

# Major Transit Station Areas/ Interim Control Bylaw

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Jan. 14, 2020

## Interim Control By-Law Land Use Study

December 2019



# Considerations

## **Three categories**

- Not all MTSAAs the same in role, function or expected growth
- Weave in language on trees, green space, street furnishings, green infrastructure

# Consideration

**As Proposed: Part I Section 4.3 – The Future Built Form and Natural Environment, Major Transit Station Areas (Appendix C, p1)**

- Located in key areas served by the regional and local transit networks, MTSAs are focal points for higher intensity and mixed-use, transit-supportive development that will accommodate a significant share of the city's future population and employment growth.

**Clarification: bring forward proposed language from pg 11 and 16 for consistency?**

- recognize that each MTSA will accommodate its own unique level of growth depending on its unique characteristic.
- Recognize the Downtown MTSA is not expected to accommodate the same level of the city's future population and employment growth as MTSAs on higher order transit (GO stations).
- (From Part III, 7, p11) "It is anticipated that the majority of growth within the City's four MTSAs will occur in the three MTSAs located along higher order transit routes and with planned frequent transit service by way of RER."
- (From 7.2.2. A) p16) "Development applications shall be consistent with the overall role and function of the MTSA in which they are located, in accordance with the typology identified in Part III Subsections 7.0, 7.2.3 and 7.2.4."

# Consideration

## **As proposed: Part III Section 7.0 – MAJOR TRANSIT STATION AREAS, p11**

- ...Located in key areas served by the regional and local transit networks, MTSA's are focal points for higher intensity and mixed-use, transit-supportive development that will accommodate a significant share of the city's future population and employment growth.

## **Weave in language from pg 11 throughout the document for consistency**

- From Part III, 7, p11) "It is anticipated that the majority of growth within the City's four MTSA's will occur in the three MTSA's located along higher order transit routes and with planned frequent transit service by way of RER."
- (From 7.2.2. A) p16) "Development applications shall be consistent with the overall role and function of the MTSA in which they are located, in accordance with the typology identified in Part III Subsections 7.0, 7.2.3 and 7.2.4."

# Consideration

**As Proposed: Part II NEW SECTION 3.11 –  
Transit-Supportive Development, 3.11.2  
(e) High Quality Urban Design, p7**

- Transit-supportive development shall achieve a high quality of urban design and be consistent with the policies contained in Part II, Subsection 6.0 of this Plan as well as Council approved Urban Design Guidelines.

## **Street trees, public realm**

- Design shall aim to achieve a comfortable, safe, enjoyable pedestrian experience, including street furniture, public art and street trees (consistent with 7.2.2 j, p18)

# Consideration

## **As Proposed: Part II Section 6 – Design, 6.1**

### **(a) Efficient and Attractive Urban form, p7**

- The tangible elements of the urban form, consisting of a combination of the built environment, and open space, public spaces and multi-modal transportation infrastructure that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of this Plan

### **Street trees, public realm**

- Design shall aim to achieve a comfortable, safe, enjoyable pedestrian experience, including street furniture, public art and street trees (consistent with 7.2.2 j, p18)

# Consideration

## **As Proposed: Part II Section 6 – Design, 6.3 (3) Compact Development, p8**

- New community design should contain more compact forms of development that support higher densities, are pedestrian and cycling oriented, particularly along transit and transportation corridors, support the achievement of complete communities and encourage increased use of public transit.

## **Proposed addition: street trees, public realm**

- , while allowing for sufficient room to accommodate street trees, and other green streetscape measures, street furnishings, public art and other public realm elements (consistent with 7.2.2 j, p18)

# Considerations

## **7.2.1 3 High Quality Public Realm**

- To ensure development establishes a high-quality public realm featuring a network of new and existing public squares, parks and open space

## **Add**

- ...and street trees (consistent with 7.2.2 j, p18)



# Consideration

## **7.2.1 i) Sustainability**

- i) To prioritize and implement innovative sustainable energy, water, landscape and waste management practices.

