3** The density range permitted in Residential - Medium Density areas will range from 26 to 75 units per hectare.

**4.2.4** Buildings in Residential - Medium Density areas shall provide appropriate transitions to adjacent development through the use of setbacks.

**4.2.5** Parks shall be located within the Residential - Medium Density area in accordance with Section 9 of this Secondary Plan.

**4.2.6** Lands within the Residential - Medium Density area may be used for stormwater management including Low Impact Development strategies and naturalization and for enhancements to Key Features as part of the Regional NHS.

**4.2.7** Prior to the commencement of any development within the Residential – Medium Density designation, adequate mitigation and abatement must occur on the lands designated Business Corridor or Mixed Use Corridor – Employment to ensure land use compatibility.

## **4.3 Mixed Use Corridor - General**

The Mixed Use Corridor - General area is located along Dundas Street in proximity to Tremaine Road, as shown on Schedule **x**.

- 4.3.1** Future development in the Mixed Use Corridor - General blocks shall achieve compatibility with future residential uses.
- 4.3.2** Permitted uses in Mixed Use Corridor - General areas include a broad range of retail, service commercial and personal service uses which serve the day to day needs of employees and residents; financial institutions and services; office uses; community facilities, including retirement homes and long-term care facilities; apartments, townhouses, stacked townhouses and back-to-back townhouses.
- 4.3.3** Residential uses within mixed use buildings are permitted to front on and/or abut Dundas Street, provided they are planned and designed to allow for the development of a mix of non-residential uses within the ground floor fronting along the street and are designed to ensure compatibility with surrounding uses.
- 4.3.4** The residential density permitted in the Mixed Use Corridor – General area will range from 76 to 185 units per hectare.
- 4.3.5** Development in the Mixed Use Corridor – General area will generally take the form of two to six storey buildings. Buildings fronting onto Dundas Street shall be a minimum of three storeys. Buildings greater than four storeys will require appropriate site specific air quality assessments and noise studies at site plan stage. All buildings located along Dundas Street which contain sensitive uses will require appropriate noise studies at the site plan stage.
- 4.3.6** Development in the Mixed Use Corridor – General areas shall be in a compact urban form, be pedestrian-oriented and be supportive of transit use.
- 4.3.7** Buildings in the Mixed Use Corridor - General area shall provide appropriate transitions to adjacent development in Residential - Medium Density areas through the use of setbacks and stepbacks.
- 4.3.8** Street-related and service retail uses will be encouraged in Mixed Use Corridor – General areas to promote walkability and the provision of day to day services within the community.
- 4.3.9** Lands within the Mixed Use Corridor - General area may be used for stormwater management including Low Impact Development strategies and naturalization.

#### **4.4 Business Corridor**

The Business Corridor area located along Tremaine Road, as shown on Schedule **x** is to be a minimum of 70 -90 m in depth to provide sufficient distance from future potential industrial uses located within the Town of Oakville.



- 4.4.1** Development in the Business Corridor blocks along the west side of Tremaine Road shall achieve compatibility with future employment uses within the North Oakville West Secondary Plan area along the east side of Tremaine Road, as well as with residential uses located to the west internal to the secondary plan area.
- 4.4.2** The Business Corridor area will permit a broad range of light industrial, commercial, recreational and office uses. Potential permitted uses shall include, but not be limited to, light industrial uses involving assembling, fabricating, manufacturing, warehousing and distribution uses, and service trades; a range of office uses; commercial, recreational uses, institutional uses, places of worship and private educational facilities; and ancillary retail and service commercial uses as ground floor uses.
- 4.4.3** Development in the Business Corridor area promotes the use of alternate modes of transportation: walking, cycling or transit and encourage transportation demand techniques such as car-pooling, other forms of ride-sharing with incentives, such as premium parking spaces for those that car-pool.
- 4.4.4** Development in the Business Corridor area that abuts residential areas will include adequate landscaping, fencing, noise abatement or other measures to achieve compatibility between uses.
- 4.4.5** Development along the west side of Tremaine Road shall create a continuous street frontage which complements the anticipated continuous street frontage along the east side of Tremaine Road and helps to address potential noise compatibility concerns with future employment uses in Oakville.
- 4.4.6** Development in the Business Corridor blocks along Tremaine Road shall be at least two storeys in height, or if single storey, be of architectural design incorporating a ridge roof parallel to Tremaine Road with the elevation of the roof peak equivalent to a building of at least two storeys, to provide screening and buffering for residential development to the west.
- 4.4.7** Outside storage may be permitted in the Business Corridor area provided adequate screening and buffering is provided which will be ensured through the site plan control process..
- 4.4.8** Loading, servicing and delivery functions in Business Corridor areas shall be consolidated to the extent practical.
- 4.4.9** Lands within the Business Corridor area may be used for stormwater management, including Low Impact Development strategies and naturalization, and for enhancements to Key Features as part of the Regional NHS.

**4.4.10** Developments in the Business Corridor are encouraged to incorporate visible green technology into facades and signage, such as photovoltaic cells, recycled materials, and green roofs.

**4.4.11** Screening of unattractive features is encouraged through landscaping measures.

## **4.5 Mixed Use Corridor - Employment**

The Mixed Use Corridor - Employment area is located along Tremaine Road, in proximity to Dundas Street as shown on Schedule **x**.

**4.5.1** Development in the Mixed Use Corridor - Employment block along the west side of Tremaine Road shall achieve compatibility with future employment uses within the North Oakville West Secondary Plan area along the east side of Tremaine Road, as well as with residential uses located west of the Mixed Use Corridor - Employment lands within the secondary plan area.

**4.5.2** The Mixed Use Corridor - Employment area permits the following uses: a broad range of office uses, with an emphasis on prestige office uses; retail, service commercial and personal service uses which serve the day to day needs of employees; financial institutions and services; entertainment, recreation and other community facilities such as libraries and day care centres, and conference uses.

**4.5.3** Development in the Mixed Use Corridor - Employment area will generally take the form of two to six storey buildings to provide a buffer from noise, dust and odour from adjacent major roads and potential industrial uses. Any increase in height shall require a site specific air quality assessment conducted and requiring input as to potential future industrial source characteristics and considering all industrial and traffic impacts from the surrounding areas.

**4.5.4** Development in the Mixed Use Corridor - Employment area shall take into consideration planned higher order transit facilities and provide, to the extent practical, future connections to those facilities.

