

APPENDIX F - Proposed Official Plan Amendment 119 – Tracked Changes

DRAFT OFFICIAL PLAN AMENDMENT AMENDMENT NO. 119 TO THE OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA

CONSTITUTIONAL STATEMENT

The details of the Amendment, as contained in Part B of this text, constitute Amendment No. 119 to the Official Plan of the Burlington Planning Area, as amended.

PART A – PREAMBLE

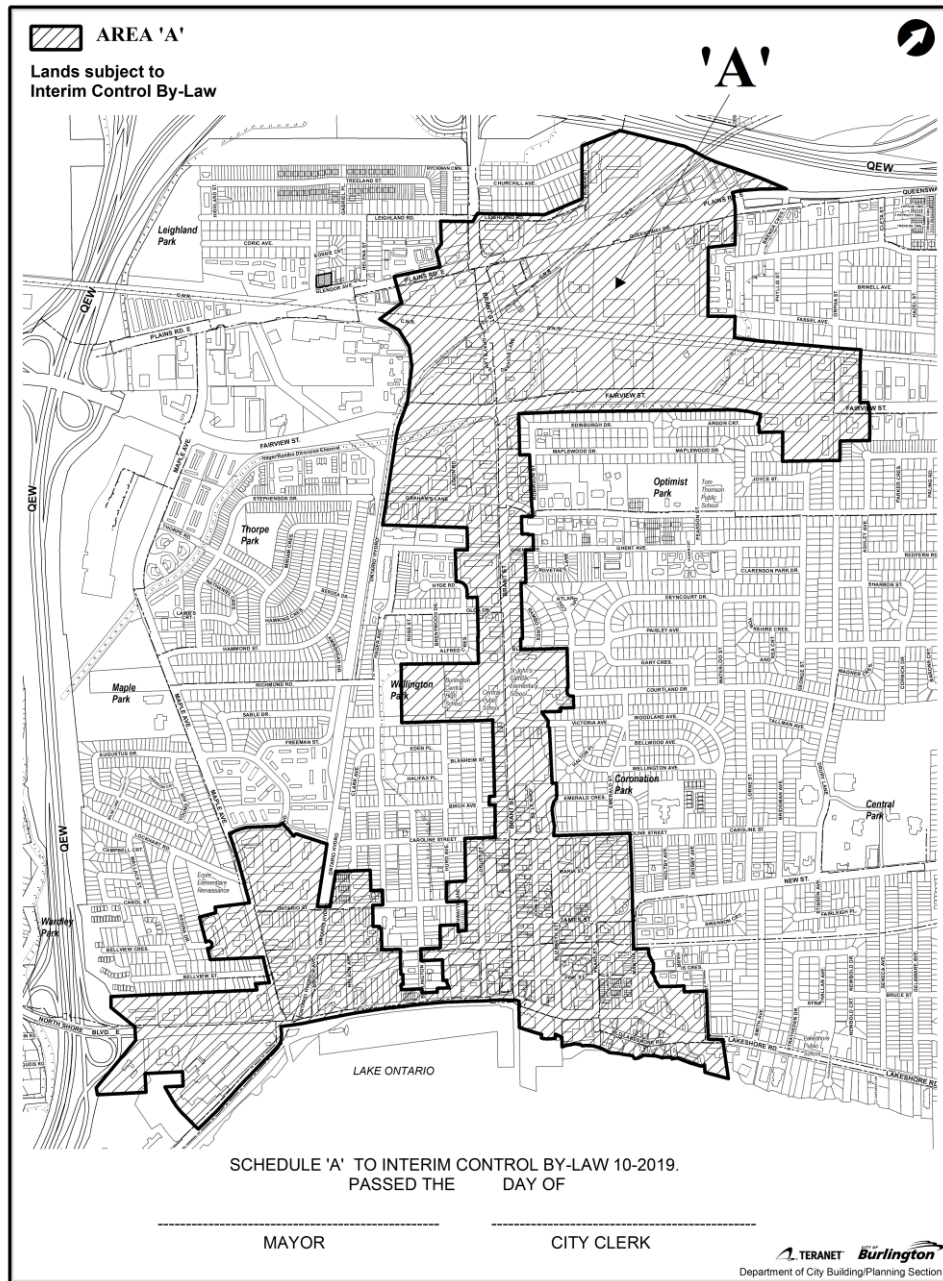
1. PURPOSE OF THE AMENDMENT

The purpose of this Amendment is to implement the findings of the Interim Control By-law 10-2019 Land Use Study.

2. SITE AND LOCATION

The policies apply city-wide and the area known as the Interim Control By-law study area. The lands in the study area include the Downtown Urban Growth Centre (UGC) in the southern portion and lands in proximity to the Burlington GO Station in the northern portion.

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3. BASIS FOR THE AMENDMENT

On March 5, 2019, the Council of the Corporation of the City of Burlington passed Interim Control By-Law 10-2019, pursuant to Section 38 of the Planning Act, R.S.O. 1990, c. P.13, as amended. (PB-36-19). The purpose of the Interim Control By-law 10-2019 was to temporarily restrict the development of lands in the study area for a period of one year from the date of passing of the by-law, pending the completion of a land use

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study. Staff report PB-36-19 included a recommendation to implement an ICBL in response to two primary concerns:

- 1) Growth pressures that continue to emerge for the lands in the study area; and
- 2) The role and function of the John Street Bus Terminal as a Major Transit Station Area.

In Q2 2019, city staff initiated the ICBL Land Use Study to:

- Assess the role and function of the downtown bus terminal and the Burlington GO Station on Fairview Street as Major Transit Station Areas;
- Examine the planning structure, land use mix and intensity for the lands identified in the study area; and
- Update the Official Plan and Zoning By-law regulations as needed for the lands identified in the study area.