## **Add**

- .. That assist with mitigating the impacts of climate change, sustainable development practices and green infrastructure

# Consideration

## **Sections**

- Compact Built Form
- Complete Streets
- Urban Design

## **Enhance language**

- Pg 28: “and a pedestrian-friendly environment along roads to encourage active transportation.
- P96 Dillon: “double tree canopy sidewalks”
- Add: street trees, furnishings, public art. Green infrastructure

Direct the Executive Director of Community Planning, Regulation and Mobility to consider the following modifications to the proposed Official Plan Amendment:

For clarity, any policies that reference growth in the MTSA's should also include reference to the overall MTSA typology which differentiates the characteristics between downtown and the GO station MTSA's

Policies that address urban design and public realm should identify street trees, street furniture and public art as key elements of the public realm;

Opportunities to strengthen compatibility policies and the built form transitions to surrounding areas;

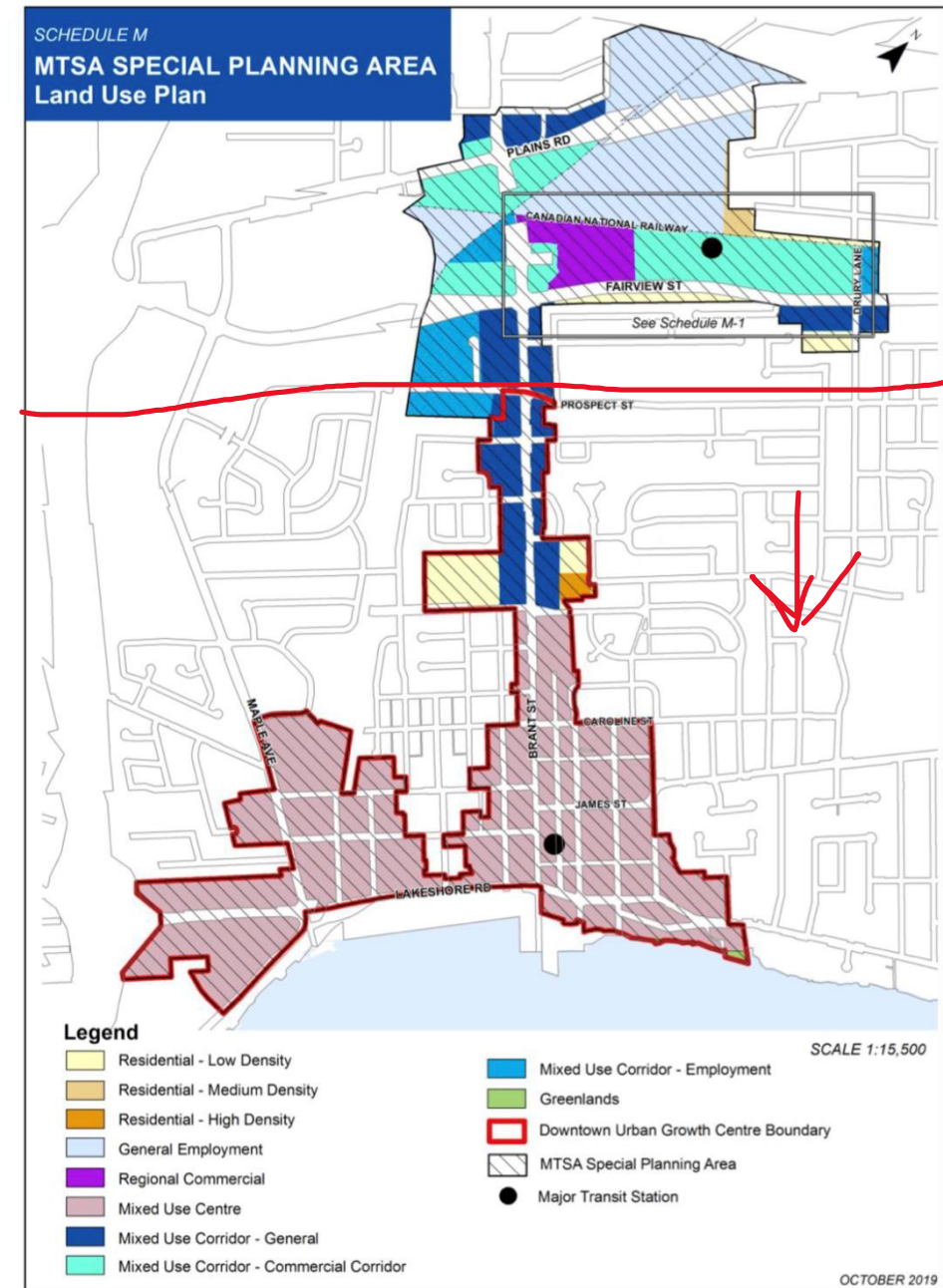
Policies that identify innovative sustainable energy, water, landscape and waste management practices should address mitigating the impacts of climate change, sustainable development practices and green infrastructure.