**4.5.5** Outside storage shall not be permitted in the Mixed Use Corridor - Employment area in the Tremaine Dundas Secondary Plan.

**4.5.6** Loading, servicing and delivery functions in the Mixed Use Corridor - Employment area areas shall be consolidated to minimize redundancy.

**4.5.7** Lands within the Mixed Use Corridor - Employment area may be used for stormwater management including Low Impact Development strategies and naturalization.

## 4.6 Natural Heritage System

Lands that are part of the City's Natural Heritage System (NHS) focus on the interconnections between natural heritage features and its intergration with the larger ecosystem while balancing its protection and enhancement.

***This section is subject to further review prior to a staff recommendation being brought before Council on the final secondary plan policies. Once the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017 has been accepted by the Region, Conservation Halton and the City, final mapping and policies will be completed.***

- 4.6.1** The Natural Heritage System consists of lands that are part of the Greenbelt NHS and the Regional NHS. The Regional NHS includes Key Features, watercourses, linkages, buffers and enhancement areas, as shown on Schedule **x** and **x**.
- 4.6.2** The secondary plan acknowledges that a watercourse located in the south-east corner of the secondary plan area may require future re-location that shall be subject to any necessary approvals required from Halton Region and/or Conservation Halton.
- 4.6.3** No development is permitted within the Greenbelt Natural Heritage System unless it has been demonstrated through an Environmental Impact Assessment or equivalent study that there will be no negative impacts on the natural heritage features and areas or their ecological functions.
- 4.6.4** No development is permitted in Key Features unless it has been demonstrated through an Environmental Impact Assessment or equivalent study that there will be no negative impacts on the natural heritage features and areas or their ecological functions.
- 4.6.5** No development is permitted within Hazard Lands and other areas regulated by Conservation Halton unless permission has been issued by Conservation Halton.
- 4.6.6** The following uses may be permitted within buffers and linkages:
- (a) Trails, as reviewed and approved by the City of Burlington ,
  - (b) Stormwater management facilities approved by the Region, City and Conservation Halton, including Low Impact Development, if it can be demonstrated that these elements do not result in a negative impact on the Natural Heritage System and are outside of regulated area;

- (c) An “Eco-Passage Street”, as shown on Schedules xx, designed to facilitate safe movement of wildlife through the linkage (as described in Section 7.1.2 o).

## 4.7 Open Space

Open Space is located adjacent to the Bronte Valley Creek and the northern woodland, as shown on Schedule x.

4.7.1 The following uses are permitted:

- (a) naturalized areas; and
- (b) non-intensive recreational uses.

4.7.2 Open space areas shall provide maintenance and emergency access in areas without frontage on a municipal right-of-way where required and/or requested by the City.

## 4.8 Service Area

4.8.1 The Service Area will allow for the provision of service and utility uses including the distribution of hydro uses, highway-related uses and uses related to the planned Highway 407 Transitway.

4.8.2 No development, aside from development related to transportation or hydro infrastructure, is permitted in the Service area.

# 5 Community Environmental Strategy Policies

***All of Section 5 is subject to further review prior to a staff recommendation being brought before Council on the final secondary plan policies. Once the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017 has been accepted by the Region, Conservation Halton and the City, final mapping and policies will be completed.***

The environmental strategy for the Tremaine Dundas Secondary Plan includes protection, maintenance and enhancement of natural heritage through an integrated systems based approach. Impacts on the natural environment will be avoided or, where they cannot be avoided, minimized and mitigated through the protection of Key Features and the identification of buffers, linkages and enhancements to Key Features. Beyond setting aside areas for inclusion in the Natural Heritage System, the environmental strategy will also support design strategies and encourage management approaches that will help ensure protection, maintenance and enhancement of the Natural Heritage System in an urban context. These include a carefully designed trail network; support for invasive species control and naturalization within components of the Natural Heritage System as well as open spaces not intended for active uses; integration of innovative low impact

stormwater management techniques; and the application of green building design principles.

An Environmental Implementation Report / Functional Servicing Study (EIR/FSS) shall be required as part of any future development application, such as draft plan of subdivision, zoning by-law amendment and site plan control.. The Tremaine and Dundas Secondary Plan Subwatershed Study Update, April 2017 (TDSPSS Update) includes Terms of Reference for an Environmental Implementation Report/Functional Servicing Study (EIR/FSS) that outlines the required components of the study. The EIR/FSS shall be considered to be the equivalent of an Environmental Impact Assessment/Environmental Impact Study with respect to other Official Plan policies. Recommendations regarding the Natural Heritage System identified in the EIR/FSS, where appropriate and not accommodated in this Secondary Plan, will be the basis for future review of draft plan of subdivision applications and applicable conditions of draft plan approval.

The Tremaine Dundas Secondary Plan Natural Heritage System policies are meant to provide direction for natural heritage features and interconnections as part of an extended integrated system beyond the Secondary Plan area through protection and enhancement of the Natural Heritage System and adjacent development.

The Tremaine Dundas Secondary Plan establishes policies to manage natural hazards and water resources; encourage energy generation from renewable sources and community energy solutions such as micro grids, district energy, and energy storage by encouraging sustainable and energy efficient buildings; and addressing air quality impacts through land use compatibility policies.

## 5.1 Natural Heritage System

***This section is subject to further review prior to a staff recommendation being brought before Council on the final secondary plan policies. Once the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017, has been accepted by the Region, Conservation Halton and the City, final mapping and policies will be completed.***

In support of this Secondary Plan, the 2009 Tremaine and Dundas Secondary Plan Subwatershed Study (TDSPSS) was updated to reflect changes to the applicable environmental legislation, policies and guidelines. The policies below have been developed in conjunction with the TDSPSS Update.

- 5.1.1** The Natural Heritage System in the Tremaine Dundas Secondary Plan will be comprised of the Greenbelt Natural Heritage System (Greenbelt NHS) and the Regional Natural Heritage System (Regional NHS).



- (a) The Natural Heritage System represents a systems approach to protecting and enhancing natural and ecological features and functions.
- (b) The Greenbelt NHS in the secondary plan area is comprised of Key Features and Vegetation Protection Zones that have been identified in accordance with the Greenbelt Plan policies and applicable Regional Official Plan policies.
- (c) The Regional NHS within the Secondary Plan area is scientifically structured on the basis of Key Features, linkages and buffers to Key Features as well as watercourses identified in accordance with Regional Official Plan policies.