Through research and analysis, a series of Official Plan and Zoning amendments were prepared. The purpose of the amendments is to:

- Strengthen the integration between land use and transit by introducing policies related to transit-supportive development;
- Introduce the concept of Major Transit Station Areas and a policy framework;
- Introduce development criteria for development applications within the study area;
- Update or add definitions to the Official Plan to align with Provincial policy documents and/or assist in the interpretation of Official Plan policies; and,
- Introduce additional permitted uses and heights on lands in proximity to the Burlington GO Station.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

1.1 Map Changes:

The following schedules of the Official Plan are hereby amended as follows:

- 1.1.1. Schedule B - “Comprehensive Land Use Plan – Urban Planning Area,” of the Official Plan is hereby amended as shown on Map 1 which constitutes part of this amendment.

Map 1 identifies a revised Downtown Urban Growth Centre Boundary in accordance with Halton’s Regional Official Plan and identifies the new Major Transit Station Area (MTSA) Special Planning Area.

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- 1.1.2. Schedule E - “Downtown Mixed Use Centre – Land Use Plan,” of the Official Plan is hereby amended as shown on Map 2 which constitutes part of this amendment.

Map 2 identifies a revised Downtown Urban Growth Centre Boundary in accordance with Halton’s Regional Official Plan and identifies the new Major Transit Station Area (MTSA) Special Planning Area.

- 1.1.3. Schedule M - “MTSA Special Planning Area – Land Use Plan” is hereby added to the Official Plan as shown on Map 3 which constitutes part of this amendment.

- 1.1.4. Schedule M-1 - “MTSA Special Planning Area – Land Use Plan” is hereby added to the Official Plan as shown on Map 4 which constitutes part of this amendment.

1.2 Text Change:

The text of the Official Plan of the Burlington Planning Area, as amended, is hereby amended as follows:

- 1.2.1 By adding the following new words “and *transit-supportive development*” to the second paragraph after the words “(iii) the focusing of more intense land uses” in Part I, Section 4.3 (The Future Built Form and Natural Environment).
- 1.2.2 By adding the following new words “to *Major Transit Station Areas*” to the fifth paragraph after the words “to certain mixed use corridors;” in Part I, Section 4.3 (The Future Built Form and Natural Environment).
- 1.2.3 By adding a new paragraph in Part I, Section 4.3 The Future Built Form and Natural Environment, between the paragraph which addresses the Downtown Mixed Use Centre and the paragraph which addresses the Uptown Mixed Use Centre, as follows:

Major Transit Station Areas *Major Transit Station Areas (MTSAs)* are an important component of the City’s Urban Planning Area, and are intended to serve as city-wide destinations and focal points for the provision of transit. *MTSAs* will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and *active transportation*. 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

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growth. 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 Regional Express Rail.

In keeping with the policies of the Growth Plan, the final delineation of the MTSAs 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.

- 1.2.4 By deleting the words “local traffic, transit services and emergency response” after the words “To provide adequate road capacity to meet the needs of” and replacing with the new words “pedestrians, cyclists, transit services, emergency response and local traffic,” in Part II, Subsection 3.3.1 d) (Roads, Objectives).
- 1.2.5 By adding the following new words “, as well as safe and convenient *active transportation infrastructure*.” to the end of Part II, Subsection 3.3.1 e) (Roads, Objectives).
- 1.2.6 By adding the following new words “and cycling-friendly” after the words “making them more pedestrian-oriented” in Part II, Subsection 3.3.2 l) (Roads, Policies).
- 1.2.7 By adding the following new words “*Major Transit Station Areas*” after the words “transportation plans in areas of *development* including” in Part II, Subsection 3.4.2 d) (Transit Services, Policies).
- 1.2.8 By adding the following new words “,as well as through Transit Priority Measures in accordance with Part II, Subsection 3.3.2 f) of this Plan.” to the end of Part II, Subsection 3.4.2 g) (Transit Services, Policies).
- 1.2.9 By deleting Part II, Subsection 3.7.2 a) (Rail and Air, Policies) and replacing with the following:
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| Integrate services | a) The seamless integration of rail passenger transportation services, such as GO Transit and VIA Rail, with other transportation <i>modes</i> through connections such as pathways and <i>complete streets shall</i> be planned for through <i>secondary plans</i> . |
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1.2.10 By deleting the following word “*shall*” and replacing with the word “will” in Part II, Subsection 3.7.2 b) (Rail and Air, Policies).

1.2.11 By adding the following new word “generally” after the words “Noise and vibration-*sensitive land uses shall*” and adding the new words “,or where appropriate, mitigated to the satisfaction of the City, Halton Region, Province and appropriate railway agency, as required.” to the end of Part II, Subsection 3.7.2 c) (Rail and Air, Policies).

1.2.12 By deleting Part II, Subsection 3.7.2 d) (Rail and Air, Policies) and replacing with the following:

Noise and
vibration
and Air
Quality
studies near
railways

- d) The proponent of land uses *sensitive* to noise and vibration adjacent or in proximity to railway lines or railways yards *shall* be required to undertake, prior to *development* approval, the following studies by a *qualified person* in accordance with Provincial polices, to the satisfaction of Halton Region, the City, and the Province, in consultation with the appropriate railway agency, and to implement the study recommendations as approved, including the restriction of new residential and other *sensitive land uses* and noise and vibration mitigation measures:
- i. noise studies, if the *development* is within three hundred (300) m of the railway right-of-way or one thousand (1000) m of a railway yard;
 - ii. vibration studies, if the *development* is within seventy-five (75) m of the railway right-of-way or a railway yard; and
 - iii. air quality studies, if the *development* contains *sensitive land uses* and is within one thousand (1,000) m of a railway yard.

1.2.13 By adding the following new words “and cycling” after the words “create significant barriers to pedestrian” in Part II, Subsection 3.7.2 h) (Rail and Air, Policies).

