

## Appendix C-2: Staff-Initiated Proposed Policy Modifications

No.	Council Motion	Staff Comment
	Direct the Executive Director of Community Planning, Regulation and Mobility to modify the following policies by adding the bold text (red) and deleting the strikethrough text: (Text <b>additions</b> and <del>deletions</del> )	
1	<p>Modify Part II, Subsection 3.11.2 e) as follows:</p> <p><i>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 <b>have regard for</b> Council approved Urban Design Guidelines.</i></p>	The proposed modification creates a distinction between the requirement to be consistent with Official Plan policies from the requirement to have regard for Council approved Urban Design Guidelines.
2	<p>Modify Part II, Subsection 6.3 e) Design, Existing and New Communities Policies</p> <p>e) New community design <del>should contain more compact</del> <b>compact built forms</b> of development that support higher densities, are pedestrian, <del>and</del> cycling <b>and transit</b> oriented, particularly along transit and transportation corridors, support the achievement of <i>complete communities</i> and <i>encourage</i> increased use of public transit.</p>	<p>The proposed modification incorporates “compact built form” which is a defined term.</p> <p>The proposed modification includes a reference to transit-oriented development.</p>
3	<p>Modify Part III, Subsection 7.1.1 a) as follows:</p> <p>To <del>conduct</del> <b>complete</b> <i>secondary plans</i> and/or major planning studies that establish long term development policies for <i>Major Transit Station Areas</i>.</p>	The proposed modification recognizes that secondary planning for MTSAs has already been initiated and highlights the importance of completing the secondary plans or major planning studies for major transit station areas.
4	<p>Modify Part III, Subsection 7.1.2 a) as follows:</p> <p>The City <del>shall undertake</del> <b>complete</b> <i>secondary plans</i> or major planning studies to ensure that all <i>Major Transit Station Areas</i> are planned to implement mixed use <i>transit-supportive development</i> including employment uses, while ensuring compatibility with surrounding areas is achieved.</p>	The proposed modification recognizes that secondary planning for MTSAs has already been initiated and highlights the importance of completing the secondary plans or major planning studies for major transit station areas.
5	<p>Modify Part III, Subsection 7.2.1 g) as follows:</p> <p>g) To <del>maintain</del> <b>support the retention and expansion of</b> existing <b>employment functions</b> and <i>encourage</i> new employment functions and employment uses which are <i>compatible</i> with other uses and serve to make each <i>MTSA</i> an employment destination within the city.</p>	The proposed modification recognizes the importance of supporting the retention and expansion of existing employment functions.

6	<p>Modify Part III, Subsection 7.2.2 p) as follows:</p> <p>p) <i>Development</i> patterns shall have regard for optimization of land, resources and public investment in <i>infrastructure</i> and public services. For clarity, the concept of optimization shall be applied to <i>development</i> patterns over the entirety of the <i>MTSAs</i>, <del>not on a site-specific property basis.</del></p>	<p>The proposed modification provides clarity that the concept of optimization should be broadly assessed over the entirety of the MTSA.</p>
7	<p>Modify Part III, Subsection 7.2.2 q) as follows:</p> <p>(iv) the <i>development</i> achieves a high quality of urban design and is consistent with the policies contained in Part II Section 6.0 of this Plan as well as <b>have regard for Council approved</b> Urban Design Guidelines <del>as approved by the City;</del></p>	<p>The proposed modification creates a distinction between the requirement to be consistent with Official Plan policies from the requirement to have regard for Council approved Urban Design Guidelines.</p>
8	<p>Modify Part III, Subsection 7.2.3 as follows:</p> <p>The Burlington GO Major Transit Station Area (MTSA) is centered around the Burlington GO transit station and located on a Priority Transit Corridor, as identified in the Growth Plan. The Burlington GO MTSA is positioned along a <i>higher order transit</i> route with planned <i>frequent transit</i> service by way of Regional Express Rail (RER). It is a primary focus for <i>transit-supportive development</i> and intensification in the City given its central and strategic location connected by rail, local and regional transit, provincial highways and major arterials.</p> <p>The Burlington GO MTSA is currently comprised of low density commercial and employment uses, and limited residential development, however there are opportunities to introduce a full mix of uses within the mixed use and commercial designations of the plan to enable the Burlington GO MTSA to function as a <i>complete community</i>. This area should continue to serve an important employment function for the City, <b>recognizing the ongoing operations of some existing industrial sites.</b></p> <p>The policies within this section of the Plan are applied to the lands outside of the Urban Growth Centre boundary of the MTSA Special Planning Area, as shown on Schedule M of this Plan.</p> <p>In keeping with the policies of the Growth Plan, the final delineation of the MTSA boundaries and the identification of minimum density targets, will be established by the Region of Halton through the Municipal Comprehensive Review and will be implemented through a future Official Plan Amendment.</p>	<p>The proposed modification includes additional language to recognize the operations of existing industrial sites.</p>