**5.1.2** Key Features, as defined in the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017 and the Regional Official Plan, are natural heritage and hydrological features described in the Regional Official Plan and are shown in Schedule **x** of this Plan.

**5.1.3** Linkages, as defined in the Regional Official Plan, are intended to provide connectivity and functional interrelationships between Key Features to enable plants and animals to move between these features over multiple generations as well as surface and groundwater features and hydrologic functions.

**5.1.4** The limits of Key Features and linkages as shown in Schedule **x** were based on Key Feature staking with the Region and Conservation Halton.

**5.1.5** Within the Greenbelt NHS, Vegetation Protection Zones are established at up to 30 m within the Greenbelt boundary in accordance with the applicable Greenbelt Plan and Regional policies and:

- (a) Are identified and illustrated in the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017;
- (b) Are to be of sufficient size to protect a Key Feature and its functions from the impacts of a proposed change (i.e. development or site alteration);
- (c) Are to be comprised of self-sustaining naturalized vegetation;
- (d) Are able to accommodate trails and potentially a Low Impact Development stormwater management facilities.

**5.1.6** In the Regional NHS:

- (a) buffers to Key Features and watercourses (as defined in Regional Official Plan policy and identified in Schedule **x**) are intended to protect the features and their ecological functions by mitigating impacts of the proposed development or site alteration; and
- (b) the extent of the buffer and activities that may be permitted within it shall be determined based on the sensitivity and significance of the Key Features and watercourses and their contribution to the long term ecological functions of the Regional NHS, and consideration for the nature and scope of the proposed adjacent land use or site alteration.

**5.1.7** The boundaries of the Regional NHS identified in the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017, including buffers, may be refined with additions, deletions and/or boundary adjustments through a future Environmental Impact Assessment (EIA) (sometimes described as an Environmental Implementation Report (EIR)) or similar studies (as per Regional Official Plan policies s. 116.1, s.118(2)(c), s.118 (2)(d) and s.118(3)).

**5.1.8** Buffer refinement for the Tremaine Dundas Secondary Plan is to be implemented using a science-based approach by:

- (a) recognizing the buffers applied to Key Features applied at the Regional scale in the Regional Official Plan;
- (b) following an approach that is consistent with the policies of the Regional Official Plan (s.116.1) and the findings of the Ontario Municipal Board (in its decision dated (April 6, 2016, PL111358);
- (c) recognizing buffer refinements identified through the approved Tremaine and Dundas Secondary Plan Subwatershed Study Update, April 2017 based on Key Feature and watercourse sensitivity and significance and their contribution to the long term ecological functions of the Regional Natural Heritage System.
- (d) Further buffer refinements may be established through an EIR at the time of future development applications (draft plan of subdivision, zoning by-law amendment and/or site plan approval). This will allow for consideration to the nature and scope of the proposed adjacent land use, and any measures intended to improve and enhance buffer function.

**5.1.9** Enhancements to Key Features, as defined in Regional Official Plan and identified in Schedule **x**, are either ecologically supporting areas adjacent to individual Key Features or measures internal to individual Key Features that increase the ecological resilience and function of those Key Features.

- (a) Potential opportunities for enhancements within Key Features, buffers and linkages have been suggested in the Tremaine and Dundas Secondary Plan Subwatershed Study, April 2017 Update.
- (b) Such opportunities are to be further explored through the EIR/FSS, including potential additional opportunities for enhancements, both within and adjacent to Key Features.
- (c) The final enhancements, as identified through the EIR process, are to be identified and described in a Restoration and Enhancement Plan prepared in consultation with the City of Burlington and Conservation Halton.

**5.1.10** Where Key Features within the Greenbelt NHS are less than 30 m from the Greenbelt boundary, a Vegetative Protection Zone has been applied within the Greenbelt boundary and an additional precautionary buffer has been added outside the Greenbelt boundary such that the total width is 30 m. The extent to which an additional precautionary buffer, if any, is required will be determined through the EIR process.

**5.1.11** The Natural Heritage System may also support trails (in accordance with Regional Official Plan Policies 118(6) and 139.3.7(3)) and stormwater management facilities, including Low Impact Development, as long as it can be demonstrated that these elements do not result in a negative impact on the Natural Heritage System. See Policies for Trails under Section 9.2 below.

**5.1.12** Minor Refinements to the components of the Natural Heritage System identified in Schedule **x** and Schedule **x** (inclusive of the width of buffers) may be permitted without requiring an amendment to this Secondary Plan.

**5.1.13** The watercourse located at the southeast corner of the Tremaine Dundas Secondary Plan area may be relocated provided its ecological and hydrologic functions are maintained within a natural channel design, an appropriate buffer is provided to the watercourse (as per the Tremaine and Dundas Secondary Plan Subwatershed Study Update, April 2017), and the required permits and approvals are obtained from Conservation Halton. The adjacent land use designation shall be deemed to apply to the lands from which the watercourse is moved.

**5.1.14** 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.

## 5.2 Natural Heritage Securement

- 5.2.1 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.
- 5.2.2 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.
- 5.2.3 If a development application involves lands in or adjacent to the Natural Heritage System, the City shall seek, through the development approval process, the dedication of those lands and associated buffer lands to the City, Conservation Halton, another public authority or a private conservation organization.
- 5.2.4 The City shall collaborate with the Region, Conservation Halton, 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, outlined in the City Official Plan.

## 5.3 Natural Hazards and Watercourses

- 5.3.1 Hazard lands and watercourses shall generally be designated Natural Heritage System in keeping with the policies of this Plan.
- 5.3.2 No development is permitted within Hazard Lands and other areas regulated by Conservation Halton unless permission has been issued by Conservation Halton.
- 5.3.3 New development adjacent to watercourses shall be subject to a setback from stable top of bank, the regulatory floodplain and meander belt allowance associated with the watercourse. The location of the stable top of bank, regulatory floodplain and meander belt width shall be determined by studies to the satisfaction of Conservation Halton and the City.
- 5.3.4 The City will encourage the protection and enhancement of watercourses and planting and reforestation of creek blocks, streams and valleylands and the buffer areas where appropriate.