1.2.14 By adding the following new subsection following Part II, Subsection 3.10 (Transportation Infrastructure Management):

3.11 Transit-Supportive Development

3.11.1 Objectives

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| Land Use and Transit | a) To recognize the relationship between land use and transit and promote the elements that make <i>development transit-supportive</i> including built form, urban design, densities and mix of land uses. |
| Multi-Modal Access to Transit | b) To facilitate <i>transit-supportive development</i> and improve <i>multi-modal</i> access to transit facilities, while ensuring compatibility with the surrounding areas is achieved. |
| Transportation Alternatives | c) To encourage the use of public transit and <i>active transportation modes</i> to travel as an alternative to the automobile. |
| Manage Travel Demand | d) To manage travel demand through such <i>modes</i> as transit, walking, cycling, ride sharing, car sharing, bike sharing and other <i>Travel Demand Management</i> measures. |

3.11.2 Policies

- | | |
|---------------------------------|--|
| Mixed-Use Development | a) <i>Transit-supportive development shall</i> consist of compact, mixed-use <i>development</i> that has a high level of employment and residential densities to support transit service. |
| Street Design Measures | b) <i>Transit-supportive development should</i> include street design measures that increase transit accessibility such as a grid-oriented street network to create a continuous and highly permeable <i>active transportation</i> network, <i>active transportation infrastructure</i> to encourage walking and cycling to transit facilities and improved access between arterial roads and interior blocks. |
| Human-scale Built Form | c) <i>Transit-supportive development should</i> include a human-scale built-form at grade, reduced building setbacks from the street, where feasible, incorporate on-site connections to transit and incorporate minimal parking at grade through the provision of underground parking or by locating parking at the rear of buildings. |
| Safe and Accessible Connections | d) <i>Transit-supportive development shall</i> include safe and accessible <i>active transportation infrastructure</i> and connections to <i>encourage</i> walking and cycling and achieve <i>multi-modal</i> access to transit facilities. |

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High Quality Urban Design e) *Transit-supportive development shall* achieve a high quality of urban design including a comfortable, safe and enjoyable public realm with street trees and street furniture, among other elements and encourage the inclusion of public art consistent with the policies of Part II, Subsection 7.4 Public Art Policies. ~~*Transit-supportive development shall*~~ ~~and~~ be consistent with the policies contained in Part II, Subsection 6.0 of this Plan as well as have regard for Council approved Urban Design Guidelines.

~~1.2.15 By deleting the word “and” after the words “combination of the built environment” and adding the following new words “,public spaces and multi-modal transportation infrastructure” after the words “combination of the built environment, open space” in Part II, Subsection 6.1 a) (Design, Principle).~~

1.2.15 By deleting Part II, Subsection 6.1 a) (Design, Principle), and replacing with the following:

Efficient and attractive urban form a) The tangible elements of the urban form, consisting of a combination of the built environment, 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, enhance the public realm with elements such as street trees, street furniture and public art, and to reflect the vision of this Plan.

1.2.16 By deleting Part II, Subsection 6.3 e) (Design, Existing and New Communities Policies), and replacing with the following:

Compact development e) New community design *should* contain ~~more compact forms~~ compact built forms of development that support higher densities, are pedestrian, ~~and~~ cycling and transit oriented, particularly along transit and transportation corridors, support the achievement of *complete communities* with high-quality public realm elements and *encourage* increased use of public transit.

1.2.17 By adding the following new paragraph to the end of Part III, Subsection 1.0 (Introduction):

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“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.”

- 1.2.18 By deleting the words “commuter rail” after the words “such as a GO transit” and by deleting the words “Subsection 5.3.3” after “Notwithstanding Part III,” and replacing with the words “Subsection 5.3.3.2” and by adding the following new paragraph to the end of Part III, Subsection 5.3.2 a) iii) (Mixed Use Corridor, General Policies):

“In keeping with the policies of the Growth Plan, the final delineation of the *Major Transit Station Area* 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.”

- 1.2.19 By deleting Part III, Subsection 5.3.3.1 a) (Mixed Use Corridor-Commercial Corridor, Objectives) and replacing with the following:

Recognition a) To recognize that the *development* of certain sections of the Mixed Use Corridors will occur over time and that the timing of *development* may vary from one segment to another, depending on and market conditions and community needs.

- 1.2.20 By deleting Part III, Subsection 5.3.3.1 b) (Mixed Use Corridor-Commercial Corridor, Objectives) and replacing with the following:

Re-development b) To *encourage* the *re-development* of these sites in a more intensive, pedestrian and transit oriented manner, that is more consistent with the principles and objectives for Mixed Use Activity Areas.

- 1.2.21 By deleting Part III, Subsection 5.3.3.2 I) (Mixed Use Corridor-Commercial Corridor, Policies) and replacing with the following:

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2089 and 2095 Fairview Street

- l) Notwithstanding the use, height, floor area ratio and design policies contained in Part III, Subsections 5.3.2 a), d) and g); Part III, Subsections 5.3.3.2 b) and e); and the objectives and policies of Part III Section 7.0 of this Plan, for the properties identified as 2089 and 2095 Fairview Street, the following policies shall apply:
- (i) townhouses shall be a permitted use;
 - (ii) the maximum building height shall be twenty-two (22) 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).
 - (iii) there shall be a total site (at full build out) minimum floor space index of approximately 0.5:1 and the maximum 1.5:1 floor space index shall not apply;
 - (iv) any subsequent re-development of these properties, involving the demolition and replacement of previously constructed buildings shall permit only those uses contained in Part III, Subsections 5.3.2 a) and 5.3.3.2 b) of this Plan.
 - (v) The Zoning By-law shall establish the regulations to guide development on this site, consistent with the OMB approval (OMB Case #PL061117).

4.2.211.2.22 By deleting the words “Places to Grow” after the words “In keeping with the” and by deleting the word “2006” after the words “Growth Plan for the Greater Golden Horseshoe” and replacing with the words “and as depicted in the Regional Official Plan” in Part III, Subsection 5.5.1 a) (Downtown Mixed Use Centre, Principles).

4.2.221.2.23 By deleting the word “Provincial” after the words “in keeping with its role as” and replacing with the words “an Urban” in Part III, Subsection 5.5.1 h) (Downtown Mixed Use Centre, Principles).