	<p>The policies in this section provide guidance to <i>development applications</i> that are received prior to the completion of the Region’s Municipal Comprehensive Review and preceding the completion of the <i>secondary plan</i> for the Burlington GO MTSA and approval of the implementing Official Plan amendments, in addition to the underlying land use designation.</p> <p>The lands bounded by Brant Street, Fairview Street, Drury Lane and the Rail corridor which are located closest to the GO Station and permit mixed use development, present a significant opportunity to deliver <i>transit-supportive development</i> and the objectives of a <i>complete community</i>. These lands have been divided into three areas, as shown on Schedule M-1 of this Plan.</p> <ol style="list-style-type: none"> <li>1. Area A includes the GO station lands and immediate vicinity, with the station building as the centre point of the Area, bounded by the existing development at 2089 &amp; 2095 Fairview Street to the west and Rambo Hager Diversion Channel to the east.</li> <li>2. Area B includes the lands to the east and west of Area A. This area is further defined into Area B-1 located west of Area A, with Brant Street forming its western limit and Area B-2 located east of Area A with Drury Lane forming its eastern limit.</li> </ol> <p>Site-specific <b>The following</b> policies for each of these areas are intended to guide <i>development in advance of the completion of a secondary plan for the Burlington GO MTSA</i>, in the north half of each respective area, abutting the rail line; and the south half of each respective area, abutting Fairview Street.</p>	<p>The proposed modification removes references to the north and south half of each area in the Burlington GO MTSA which are no longer required as a result of other policy modifications.</p>
9	<p>Remove Part III, Subsection 7.2.3.1 b) as follows:</p> <p>b) <del>To establish a height peak in built form on the Burlington GO Station Lands and Lands within Area A, as shown on Schedule M-1, with other buildings in the Burlington GO MTSA terracing back from the Burlington GO Station.</del></p>	<p>The proposed modification removes the reference to a height peak which is no longer required as a result of other policy modifications regarding building heights.</p>
10	<p>Add new objective in Part III, Subsection 7.2.3.1 b) as follows:</p> <p>b) <b>To establish a grid-oriented network of transportation connections throughout the Burlington GO MTSA.</b></p>	<p>The proposed policy objective establishes the importance of a creating a grid-oriented network of transportation connections throughout the Burlington GO MTSA.</p>
11	<p>Modify Part III, Subsection 7.2.3.2 b) as follows:</p>	<p>The proposed modification removes the reference to higher density land uses and taller buildings which is no longer</p>

	<p>b) <del>Notwithstanding Part III, Subsection 5.3.2 f), in the Burlington GO MTSA higher density land uses and the tallest buildings shall be concentrated near the GO station within Area A, which has the closest pedestrian access to the GO Transit Station, to achieve transit-supportive densities served by higher-order transit.</del></p>	<p>required as a result of other policy modifications regarding building heights.</p>
<p>12</p>	<p>Modify Part III, Subsection 7.2.3.2 d) as follows:</p> <p>d) <i>Development</i> in the Burlington GO MTSA shall support the achievement of a complete community through a more compact built form that is supported by mix of uses, parks, green spaces, public service facilities, offices, <b>other employment uses, including existing industrial</b>, and institutions.</p>	<p>The proposed modification includes additional language to recognize existing industrial uses.</p>
<p>13</p>	<p>Modify Part III, Subsection 7.2.3.2 h) as follows:</p> <p><del>(iv) Development applications comprising more than one tall building adjacent to the railway corridor, as well as adjacent to Fairview Street in Area A, should incorporate height variations amongst tall buildings such that no more than two buildings achieve the same maximum height. Adjacent buildings should incorporate height variations that achieve a height no greater than 80% of the tallest buildings in each Area, including A, B-1 and B-2;</del></p> <p><b><u>(iv) Development applications comprising of more than one tall building shall incorporate height variations amongst the tall buildings. Tall buildings shall be arranged so as to provide an appropriate transition in height within the site area and to adjacent areas.</u></b></p> <p><del>(x) Infill or intensification development applications should be required to dedicate an unencumbered public right of way(s) to the City to facilitate a walkable and bikable grid network, a high-quality streetscape and to provide connectivity to the Burlington GO Station. Priority shall be given to establishing a new mid-block public right-of-way between Brant Street and Drury Lane, as generally depicted on Schedule M-1;</del></p> <p><b><u>(x) Infill or intensification development applications should provide on-site transportation connections that contribute to the achievement of a continuous mid-block transportation connection between Brant Street and Drury Lane as generally depicted on Schedule M-1, without impacting the functionality of the Burlington GO Station. Transportation connections wherever possible should be unencumbered public rights-of-way in accordance with Part II, Subsection 3.3.2 x) of this Plan.</u></b></p>	<p>The proposed modification provides clarity and some flexibility regarding building height variations. Generally, the tallest buildings should be in the most prominent locations with shorter towers and mid-rise used to gradually transition heights into adjacent areas.</p> <p>The proposed modification highlights the importance of a new mid-block transportation connection between Brant Street and Drury Lane as a critical component in establishing a walkable, bikeable and transit-supportive community. The new mid-block transportation connection is intended to complement and support the functions of existing transportation infrastructure as part of an interconnected grid network of transportation connections.</p>