## 5.4 Development Form

***This section is subject to further review prior to a staff recommendation being brought before Council on the final secondary plan policies. Once the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017, Transportation Impact Study Update and Urban Design Guidelines have been accepted by the Region, Conservation Halton and/or the City, final mapping and policies will be completed.***

- 5.4.1** Development within the future Tremaine Dundas Secondary Plan community shall aim to create a sustainable, mixed-use community and will contribute towards the achievement of the City's sustainability objectives.
- 5.4.2** Development of the future Tremaine Dundas Secondary Plan community shall create a walkable community where active transportation choices are encouraged through street designs that make walking, cycling and transit attractive and safe.
- 5.4.3** The future Tremaine Dundas Secondary Plan community shall be encouraged to optimize the efficient use of land by incorporating best practices and innovative stormwater management techniques throughout the design of the community to the greatest extent reasonably possible.
- 5.4.4** The Secondary Plan encourages increased energy efficiency of buildings, reduced stormwater run-off, use of green roofs and/or low albedo roofing materials and strategically placed trees to provide shade to mitigate the urban heat island effect.
- 5.4.5** The Business Corridor and Mixed Use – Employment area are encouraged to incorporate Eco-Industrial practices, through the incorporation of measures such as locally generated and shared energy sources, sharing waste heat, etc.
- 5.4.6** New development within the public and private realm shall incorporate generous landscaping and tree planting, with the intent of increasing the extent of the canopy cover, promoting interception of rainfall and maximizing evapotranspiration.
- 5.4.7** New public facilities shall be designed in accordance with AODA requirements and other applicable Provincial legislation.
- 5.4.8** New residential development will be encouraged to incorporate sustainable building and design measures, such as front yard rain gardens, high reflectivity paving and roofing materials, permeable pavement, and on-site rainwater retention strategies.
- 5.4.9** New office and employment buildings will be encouraged to incorporate sustainable building and design measures, such as green roofs or cool roofs, high reflectivity roofing and paving materials, landscaped islands within parking lots, and bird-friendly window glazing.
- 5.4.10** Additional guidelines with respect to sustainable community building and design are provided in the accompanying Urban Design Guidelines.
- 5.4.11** Sustainable development strategies shall be implemented through the Plan of Subdivision, Plan of Condominium or Site Plan Approvals process. New



development applications shall be reviewed in relation to the policies of this Secondary Plan and in relation to the Urban Design Guidelines.

## 5.5 Stormwater Management

***This section is subject to further review prior to a staff recommendation being brought before Council on the final secondary plan policies. Once the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017, and Urban Guidelines have been approved by the Region, Conservation Halton and/or the City, final mapping and policies will be completed.***



Figure 7 - Photograph of the existing pond and surrounding woodland

- 5.5.1** The Tremaine Dundas Secondary Plan includes policies to allow both conventional and innovative stormwater management techniques, including Low Impact Development best practice strategies.
- 5.5.2** The final location of stormwater management facilities shall be permitted in any designation, subject to approval by Conservation Halton and the City of Burlington.

- 5.5.3** The proportion of novel versus more traditional approaches in the final stormwater management strategy shall be subject to the approval of the City of Burlington and Conservation Halton.
- 5.5.4** The use of a number of on-site best management practices is anticipated within the Business and Mixed-Use Corridors. This includes the use of on-site storage facilities to retain stormwater on-site via underground cisterns and/or storage ponds. Clean stormwater may be used for irrigation and process water purposes. Facilities that promote groundwater recharge such as permeable pavements, bio-retention areas and grassed swales are also anticipated to maintain the pre-development hydrology and to enhance the quality of stormwater discharges.
- 5.5.5** The range of low impact development strategies considered may include strategies at the lot level by incorporating source control measures through draft plan of subdivision. Where appropriate, these strategies may include a variety of practices such as: reduced lot grades, increased topsoil depths, roof drainage control or storage, infiltration galleries, porous pavements, rain gardens and grassed swales, infiltration measures to improve groundwater recharge including infiltration basins and trenches, exfiltration pipes or porous pavement, and oil/grit separators.
- 5.5.6** Low impact development strategies shall minimize ongoing maintenance costs to the City.
- 5.5.7** Built form in the Tremaine Dundas Secondary Plan area shall minimize impervious surfaces, to the extent possible.

## **5.6 Tree Preservation and Planting**

Tree preservation provides benefits to the community including the reduction of air pollution, water attenuation, moderation of the urban heat island effect, shade, wildlife habitat and neighbourhood character.

- 5.6.1** Existing, healthy trees in the Natural Heritage System shall be managed in a manner that is consistent with the long term health and function of the system.
- 5.6.2** Existing, healthy trees located outside of the Natural Heritage System shall be retained, where feasible, in accordance with a Tree Preservation Plan, prepared to the satisfaction of the City of Burlington. Special consideration shall be given to mature, healthy, native hedgerow trees.
- 5.6.3** Replacement and compensation planting requirements should consider on-site tree removals that occurred prior to and after the submission of a development application.

- 5.6.4** Development proposals should preserve existing healthy trees, relocate healthy trees, where feasible, plant replacement trees using an aggregate-caliper formula to the satisfaction of the City and incorporating the planting of additional trees where appropriate.
- 5.6.5** Trees shall be planted as part of the streetscape and park landscaping to provide tree-related ecosystem services to the community. Consideration should be for use of diverse, native, drought and salt tolerant low maintenance trees to the satisfaction of the City.
- 5.6.6** Trees shall be integrated into parking lots and other impervious areas.
- 5.6.7** Where buffers are not already naturally vegetated, trees shall be planted in buffers (in conjunction with other naturalization plantings) to contribute to the protection of Key Features and their functions from some of the impacts associated with adjacent land uses in accordance with landscape plans approved by the City, Halton Region and Conservation Halton.
- 5.6.8** Trees may also be planted (in conjunction with other naturalization plantings) in linkages and enhancement areas (in conjunction with other naturalization plantings) where opportunities are identified to improve ecosystem functions.
- 5.6.9** Naturalization plantings shall be comprised of a diversity of species that are native and site-appropriate.
- 5.6.10** All plantings shall avoid the use of invasive species.
- 5.6.11** Preservation and / or replacement of Endangered Butternut trees shall be in accordance with applicable regulations under the Endangered Species Act as enforced by the Ministry of Natural Resources and Forestry.

## **5.7 Site Grading and Erosion Control**

- 5.7.1** The future Tremaine Dundas Secondary Plan community shall be graded in a manner consistent with the grading and erosion and sediment control plans set out in the Functional Servicing Study (FSS) as approved by the City and Conservation Halton.
- 5.7.2** Erosion prevention and sediment control plans shall be prepared by a qualified professional to the satisfaction of the City and Conservation Halton prior to any grading being undertaken.
- 5.7.3** Protection of contributing Redside Dace habitat from potential impacts associated with site grading shall be in accordance with applicable regulations under the Endangered Species Act as enforced by the Ministry of Natural Resources and Forestry.