4.2.231.2.24 By adding the following new section following Part III, Section 6.0 (Natural Features and Open Space):

	7.0 MAJOR TRANSIT STATION AREAS
	<i>Major Transit Station Areas (MTSAs) are an important component</i>

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of the City's Urban Planning Area, and are intended to serve as city-wide destinations and focal points for the provision of transit. MTSAs will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and *active transportation*. 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.

As identified in the Regional Official Plan, the City has four *MTSAs* including Burlington GO, Appleby GO, Aldershot GO and Downtown Burlington. Each *MTSA* can be grouped according to a typology based on overall role and function from a local perspective given the transportation and infrastructure context and type of existing and planned transit service in each *MTSA*:

1. MTSAs on Regional Express Rail (RER)

a) The Burlington GO and Appleby GO *MTSAs* are both located on a Priority Transit Corridor, as identified in the Growth Plan. *MTSAs* on Priority Transit Corridors are important due to their relationship and position along a *higher order transit* route with planned *frequent transit* service by way of Regional Express Rail (RER) within the Greater Toronto and Hamilton Area.

b) The Aldershot GO *MTSA* is also located along a *higher order transit* route with planned *frequent transit* service by way of RER, however it is not identified on a Priority Transit Corridor in the Growth Plan.

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. The Region's Municipal Comprehensive Review will confirm specific growth targets and *MTSA* boundaries. Further, *secondary plans* will be prepared for these areas to establish a comprehensive vision

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	<p>for future <i>transit-supportive development</i> in each <i>MTSA</i> on the RER.</p> <p>2. <i>MTSAs</i> not on Regional Express Rail (RER)</p> <p>The Downtown Burlington <i>MTSA</i> is not located on a Priority Transit Corridor nor is it supported by <i>higher order transit</i>, nor by <i>frequent transit</i> within a dedicated right of way. Within the downtown, there is a historic fine-grained grid street network which was established over a century ago. This street network supports the existing <i>transit-supportive</i> built form that contributes to a vibrant, walkable and cycling-friendly <i>complete community</i>.</p> <p>The Downtown Burlington <i>MTSA</i> is anchored by the downtown Burlington bus terminal, which functions as an intercity bus transfer point. It currently does not function as a major bus depot and this is likely to continue into the future, unless improvements and/or enhancements are undertaken to strengthen its function as a major bus depot.</p> <p>The residents and jobs associated with development in the Downtown Burlington <i>MTSA</i> will contribute towards meeting the Urban Growth Centre (UGC) density target of a minimum 200 residents and jobs combined per hectare, as identified in the Growth Plan. Given the limited function of the Downtown Bus Terminal, the <i>MTSA</i> is not expected to be a significant driver for <i>intensification</i> <i>intensification</i> beyond that which is required by the Downtown UGC.</p> <p>Building upon the work of Halton Region’s Mobility Management Strategy and the Defining Major Transit Requirements in Halton Region study (2019) and in keeping with the policies of the Growth Plan, the final delineation of the <i>MTSAs</i> 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. Through the Region’s Municipal Comprehensive Review process,</p>
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	existing and proposed <i>MTSAs</i> in Halton may be reviewed based on their overall role, regional functionality, characteristics, and the opportunity to provide enhanced mobility and connectivity throughout the Region.
	7.1 General
	7.1.1 Objective
Future Studies	a) To conduct-complete <i>secondary plans</i> and/or major planning studies that establish long term development policies for <i>Major Transit Station Areas</i> .
	7.1.2 Policies
Further planning for future development	a) The City shall undertake-complete <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.
Prior to Future Study	b) In advance of the completion of <i>secondary plans</i> or major planning studies and the approval of the implementing Official Plan amendments for the <i>Major Transit Station Areas</i> , the policies contained in the Part III, Subsection 7.2 Special Planning Area, shall apply to <i>development applications</i> in the Special Planning Area, as shown on Schedule M of this Plan.
	7.2 Major Transit Station Area Special Planning Area
	The Major Transit Station Area (MTSA) 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. The policies in this section do not provide land use designations; rather this section will serve a transitional role to guide <i>development applications</i> which precede the development of <i>secondary plans</i> or a major planning study in the MTSA Special Planning Area.
	7.2.1 Objectives
Development Applications in advance of Secondary Plans	a) To provide policy guidance for <i>development applications</i> in advance of the completion of <i>secondary plans</i> or major planning studies and the approval of the implementing Official Plan amendments for <i>Major Transit Station Areas</i> .
Major Transit Station	b) To direct an appropriate scale and intensity of <i>transit-supportive development</i> at each <i>MTSA</i> consistent with the <i>MTSA</i> typology

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Typology	in Part III, Subsections 7.0, 7.2.3 and 7.2.4, and in accordance with the Province's Transit Supportive Guidelines and Mobility Hub Guidelines.
Compatibility	c) To encourage <i>transit-supportive</i> , pedestrian-oriented and cycling-friendly <i>development</i> in a <i>compact built form</i> , while ensuring compatibility with the surrounding areas is achieved.
Appropriate Transition	d) To ensure that there is appropriate transition in scale, intensity, height, massing and spacing of <i>development</i> <u>including appropriate transitions between various land uses and built forms</u> .
High-quality Public Realm	e) To ensure <i>development</i> establishes a high-quality <i>public realm</i> featuring a network of new and existing public squares, parks and open space <u>that incorporate street trees, landscaping and vegetation</u> .
Complete Streets	f) To provide a network of <i>complete streets</i> which provide for the efficient, accessible and safe movement of people and goods and which prioritizes seamless connectivity for transit and <i>active transportation</i> throughout the MTSA Special Planning Area.
Employment	g) To maintain <u>support the retention and expansion of</u> existing <u>employment functions</u> 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.
Design Excellence	h) To achieve design excellence that will <i>encourage</i> long-term investment and the creation of high quality and sustainable built forms in the <i>public</i> and <i>private realm</i> .
Sustainability	i) To prioritize and implement innovative sustainable <u>practices and infrastructure related to</u> energy, water, landscape and waste management practices that together assist with adapting to the impacts of climate change .
Complete Communities	j) To require a mix of uses within <i>development</i> and throughout the MTSA Special Planning Area, that will strengthen the live/work/shop relationship and support the creation of <i>complete communities</i> .