<p>(xi) <del>Development adjacent to the new mid block public right-of-way/street</del> <b>transportation connection as generally depicted on Schedule M-1</b> shall provide a <del>three (3) storey podium</del> <b>maximum podium height of 80% of the width of the adjacent mid-block transportation connection</b> with a minimum three (3) metre step back for all portions of the <del>a</del> building fronting the new mid block <b>transportation connection</b> public right-of-way/street;</p> <p><b>(xiii) Within the first 10 m from the Fairview Street, Brant Street and Drury Lane road allowances, the maximum building height shall be six (6) storeys.</b></p> <p>“Area A”</p> <p><del>(xiii) In the north half of Area A abutting the rail line and north of the new mid-block public right-of-way, the maximum building height shall be twenty-four (24) storeys;</del></p> <p><del>(xiv) In the south half of Area A, abutting Fairview Street and south of the new mid-block public right-of-way, the maximum building height shall be:</del></p> <p style="padding-left: 40px;"><del>i. six (6) storeys within the first 20 m from the Fairview Street road allowance;</del></p> <p style="padding-left: 40px;"><del>ii. nineteen (19) storeys beyond the first 20 m from the Fairview Street road allowance;</del></p> <p><b>(xv) The re-development of the Burlington GO station site located in “Area A”, to incorporate residential uses shall <u>should</u> include a public square/transit plaza component;</b></p> <p>“Areas B-1 and B-2”</p> <p><del>(xvi) In the north half of Areas B-1 and B-2 abutting the rail line and north of the new mid-block public right-of-way, the maximum building height shall be:</del></p> <p style="padding-left: 40px;"><del>i. six (6) storeys within the first 20 m from the Brant Street and Drury Lane road allowances;</del></p> <p style="padding-left: 40px;"><del>ii. nineteen (19) storeys beyond the first 20 m from the Brant Street and Drury Lane road allowances;</del></p>	<p>The proposed modification is in keeping with the City’s approved Tall Building Guidelines and establishes a proportional relationship between the future mid-block transportation connection and the built form that fronts onto it.</p> <p>The proposed modification removes references to building height maximums, but incorporates the requirement for a 6-storey maximum edge condition adjacent to the Fairview Street, Brant Street and Drury Lane road allowances to provide an appropriate transition to adjacent areas and maintain built form continuity with the 6-storey permissions along the Fairview Street Mixed Use Corridor.</p> <p>The proposed modification clarifies that the public square / transit plaza component should be incorporated into re-development of the Burlington GO Station site.</p>
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	<p>(xvii) In the south half of Areas B-1 and B-2 abutting Fairview Street and south of the new mid-block public right-of-way, the maximum building height <i>shall</i> be:</p> <ul style="list-style-type: none"> <li>i. <del>six (6) storeys within the first 20 m from the Fairview Street, Brant Street and Drury Lane road allowances;</del></li> <li>ii. <del>eleven (11) storeys beyond the first 20 m from the Fairview Street, Brant Street and Drury Lane road allowances.</del></li> </ul>	
14	<p>Modify the legend on Schedule M-1 in Part VII to replace “New Mid-Block Public Right-of-Way” with “New Mid-Block Transportation Connection”.</p>	<p>The proposed modification allows for the opportunity to determine the detailed function of the transportation connection through the ongoing secondary plan process and/or through a development application with consideration of specific transportation needs which may vary and which may include active transportation, vehicular circulation and/or driveway/loading access to development sites.</p>
15	<p>Modify Part III, Subsection 5.3.3.2 l) as follows:</p> <p>Notwithstanding the use, height, floor area ratio and design policies contained in Part III, Subsections 5.3.2 a), d) and g); <del>and Part III, Subsections 5.3.3.2 b) and e);</del> <b>and the objectives and policies of Part III Section 7.0</b> of this Plan, for the properties identified as 2089 and 2095 Fairview Street, the following policies <i>shall</i> apply:</p> <ul style="list-style-type: none"> <li>i) townhouses shall be a permitted use;</li> <li>ii) the maximum building height <i>shall</i> be <del>17</del> <b>twenty-two (22)</b> storeys. Additional height may be permitted if the proposed building is LEED certified (or equivalent to the satisfaction of the Director of Planning and Building).</li> <li>iii) there shall be a total site (at full build out) minimum <i>floor space index</i> of approximately 0.5:1 and the maximum 1.5:1 <i>floor space index</i> shall not apply;</li> <li>iv) any subsequent <i>re-development</i> of these properties, involving the demolition and replacement of previously constructed buildings <i>shall</i> permit only those uses contained in Part III, Subsections 5.3.2 a) and 5.3.3.2 b) of this Plan.</li> <li>v) <b><u>The Zoning By-law shall establish the regulations to guide development on this site, consistent with the OMB approval (OMB Case #PL061117).</u></b></li> </ul>	<p>The proposed modification to the existing site-specific policy recognizes the site-specific zoning regulations (MXT-386) for the site located at 2089 and 2095 Fairview Street in accordance with the 2014 OMB decision (OMB Case #PL061117).</p>