## **5.8 De-Watering / Well Decommissioning Policies**

- 5.8.1** All existing monitoring wells or private wells shall be properly decommissioned by a licensed well technician once it is established that they are no longer to be used for ongoing monitoring of water levels or water quality.
- 5.8.2** The volume of de-watering and the necessity of submitting an application for a Permit To Take Water will be determined in accordance with the Functional Servicing Study.

## **5.9 Review Process**

- 5.9.1** The City of Burlington shall encourage development that is consistent with the Environmental Strategy policies of this Secondary Plan.
- 5.9.2** To evaluate the performance and effectiveness of the recommended and approved mitigation measures in protecting and enhancing the Natural Heritage System, an Environmental Monitoring Plan, based on the framework to be provided in the EIR/FSS, shall be prepared in consultation with the City of Burlington and Conservation Halton as a condition of draft plan of subdivision approval.

# **6 Community Cultural Heritage Policies**

The protection of cultural heritage resources within the Tremaine Dundas Secondary Plan allows for the preservation of links between the City of Burlington's past and the future Tremaine Dundas Secondary Plan community.

## **6.1 Development Form**

- 6.1.1** The cultural heritage of the Tremaine Dundas Secondary Plan lands shall be preserved through the conservation, designation under Part IV of the Ontario Heritage Act and appropriate adaptive re-use of the heritage building on site.

## **6.2 Cultural Heritage Resources**

- 6.2.1** The Crooks/Norton Farm House in the south western portion of the Tremaine Dundas Secondary Plan area shall be conserved and maintained consistent with a Conservation Plan prepared for the resource by the applicant and approved by the City.
- 6.2.2** A heritage easement agreement shall be secured to provide permanent protection of the Crooks/Norton Farm House. The easement agreement will be informed by the Conservation Plan described in (a) above.

- 6.2.3** The Crooks/Norton Farm House shall be designated under Part IV of the Ontario Heritage Act.
- 6.2.4** Potential adaptive re-uses for the Crooks/Norton Farm House include but are not limited to an interpretive center related to the Natural Heritage System, a restaurant, a place of culture or entertainment, or a residential use.
- 6.2.5** Pedestrian connections to the Crooks/Norton Farm House should be provided to allow access to the site from the future community road network and from Dundas Street.
- 6.2.6** Adequate parking and access shall be provided to support any future adaptive re-use of the Crooks/Norton Farm House, in accordance with the Zoning By-law. Any parking shall be sited and designed in a manner that does not detract from the heritage resource and provided it can be shown that there will be no negative impact on the adjacent Natural Heritage System.
- 6.2.7** The landscape around the Crooks/Norton Farm House shall emphasize plantings appropriate to the history of the farm, retain significant trees and retain portions of the farm lane where feasible. All plantings and tree retention are to be in accordance with Policy 5.5, Tree Preservation and Planting policy.
- 6.2.8** The Crooks/Norton Farm House shall be commemorated through interpretive plaquing.

### **6.3 Archaeological Resources**

- 6.3.1** 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.
- 6.3.2** 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 a consideration as part of any planning process.
- 6.3.3** Any archaeological or other artifacts of heritage significance discovered on properties during future development of privately-owned land shall be deeded gratuitously to the appropriate public authority.



- 6.3.4** 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

## 7 Community Transportation and Utilities

***These policies are preliminary in nature and are subject to change. All of Section 7 will be subject to further review once the Transportation Impact Study update has been accepted by the Region and the City and the final mapping and policies are completed.***

The Tremaine Dundas Secondary Plan transportation network will serve to connect residents and businesses of the future Tremaine Dundas Secondary Plan community through a comprehensive system of streets and blocks. Streets shall be designed to safely accommodate a range of users including pedestrians, cyclists, transit and automobile users. Connections from this internal road system to the arterial roads of Dundas and Tremaine will be optimized to maintain the permeability of the future community.

The transportation network within the Tremaine Dundas Secondary Plan area should, to the extent possible, be coordinated with the surrounding street network. The future street intersections along Tremaine Road are to be coordinated with the proposed intersections illustrated in the North Oakville West Secondary Plan on the east side of Tremaine Road. These intersections are also anticipated to be the signalized access points into the future Tremaine Dundas Secondary Plan community along Tremaine Road.

Utilities that service the future Tremaine Dundas Secondary Plan community should be accommodated in a manner that optimizes the efficient use of land.

### 7.1 Transportation Policies

#### 7.1.1 Transportation Network

- (a) The primary transportation network in the Tremaine Dundas Secondary Plan is illustrated conceptually on Schedule **x**.
- (b) The transportation network shall connect residents and businesses of the future Tremaine Dundas Secondary Plan community through a comprehensive system of streets and blocks.
- (c) Street and pedestrian connections to the Minor Arterial (Tremaine Road) should be optimized.
- (d) At least one street connection to the Major Arterial (Dundas Street) shall be provided to provide access to the community from the south.

- (e) Future Municipal transit service may be provided on streets within the Tremaine Dundas Secondary Plan in order to provide mobility options for residents and employees and facilitate the achievement of Regional and City transit utilization targets.

### 7.1.2 Streets

- (a) Streets shall be designed to safely accommodate a range of users including pedestrians, cyclists, transit and automobile users.
- (b) Minor modifications to the location and alignment of the conceptual streets in Schedule **x** are permitted without amendment to this Secondary Plan.
- (c) Streets located internally in the future Tremaine Dundas Secondary Plan community include Local streets and Collector streets.
- (d) The full extent of the local street network is not illustrated on Schedule **x** and shall be developed at the draft plan of subdivision stage.
- (e) Rights of way for Local streets shall be 17 metres and Local collector streets shall be 19 metres and conceptual cross sections shall incorporate pavement widths, pedestrian accommodation, utilities, future transit stop provision, as shown in the Cross-sections in Figures **xx** and **xx**. Modifications to these cross-sections may be permitted subject to the review and approval of the City of Burlington without amendment to this plan.
- (f) The right of way for the “Eco-Passage Street” which shall be designed in accordance with the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017, Urban Design Guidelines and the EIR/FSS.
- (g) Rights-of-way widths may be re-evaluated during the draft plan of subdivision, subject to approval by the City of Burlington, without amendment to this Secondary Plan.
- (h) Implementation of a right-of-way width not shown in this plan, subject to approval by the City of Burlington, shall be permitted without amendment to this Secondary Plan.
- (i) Rear laneways may be included in the future Tremaine Dundas Secondary Plan community to service all land uses and shall not require amendment to this Secondary Plan.
- (j) Streets and intersections shall incorporate design standards and features intended to facilitate walking, cycling and street life.
- (k) Sidewalks along local roads shall be designed to a minimum width of 1.5m wide on both sides of the street to accommodate pedestrian movement.