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Establish Development Criteria	k) To establish a set of criteria against which all <i>development applications</i> in the MTSA Special Planning Area <i>shall</i> be evaluated, to be administered according to the context of the planning matter under consideration, and in proportion to the complexity and scale of the planning matter being considered. These criteria <i>shall</i> be reviewed in accordance with the policies of this Plan, any other relevant City policies and Provincial Policies, as well as policies of other agencies such as the Region of Halton and Conservation Halton.
Housing	l) To promote the accommodation of a diverse range and mix of household sizes, household incomes and housing tenure.
Public Service Facilities	m) To plan for and provide <i>public service facilities</i> that support future population and job growth.
7.2.2 Policies	
Consistency with MTSA Typology	a) <i>Development applications shall</i> be consistent with the overall role and function of the <i>MTSA</i> in which they are located, in accordance with the typology identified in Part III Subsections 7.0, 7.2.3 and 7.2.4.
Development Applications in advance of Secondary Plans	b) <i>Development applications</i> preceding the completion of a <i>secondary plan</i> or major planning study and the approval of the implementing Official Plan amendments <i>shall</i> have regard for the Province’s Mobility Hubs and Transit-Supportive Guidelines, <i>shall</i> implement Regional and Provincial major transit station area policies and <i>shall</i> be consistent with the goals and objectives of the existing land use designation as contained in this Plan.
Development Considerations	c) <i>Development</i> in <i>MTSAs</i> <i>should</i> be planned to achieve <i>transit-supportive</i> densities in accordance with the Province’s Transit Supportive Guidelines and the existing and planned level and type of transit service. The full extent of maximum <i>development</i> permissions on lands located in the MTSA Special Planning Area <i>may</i> not be achievable on every site, due to site-specific factors including, but not limited to, compatibility, environmental impacts, hazard lands, transportation issues, cultural heritage resources and/or <i>infrastructure</i> capacity.
Major Transit Station Areas as Activity Centres	d) The design and <i>development</i> of <i>MTSAs</i> <i>shall</i> promote these areas as multi-functional activity centres and focal points for a variety of activities that are characterized by a mixed use and <i>compact built form</i> of development, pedestrian-orientation, greater accessibility to public transit and higher intensity <i>development</i> .

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Compatibility with Surrounding Areas	e) <i>Development shall</i> contain a mix of land uses and <i>transit supportive development</i> that supports the achievement of <i>complete communities</i> through a more <i>compact built form</i> , while ensuring compatibility with surrounding areas is achieved.
Priorities for Major Transit Station Areas	f) <i>MTSAs</i> will be priority locations for the following, but not limited to: (i) land assembly; (ii) <i>infrastructure</i> and <i>public service facilities</i> improvements; (iii) creation and application of financial, regulatory and other investments; (iv) new <i>public service facilities</i> ; (v) creation and application of <i>brownfield</i> and <i>greyfield development strategies</i> ; (vi) preparation of comprehensive traffic, <i>travel demand management</i> and parking studies and strategies.
Multi-unit Residential Development	g) Multi-unit residential <i>developments should</i> incorporate a mix of unit sizes and types to accommodate a diverse range of household sizes and incomes.
Travel Demand Management Measures	h) <i>Travel demand management (TDM)</i> measures <i>shall</i> be addressed, and form part of the City's evaluation of opportunities for reduced parking standards in proposed <i>development</i> , subject to the policies of Part II, Subsection 3.9 Travel Demand Management.
Minimizing Surface Parking	i) <i>Development applications shall</i> incorporate minimal parking at grade or above grade through the provision of underground parking, except in areas immediately adjacent to a rail line or other areas where a buffer is required, where applicable.
New Green Spaces	j) New green spaces such as trees and landscape areas, parks and open spaces <i>shall</i> be provided as part of <i>development applications</i> , which may include, but are not limited to, dedication of parkland, Privately-Owned Publicly Accessible Spaces (POPS) and/or trees and landscape areas located between a public right-of-way and a building, to be provided to the satisfaction of the City.
Privately-Owned Publicly Accessible Spaces	k) Privately-Owned Publicly Accessible Spaces (POPS) <i>may</i> be used to augment public space but <i>shall</i> not be used as a replacement to public parkland dedication.
Major Office,	l) Major office, cultural and institutional uses <i>should</i> be located

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Cultural and Institutional Uses	within the MTSA Special Planning Area.
Encourage Food Stores	m) The City will <i>encourage</i> the <i>development</i> of food stores in <i>MTSAs</i> , which are essential to serve the day-to-day shopping needs of current and future residents and employees and support the long-term success of the <i>MTSAs</i> as <i>complete communities</i> .
Transit Priority Measures	n) In addition to the policies contained in Part II, Subsection 3.4 Transit Services, the city will consider strengthening the connection and supporting increased transit use between the Burlington GO MTSA and the Downtown Burlington MTSA, through the following measures/opportunities: <ul style="list-style-type: none"> (i) Providing transit signal priority on Brant Street north of the Downtown to improve transit reliability and travel times; (ii) Exploring the potential for dedicated HOV and queue jump lanes, when approaching the Burlington GO station along Fairview Street; and, (iii) Introducing additional transit and comfort shelters.
Application of Target to entire geography	o) The population and employment growth distributions established in the Regional Official Plan are intended to apply at a city-wide level and cannot be applied on a site-specific basis as a rationale for approving or refusing <i>development application</i> for <i>development</i> that would otherwise conform with all of the policies of this Plan, and the policies of the Provincial Growth Plan, as amended. Any targets established by this Plan <i>shall</i> not be applied on a site-specific basis, and <i>shall</i> only be applied to the entire geography to which the targets apply.
Clarity on Optimization of Land	p) <i>Development</i> patterns <i>shall</i> have regard for optimization of land, resources and public investment in <i>infrastructure</i> and public services. For clarity, the concept of optimization <i>shall</i> be applied to <i>development</i> patterns over the entirety of the <i>MTSAs</i> . not on a site-specific property basis.
Development Application Criteria	q) The following <i>development</i> criteria <i>shall</i> be satisfied when evaluating all <i>development applications</i> within the MTSA Special Planning Area: <ul style="list-style-type: none"> (i) the development <i>shall</i> be <i>compatible</i> with adjacent land uses by mitigating adverse effects to <i>sensitive land uses</i> from human-made hazards and environmental land use compatibility concerns such as noise, vibration, odour, dust and air pollution;