# Background

# Special Planning Area

**Proposed: Schedule M - includes both Downtown and Burlington GO as one MTSA Special Planning Area (Appendix D, p32)**

**Modification: distinguish GO and Downtown as different Special Planning Areas with different names and maps. Schedule M1 MTSA Special Planning Area, Downtown; Schedule M2, Special Planning Area, Burlington GO**



# Motion 5

## **Proposed: Part III Section 1.0**

### **Introduction, pg 9**

- For lands in the Major Transit Station Area (MTSA) Special Planning Area, as shown on Schedule M of this Plan, the principles, objectives and policies for each land use designation in this part of the Plan, should be read in conjunction with the principles, objectives and policies in Part III, Section 7.0.

### **Proposed additions underlined**

- For lands in the Major Transit Station Area (MTSA) Special Planning Areas as shown on Schedule M1 of this Plan, for Burlington GO and Schedule M2 for Downtown the principles, objectives and policies for each land use designation in this part of the Plan, should be read in conjunction with the principles, objectives and policies in Part III, Section 7.0.

# Motion 7

## **Proposed: 7.2 Major Transit Station Area Special Planning Area, pg 13**

- The Major Transit Station Area Special Planning Area includes Burlington GO Major Transit Station Area and the Downtown Burlington Major Transit Station Area.
- The policies within this section of the Plan are applied to the MTSA Special Planning Area, as shown on Schedule M of this Plan.

**Proposed clarification, underlined, to introduce language to ensure that the Downtown and Burlington GO are distinct Special Planning Areas**

- The Major Transit Station Area Special Planning Area includes two distinct and separate sections: Burlington GO Major Transit Station Area (M1) and the Downtown Burlington Major Transit Station Area (M2)
- The policies within this section of the Plan are applied to both distinct MTSA Special Planning Areas, as shown on Schedule M1 and M2 of this Plan.

# Motion 8

## 7.2.1 c Compatability

- d) To ensure that there is appropriate transition in scale, intensity, height, massing and spacing of development.

## Add

- ...particularly adjacent to low density neighbourhoods or between mid to high density areas and low density areas



Direct the Executive Director of Community Planning, Regulation and Mobility to consider the following modifications to the proposed Official Plan Amendment:

- For clarity, any policies that reference growth in the MTSA's should also include reference to the overall MTSA typology which differentiates the characteristics between downtown and the GO station MTSA's
- Policies that address urban design and public realm should identify street trees, street furniture and public art as key elements of the public realm;
- Opportunities to strengthen compatibility policies and the built form transitions to surrounding areas;
- Policies that identify innovative sustainable energy, water, landscape and waste management practices should address mitigating the impacts of climate change, sustainable development practices and green infrastructure.