- (l) Sidewalks along local collector roads shall be designed to a minimum width of 1.8m on both sides of the street to accommodate pedestrian movement.
- (m) Streets shall be designed to include space for street furniture, benches, bike racks, bollards, bus shelters, kiosks, newspaper vending machines, trash and recycling bins, banners and special decorative lighting throughout the community.
- (n) Street furniture shall be coordinated and contribute positively to the function, aesthetics and amenity of the future Tremaine Dundas Secondary Plan community.
- (o) The “Eco-Passage Street” identified on Schedule **x** will include design features, including traffic calming measures, under road passage, etc, to facilitate safe movement of wildlife through the linkage area. The “Eco-Passage Street” shall be designed in accordance with the Tremaine and Dundas Secondary Plan Subwatershed Study Update, April 2017, Urban Design Guidelines and the recommendations within the EIR/FSS and incorporate, at a minimum, the following design elements to support linkage functions:
  - i. an ecopassage to facilitate safe movement of amphibians and small mammals
  - ii. minimized road width
  - iii. naturalized zones on either side of the road
  - iv. signs to inform motorists of wildlife crossing activities
  - v. reduced speed limits and speed hump

### **7.1.3 Pedestrian Linkages**

- (a) Pedestrian Linkages related to the transportation network are identified on Schedule **x**.
- (b) Pedestrian Linkages may be designed as laneways, pedestrian connections, private streets, or used for internal block circulation.
- (c) Pedestrian Linkages may restrict vehicular movement, but shall always permit and support pedestrian connections from one end of the Pedestrian Linkages to the other.
- (d) Pedestrian Linkages may permit stormwater management infrastructure or underground parking to be incorporated below grade.

- (e) The location of Pedestrian Linkages on Schedule **x** is flexible and may be refined or shifted without amendment to this Secondary Plan.
- (f) Landscaping is encouraged along Pedestrian Linkages, to provide an increased public realm, shade, and protection from natural elements (i.e. wind, rain, sun, and snow).
- (g) Incorporation of street furniture, lighting, and signage shall be provided to create a safe and inviting realm.
- (h) Crime Prevention Through Environmental Design (CPTED) measures shall be implemented on all Pedestrian Linkages to create a safe and secure environment.
- (i) To provide connectivity the future Tremaine Dundas Secondary Plan community pedestrian linkages are encouraged to be located throughout sites or between adjacent lots and that link pedestrians to other off-site trail systems.

#### **7.1.4 Parking**

A parking study shall be completed to determine the areas travel demand, encouraging a reduction in the required parking, mitigated through the incorporation of shared parking lots between multiple uses

(a) Residential – Medium Density Areas

- i. In Residential-Medium Density areas, parking is encouraged to be provided in side or rear yards, within recessed garages or through rear lanes.
- ii. On-street parking is permitted in Residential-Medium Density areas subject to prevailing City of Burlington parking by-laws.

(b) Mixed Use Corridor – General Areas

- i. In Mixed Use Corridor-General areas underground parking and shared use structured parking is encouraged.
- ii. On-street parking in Mixed Use Corridor-General areas is encouraged subject to prevailing City of Burlington parking by-laws.
- iii. Extensive, single-use surface parking lots are discouraged in Mixed Use Corridor- General areas. Limited, short-term convenience parking in the Mixed Use Corridor – General area is permitted to support the retail uses and is

encouraged to be incorporated into shared use parking where permitted.

(c) Business Corridor Areas

- i. In the Business Corridor, parking may be provided in the form of surface parking lots, shared parking lots, structured parking lots or underground parking garages.
- ii. Where surface parking lots are present in Business Corridor Areas, parking is encouraged to be located at the rear of buildings, away from street frontages in order to improve the quality of the public realm and minimize visual impact.
- iii. On street parking in the Business Corridor area is discouraged.
- iv. Where permitted by use, underground parking garages or above ground parking garages located within the building envelope are encouraged for employee use. If required, limited, short-term convenience parking is permitted in the form of surface parking.

(d) Mixed Use Corridor – Employment

- i. In the Mixed Use Corridor-Employment area parking shall be provided in the form of structured parking lots or underground parking garages.
- ii. Shared structured or underground parking is permitted in the Mixed Use Corridor-Employment area.
- iii. On-street parking in the Mixed Use Corridor-Employment area is encouraged subject to prevailing City of Burlington parking by-laws.

(e) General

- i. In all land use areas, loading and service areas shall be reasonably screened from public view.
- ii. Reduced parking ratios are encouraged subject to evaluation by the City.
- iii. Where permitted, privately owned surface parking lots should be encouraged to incorporate Low Impact Development techniques.



- iv. Where permitted, surface parking lots should incorporate trees and landscaping to mitigate urban heat island effects, provide shade and contribute to the quality of the public realm.

#### **7.1.5 Traffic Calming**

- (a) The Tremaine Dundas Secondary Plan includes the ability to incorporate various traffic calming measures. These measures may include but are not limited to: bump-outs at sidewalks, speed humps, textured pavement and pedestrian activated crosswalks;
- (b) Traffic calming measures shall be subject to review and approval by the City of Burlington.
- (c) Roundabouts and/or traffic circles shall be discouraged.
- (d) Dedicated right turn lanes at intersections shall be discouraged.

#### **7.1.6 Utilities**

- (a) The Secondary Plan establishes that all new electrical and telecommunication cabling within right-of-ways shall be located underground.
- (b) Utility boxes required within the right of way shall be well integrated with the design of the streetscape.
- (c) Incorporation of solar energy in the Business Corridor and Mixed Use – Employment uses is encouraged to be located on the roofs of buildings to reduce lot coverage and improve the public realm. Excess energy produced through solar panels may be transmitted throughout the Tremaine Dundas Secondary Plan community area to prevent the waste of energy and the reliance on other non-renewable energy sources.
- (d) Encourage the use of residual heat or energy from business operations to provide heating, cooling, and energy for other processes on the same lot, adjacent lots or to other areas within the Tremaine Dundas Secondary Plan community,

## **8 Community Water and Wastewater Servicing**

Development in the Tremaine Dundas Secondary Plan area shall be on the basis of full urban water and wastewater facilities. These facilities will be encouraged to incorporate best practices in water, wastewater and stormwater management.