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	<ul style="list-style-type: none">(ii) the <i>development</i> achieves built form compatibility;(iii) the <i>development shall</i> be consistent with the vision and intent of the <i>MTSA</i> typology and policies contained in Part III, Section 7 and maintain the land use vision established in the land use designations of this Plan;(iv) the <i>development</i> achieves <u>a</u> high quality of urban design and is consistent with the policies contained in Part II Section 6.0 of this Plan as well as <u>have regard for Council approved</u> Urban Design Guidelines as approved by the City;(v) the <i>development</i> can be supported by available <i>infrastructure</i> and <i>public service facilities</i> including but not limited to, such services as water, wastewater, stormwater and parks;(vi) the <i>development</i> preserves and protects trees, through the following measures:<ul style="list-style-type: none">i. In order of priority, all <i>development</i> proposals <i>should</i>:<ol style="list-style-type: none">1. Preserve existing healthy trees. The location of existing healthy trees <i>shall</i> be considered when establishing the location and building envelope of a proposed <i>development</i>;2. Relocate healthy trees where feasible;3. Plant replacement trees where trees are removed. Replacement planting requirements <i>shall</i> be established using an aggregate-caliper formula, to the satisfaction of the City. If replacement trees cannot be accommodated on-site, off-site compensation <i>may</i> be considered to maintain and enhance the neighbourhood canopy; and4. Incorporate the planting of additional trees where appropriate.ii. Replacement and compensation plantings requirements <i>should</i> consider on-site tree removals that occurred prior to and after the submission of a <i>development application</i>(vii) the <i>development</i> provides adequate buffering and other measures to minimize any identified impacts to an acceptable level;(viii) The <i>development shall</i>:<ul style="list-style-type: none">i. demonstrate that future <i>development</i> on the adjacent property(ies) will not be compromised by the proposal;
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	<ul style="list-style-type: none">ii. be designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist, as determined by the City; andiii. demonstrate, to the satisfaction of the City, the appropriate phasing of <i>development</i> where existing retail and service commercial uses are being re-developed, to minimize adverse impacts on the provision of goods and services to support the surrounding areas; <p>(ix) the <i>development shall</i> protect and enhance the Natural Heritage System in keeping with the Regional Official Plan;</p> <p>(x) the <i>development</i>, where residential uses are proposed, demonstrates the degree to which <i>public service facilities</i> and other neighbourhood conveniences, such as community centres, recreation, neighbourhood shopping centres and healthcare are located within walking distance or assessable by transit;</p> <p>(xi) the <i>development</i> addresses <i>multi-modal</i> transportation considerations, including but not limited to:</p> <ul style="list-style-type: none">i. the <i>development shall</i> mitigate potential impacts on the municipal transportation system to an acceptable level with regard to transportation flow and capacity;ii. the <i>development</i> accommodates sufficient off-street parking and <i>travel demand management</i> measures in accordance with the policies in Part II Subsection 3.9 Travel Demand Management, of this Plan;iii. the <i>development shall</i> implement a range of <i>travel demand management</i> strategies to reduce single-occupancy vehicles trips, to encourage more frequent travel by sustainable <i>modes</i> and outside of peak periods;iv. the <i>development shall</i> consider opportunities for the sharing of parking between <i>compatible</i> uses where feasible, subject to an evaluation by the City; <p>(xii) the <i>development</i> conserves <i>cultural heritage resources</i>, where applicable, in accordance with the policies in Part II, Section 8 Cultural Heritage Resources, of this Plan;</p> <p>(xiii) the <i>development</i> provides stormwater management and addresses natural hazards in accordance with the policies of Part II, Subsection 2.11 Storm Water</p>
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	<p>Management, of this Plan; (xiv) the <i>development</i> considers the relationship to existing or planned transit facilities including higher order transit, bus routes and/or transit shelters; (xv) the <i>development</i> complements and connects with the <i>public realm</i>, including walking and cycling facilities (xvi) the <i>development shall</i> be consistent with the contaminated sites policies contained in Part II, Subsection 2.8 Contaminated and Potentially Contaminated Sites, of this Plan; (xvii) the <i>development shall</i> consider all other relevant principles, objectives and policies of this Plan.</p>
<p>Official Plan Amendment Criteria</p>	<p>r) In the case of an Official Plan Amendment proposing residential uses in the MTSA Special Planning Area, in addition to the criteria in Part III, Subsection 7.2.2 q), the proposed <i>development shall</i> provide the following community planning objectives consistent with the City’s Strategic Plan, to the satisfaction of the City with any required agreements, and appropriate phasing in the case of major comprehensive <i>development</i>:</p> <ul style="list-style-type: none"> (i) affordable, rental housing with rents equal to or less than the Local Municipal Average Market Rent (AMR) as per the CMHC annual rental report; or (ii) residential units provided in partnership with a municipal housing provider or a charitable not for profit organization, including but not limited to, affordable, assisted or special needs housing; or (iii) the co-location of community space or <i>public service facilities</i>; and additional sustainable building design measures that contribute significantly towards the goals of the City’s Strategic Plan and/or climate change and energy plans.
	<p>7.2.3 Burlington GO Major Transit Station Area</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-<i>intensification</i> 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</p>