Preliminary design of water distribution and wastewater collections systems will be set out in the Functional Servicing Study, prepared to the satisfaction of the City and the Region of Halton as a condition of draft plan of subdivision approval.

Sustainable design features should be incorporated where possible, such as promotion of non-potable water uses, Eco-Industrial practices and retaining stormwater on-site, such as rain barrels, as much as possible to minimize the reliance on potable water.

An Area Servicing Plan shall be required to the satisfaction of Halton Region to identify new infrastructure required to service the Secondary Plan area and address any land and/or easement issues that may need to be reviewed.

## 9 Community Parks and Trails

***All of Section 9 is subject to further review prior to a staff recommendation being brought before Council on the final secondary plan policies. Once the Tremaine Dundas Secondary Plan Subwatershed Study Update, April 2017, Transportation Impact Study Update and the Urban Design Guidelines have been accepted by the Region, Conservation Halton and/or the City, final mapping and policies will be completed.***

### 9.1 Parks

- 9.1.1** The Tremaine Dundas Secondary Plan incorporates a conceptual layout for parks as identified on Schedule **x**. Modifications may be made to the location and size of parks on Schedule **x** without amendment to this plan.
- 9.1.2** Parks shall be provided within the Tremaine Dundas Secondary Plan area to provide active and passive recreational opportunities.
- 9.1.3** The parks shall be designed to accommodate the needs of residents of all ages and abilities.
- 9.1.4** The design of parks will support the Natural Heritage System by including native species in landscaping plantings, and incorporating naturalized areas where they will not displace other required park uses.
- 9.1.5** Parks shall connect to trails and the pedestrian network.
- 9.1.6** Parkland dedication, or money paid in lieu of land, shall be acquired by the City through the development approval process in accordance with the Official Plan for low or medium density residential development, for high density residential development, for commercial, industrial and office development and institutional uses and for mixed uses.

## 9.2 Trails

- 9.2.1** Trails will be incorporated into the Tremaine Dundas Secondary Plan area in general accordance with the conceptual layout identified on Schedule **x**. The location of trails will be determined as a condition of draft plan of subdivision approval. Modifications may be made to the location of the trails on Schedule **x** without amendment to this plan.
- 9.2.2** Trails will support alternative modes of transportation, complement the transportation network, provide appropriate access to the Natural Heritage System, and provide for recreational opportunities.
- 9.2.3** Trails will be designed to safely accommodate all trail users according to a hierarchy that is consistent with the City of Burlington's Trails Master Plan.
- 9.2.4** Where trails are adjacent to Key Features, trails will be located and designed to respect the natural function of those features.
- 9.2.5** Trails may be located within parks, buffers or linkages in appropriate locations where it can be demonstrated that these elements do not result in a negative impact on the Natural Heritage System.

Trails may be permitted within Key Features where:

- (a) There is an existing informal trail or pathway, and use of this route is determined to result in fewer impacts on the Key Feature than the creation of a new trail; or
  - (b) A trail connection is required to facilitate appropriate access and no alternative route is feasible.
- 9.2.6** Some trails will be designed to accommodate pedestrians and cyclists, while other trails (particularly within more ecologically sensitive areas) will be designed for pedestrian use only. In all cases, where trails are within or adjacent to Key Features, trails will be located and designed to minimize impacts and encourage appropriate forms of access and use.

## 10 Community Phasing

Development within the Tremaine Dundas Secondary Plan area shall be phased in a manner which achieves continuous and orderly extension of the community and provides for efficient and economical use of infrastructure.

### 10.1 Phasing Strategy

- 10.1.1** Development in the Tremaine Dundas Secondary Plan area may proceed in two phases, Phase 1 and Phase 2, as illustrated on Schedule **x**. Minor adjustments to the phasing boundaries are permitted without requiring an amendment to this Secondary Plan.

**10.1.2** Phasing will proceed based on the following:

- (a) Phase 1 generally comprises the lands to the south and east of the Central Woodland, including the lands designated as Residential – Medium Density, Mixed Use Corridor - General, Mixed Use Corridor - Employment, and Business Corridor. Phase 1 shall include approximately 400 residential units.
- (b) Phase 2 generally comprises the lands to the north and west of the Central Woodland, including lands designated as Residential – Medium Density.
- (c) Progression of development is contingent on the availability of public infrastructure and services.
- (d) Approval of development shall be contingent on the submission of an Environmental Implementation Report/Functional Servicing Study submitted as part of a draft plan application, to the satisfaction of the City, Conservation Halton and the Region of Halton.
- (e) A holding zone may be utilized for subsequent phases until such time as Regional approval is obtained for the additional phases.

**10.2 Phasing Implementation**

- 10.2.1** The development of employment areas will be encouraged to occur concurrently with the development of nearby residential lands. If residential uses within close proximity to Tremaine Road are developed prior to the employment uses within the Business Corridor blocks, appropriate interim noise mitigation measures, such as a temporary earth berm, shall be implemented to ensure compatibility with potential employment uses on the Oakville lands as stipulated in the Land Use Compatibility Assessment.
- 10.2.2** Draft approved plans of subdivision shall not be registered prior to the availability of sanitary sewage and water, system capacity as determined by the City and the Region of Halton.

**11 Urban Design**

- 11.1** All development applications in the Tremaine Dundas Secondary Plan area will be subject to review in accordance with the policies of this Secondary Plan, the Official Plan. The Urban Design Guidelines are in accordance with policies of the Burlington Official Plan and satisfy the requirements for design guidelines and urban design plans of the Burlington Official Plan.
- 11.2** The Urban Design Guidelines provide additional guidance to the development process while maintaining a degree of flexibility for appropriate design solutions. Alternative design approaches to those found in the Urban Design Guidelines may

be proposed with appropriate justification and after consultation and approval of the City, provided they meet the intent and purpose of the policies of the Secondary Plan and Official Plan.

- 11.3** Alternative design approaches to those found in the Urban Design Guidelines shall not decrease or limit the extent of the established environmental and sustainable principles and policies found in the Urban Design Guidelines. Sustainable and environmental principles shall be maintained at the minimum target.

## **12 Implementation**

- 12.1** This Secondary Plan shall be adopted as an Official Plan amendment and the enactment of implementing by-laws under the Planning Act. Implementation shall be generally in accordance with the provision of Part VI of the Official Plan.
- 12.2** Plans of Subdivision or Plans of Condominium shall be recommended for approval which:
- (a) Conform with the policies and designations of this Plan;
  - (b) Can be provided with adequate services and facilities as required by the policies of this Secondary Plan.

The review of subdivision applications will be subject to the Urban Design Guidelines for the Tremaine and Dundas Secondary Plan Area.

- 12.3** All lands within the City of Burlington and are subject to Site Plan Control, with the exception of detached and semi-detached dwellings in specific areas. The provisions of the Planning Act with respect to site plan control may be used for all uses. Site plans shall be reviewed in relation to the Urban Design Guidelines which have been developed in support of the Secondary Plan

## **13 Plan Monitoring and Review**

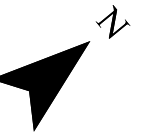
- 13.1** This Secondary Plan shall be interpreted in accordance with Part III (Land Use Policies Urban Planning Area) of the Burlington Official Plan.
- 13.2** Amendments to the Plan may be permitted and shall be processed as an Official Plan amendment, subject to the criteria required by the City of Burlington for such applications. Minor variations from the Plan will not require an Official Plan amendment.

## **14 Secondary Plan Schedules**

- 14.1** Land Use Concept
- 14.2** Regional Natural Heritage System



# DRAFT LANDUSE CONCEPT



HIGHWAY 407 ETR

BRONTE CREEK

C.N.R.

TREMAINE RD.

DUNDAS ST.

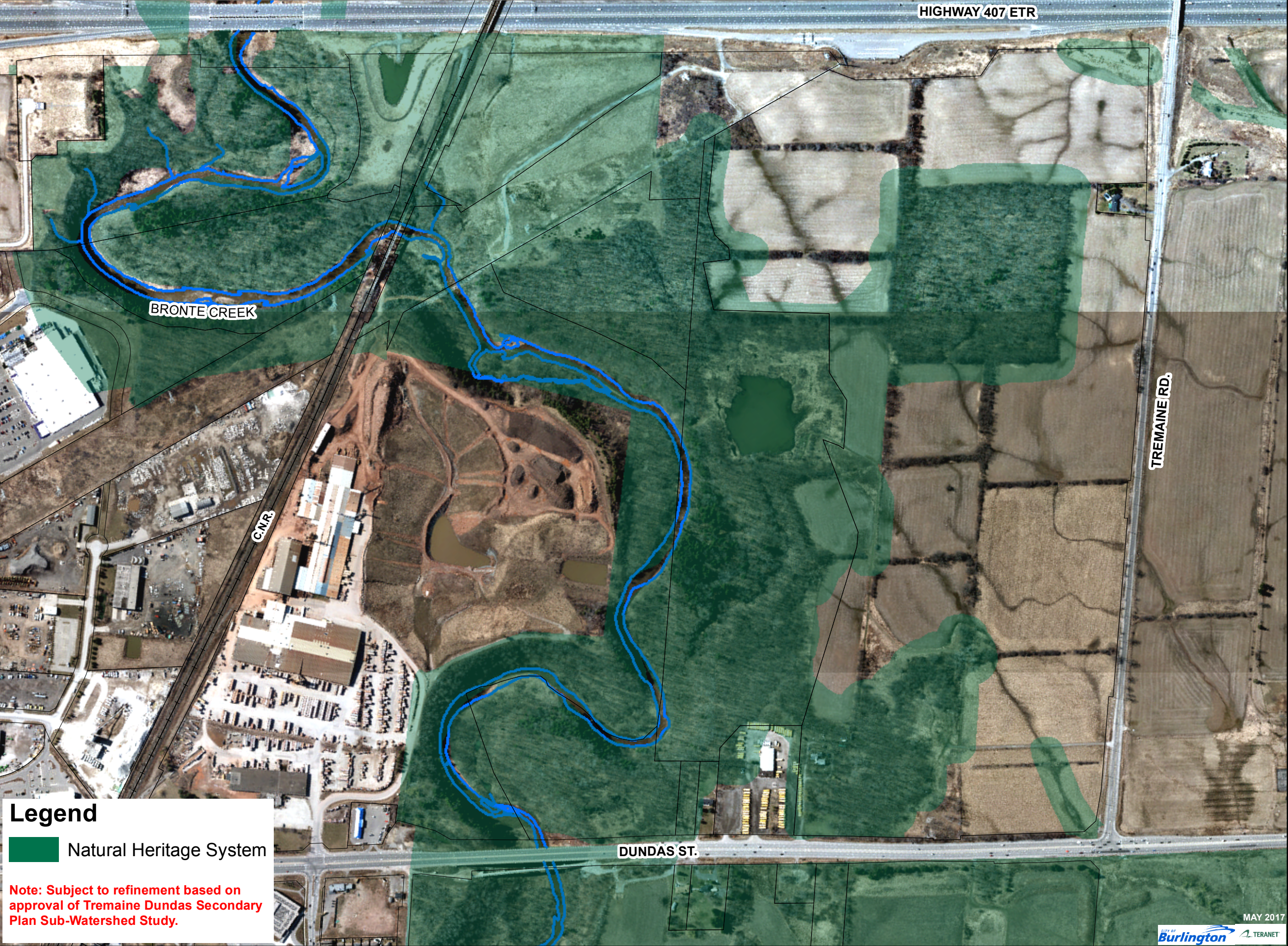
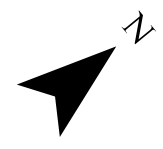
## Legend

- Business Corridor
- Mixed Use Corridor - Employment
- Mixed Use Corridor - General
- Residential Medium Density
- Key Features - As Staked
- Buffers
- Linkages
- Service Area


**Note:** Key Feature reflected as Staked with Halton Region and Conservation Halton subject to approval of Tremaine Dundas Secondary Plan Sub-Watershed Study.



# REGIONAL NATURAL HERITAGE SYSTEM WITH ORTHO



## Legend

 Natural Heritage System

**Note: Subject to refinement based on approval of Tremaine Dundas Secondary Plan Sub-Watershed Study.**