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	<p>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, <u>recognizing the ongoing operations of some existing industrial sites</u>.</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 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">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 & 2095 Fairview Street to the west and Rambo Hager Diversion Channel to the east.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.
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	Site specific <u>The following</u> policies for each of these areas are intended to guide <i>development</i> in <u>advance of the completion of a secondary plan for the Burlington GO MTSA</u> , the north half of each respective area, abutting the rail line; and the south half of each respective area, abutting Fairview Street.
	7.2.3.1 Objectives
Multi-Modal Access to the GO Station	a) To facilitate <i>transit supportive development</i> in the Burlington GO MTSA to achieve <i>multi-modal</i> access to the GO Station and connections to nearby <i>major trip generators</i> .
Establishment of a Height Peak	b) 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.
<u>Grid-oriented network</u>	<u>b) To establish a grid-oriented network of transportation connections throughout the Burlington GO MTSA.</u>
	7.2.3.2 Policies
Pedestrian and Cycling Connections	a) In addition to the policies contained in Part II, Subsection 6.3 d), design plans for <i>development applications</i> located in the Burlington GO MTSA <i>shall</i> identify <i>active transportation</i> connections to the Burlington GO Station.
Higher Density Land Uses	b) 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.
Variety of Built Forms	c) <i>Development applications shall</i> incorporate a variety of built forms, including mid-rise, and building podiums to provide a <i>human scale</i> experience at the street level.
Mix of Land Uses to Support a Complete Community	d) <i>Development</i> in the Burlington GO MTSA <i>shall</i> support the achievement of a <i>complete community</i> through a more <i>compact built form</i> that is supported by mix of uses, parks, green spaces, <i>public service facilities</i> , offices, <u>other employment uses</u> , <u>including existing industrial</u> , and institutions.
Permeable Active Transportation Network	e) <i>Development</i> in the Burlington GO MTSA <i>shall</i> incorporate private pathways and <i>complete streets</i> elements that make <i>development</i> more accessible for pedestrians, cyclists and transit users and includes a fine grained, grid-oriented and permeable <i>active transportation</i> network with <i>multi-modal</i> access to the GO Station.

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<p>Large-Scale Stand-Alone Retail and Service Commercial</p>	<p>f) Notwithstanding Part III Subsection 5.3.3.2 b) iii) Mixed Use Corridor - Commercial Corridor Designation, large-scale stand-alone retail and service commercial buildings <i>shall</i> not be permitted within the Burlington GO MTSA.</p>
<p>Ancillary Retail and Service Commercial</p>	<p>g) Notwithstanding the policies contained in Part III, 3.3.2 d) ii) General Employment Designation, ancillary retail and service commercial uses <i>shall</i> be permitted in multi-storey office buildings.</p>
<p>Policies for Development Applications Submitted Prior to a Secondary Plan</p>	<p>h) In addition to Part III, Subsections 4.3.2 k) & l) and 5.3.2 a) iii), <i>development applications</i> submitted prior to completion of a <i>secondary plan</i> and approval of the implementing Official Plan amendment for sites located on the north side of Fairview Street and south of the Rail corridor, between Brant Street and Drury Lane, as depicted on Schedule M-1 of this Plan, <i>shall</i> be subject to the following policies:</p> <ul style="list-style-type: none"> (i) The Public Open Space network and street network <i>shall</i> be designed to create direct, <i>multi-modal</i> access to the GO Station; (ii) Tall buildings <u>Tall buildings</u> <i>should</i> provide a minimum separation distance of thirty metres (30m) from another tall building <u>tall building</u>, measured above the podium and excluding balconies; (iii) Tall buildings <u>Tall buildings</u> <i>should</i> not exceed a maximum floor plate of 750 square metres above the podium, excluding balconies; <p>(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;</p> <p><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></p>

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	<p>(iv)(v) New public parks and open spaces <i>shall</i> be provided in each Area, including A, B-1 and B-2;</p> <p>(v)(vi) Public parks and open spaces <i>shall</i> be framed by low-rise buildings or podiums to minimize shadowing and create inviting <i>human scale</i> and pedestrian-friendly spaces;</p> <p>(vi)(vii) <i>Development applications</i> containing residential uses <i>should</i> include a portion of units with three (3) or more bedrooms;</p> <p>(vii)(viii) <i>Development shall</i> contain a minimum of two permitted uses as directed by the underlying land use designation and <i>should</i> contain three permitted uses, one of which <i>should</i> be office, where feasible;</p> <p>(viii)(ix) Retail and service commercial uses <i>should</i> be located at street level in office or residential buildings;</p> <p>(ix) 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;</p> <p>(x) Infill or intensification development applications 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.</p> <p>(x)(xi) <i>Development</i> adjacent to the new mid block <u>transportation connection as generally depicted on Schedule M-1 public right-of-way/street shall provide a three (3) storey podium maximum podium height of 80% of the width of the adjacent mid-block transportation</u></p>
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connection with a minimum three (3) metre step back for all portions of ~~the a~~ building fronting the new mid block transportation connection; public right-of-way/street;

~~(xi)~~(xii) In addition to the policy in Part III, Subsection 5.3.2 d) v), the zoning by-law *shall* require a minimum number of bicycle parking spaces for residential *development*;

“Area A”

~~(xii) 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;~~

~~(xiii) 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:~~

~~i. six (6) storeys within the first 20 m from the Fairview Street road allowance;~~

~~ii. nineteen (19) storeys beyond the first 20 m from the Fairview Street road allowance;~~

xiii) Within the first 10m from the Fairview Street, Brant Street and Drury Lane road allowances, the maximum building height shall be six (6) storeys.

xiv) The re-development of the Burlington GO station site located in “Area A”, to incorporate residential uses shall should include a public square/transit plaza component;

~~(xiv)~~

“Areas B-1 and B-2”

~~(xv) 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:~~

~~i. six (6) storeys within the first 20 m from the Brant Street and Drury Lane road allowances;~~

~~ii. nineteen (19) storeys beyond the first 20 m from the Brant Street and Drury Lane road allowances;~~

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	<p>(xvi) 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 shall be:</p> <p>i. six (6) storeys within the first 20 m from the Fairview Street, Brant Street and Drury Lane road allowances;</p> <p>ii. eleven (11) storeys beyond the first 20 m from the Fairview Street, Brant Street and Drury Lane road allowances.</p>
	<p>7.2.4 Downtown MTSA</p>
	<p>The Downtown Burlington MTSA is not located on a Priority Transit Corridor nor is it supported by <i>higher order transit</i>, nor by <i>frequent transit</i> within a dedicated right of way. Within the downtown, there is a historic fine-grained grid street network which was established over a century ago. This street network supports the existing <i>transit-supportive</i> built form that contributes to a vibrant, walkable and cycling-friendly <i>complete community</i>.</p> <p>The Downtown Burlington MTSA is anchored by the downtown Burlington bus terminal, which functions as an intercity bus transfer point. It currently does not function as a major bus depot and this is likely to continue into the future, unless improvements and/or enhancements are undertaken to strengthen its function as a major bus depot.</p> <p>The residents and jobs associated with development in the Downtown Burlington MTSA will contribute towards meeting the Urban Growth Centre (UGC) density target of a minimum 200 residents and jobs combined per hectare, as identified in the Growth Plan. Given the limited function of the Downtown Bus Terminal, the <i>MTSA</i> is not expected to be a significant driver for intensification <u>intensification</u> beyond that which is required by the Downtown UGC.</p> <p>Downtown Burlington is recognized as a Mobility Hub in the Halton Region Official Plan and an <i>MTSA</i> in the Halton Region Official Plan and guidance materials provided by the Province.</p> <p>The policies within this section of the Plan are applied to the lands within the Urban Growth Centre boundary of the <i>MTSA</i> Special</p>

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	<p>Planning Area as shown on Schedules B and M of this Plan.</p> <p>In keeping with the policies of the Growth Plan, the final delineation of the <i>MTSAs</i> 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>
	7.2.4.1 Objective
Transit-supportive development in UGC	a) To provide policy guidance for <i>transit-supportive development</i> in the Downtown Urban Growth Centre.
	7.2.4.2 Policies
Major Planning Study	a) The City <i>shall</i> undertake a major planning study to ensure that the Downtown Burlington MTSA is planned to implement mixed use <i>transit-supportive development</i> over the long term, while ensuring compatibility with surrounding areas is achieved.
Application of Targets to Entire Geography	b) The Urban Growth Centre target of a minimum 200 people and jobs per hectare <i>shall</i> not be applied on a site-specific basis, and <i>shall</i> only be applied to the entire geography to which the target applies.
Relationship of Major Transit Station Area and Urban Growth Centre	c) The residents and jobs associated with <i>development</i> in the Downtown Burlington MTSA <i>shall</i> contribute towards meeting the minimum density target of the Urban Growth Centre.

[1.2.241.2.25](#) By deleting the following under Part VIII, Definitions:

“Higher Order Transit - Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit includes heavy rail (such as commuter rail) and buses in dedicated rights-of-way. ***R16”**

And replacing it with:

“Higher Order Transit - Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* includes heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. ***R16”**

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~~4.2.25~~4.2.26 By deleting the following under Part VIII, Definitions:

“Major Transit Station Area - The area including and around any existing or planned *higher order transit* station (such as GO Transit commuter rail stations), or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a *higher order transit* station, representing about a 10-minute walk.*R16”

And replacing it with:

“Major Transit Station Area – The area including and around any existing or planned *higher order transit* station or stop within a settlement area; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate five hundred (500) m to eight hundred (800) m radius of a transit station, representing about a ten (10)-minute walk.

In keeping with the policies of the Growth Plan, the final delineation of the *Major Transit Station Area* 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. *R16”

~~4.2.26~~4.2.27 By deleting the following under Part VIII, Definitions:

“Transit-supportive Land Use - Planning and development practices which make transit viable and improve the quality of the experience of using transit. When used in reference to development, it generally refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it generally refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential Areas.”

And replacing it with:

“Transit-Supportive or Transit-Supportive Land Use - Relating to development that makes transit viable and improves the quality

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of the experience of using transit. It often refers to compact, mixed-use *development* that has a high level of employment and residential densities. *Transit-supportive* development will be consistent with Ontario’s Transit Supportive Guidelines.”

[4.2.27](#)[1.2.28](#) By adding the following to Definitions under Part VIII, Definitions:

Active Transportation – Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Compact Built Form – A land use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and *institutional*) all within one neighbourhood, proximity to transit and reduced need for *infrastructure*. *Compact built form* can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or *offices* above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and *active transportation*, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage *active transportation*.

Complete Communities – Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and *public service facilities*. *Complete communities* are age-friendly and *may* take different shapes and forms appropriate to their contexts.

Complete Street – A street designed, built and operated to enable safe access for all users, in that pedestrians, cyclists, transit-users and motorists of all ages and abilities are able to safely move along and across the right of way. *Complete streets* foster livability while enhancing the *public realm* and encouraging sustainable growth patterns.

Frequent Transit - A public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

Major Trip Generator - Origins and destinations with high population

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densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other *public service facilities*, and other mixed-use areas).

Mid-Rise Building – A building five (5) to eleven (11) storeys in height.

Multi-Modal – The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air, and marine, and the interconnection between *modes*.

Public Service Facilities – Land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. *Public service facilities* do not include *infrastructure*.

Tall Building – A building twelve (12) storeys or higher.

Urban Design Brief – A report prepared by a *qualified person* that analyzes and demonstrates how a proposed *development* meets the urban design objectives and policies of this Plan and any relevant approved Council-adopted *design guidelines* and provides a description of the overall architectural expression; relationship to planned and established context; building relationship to streetscape and adjacent properties; pedestrian, cycling, and transit connections; integration of public art; sustainable building elements; and other urban design features that ensure design excellence. The specific requirements of the *urban design brief* shall be reflective of individual *development applications* and its scope shall be determined by the *City* on a case by case basis.

e) INTERPRETATION

This Official Plan Amendment shall be interpreted in accordance with the “Interpretation” policies of Part VI, Implementation, Section 3.0, Interpretation, of the Official Plan of the Burlington Planning Area.

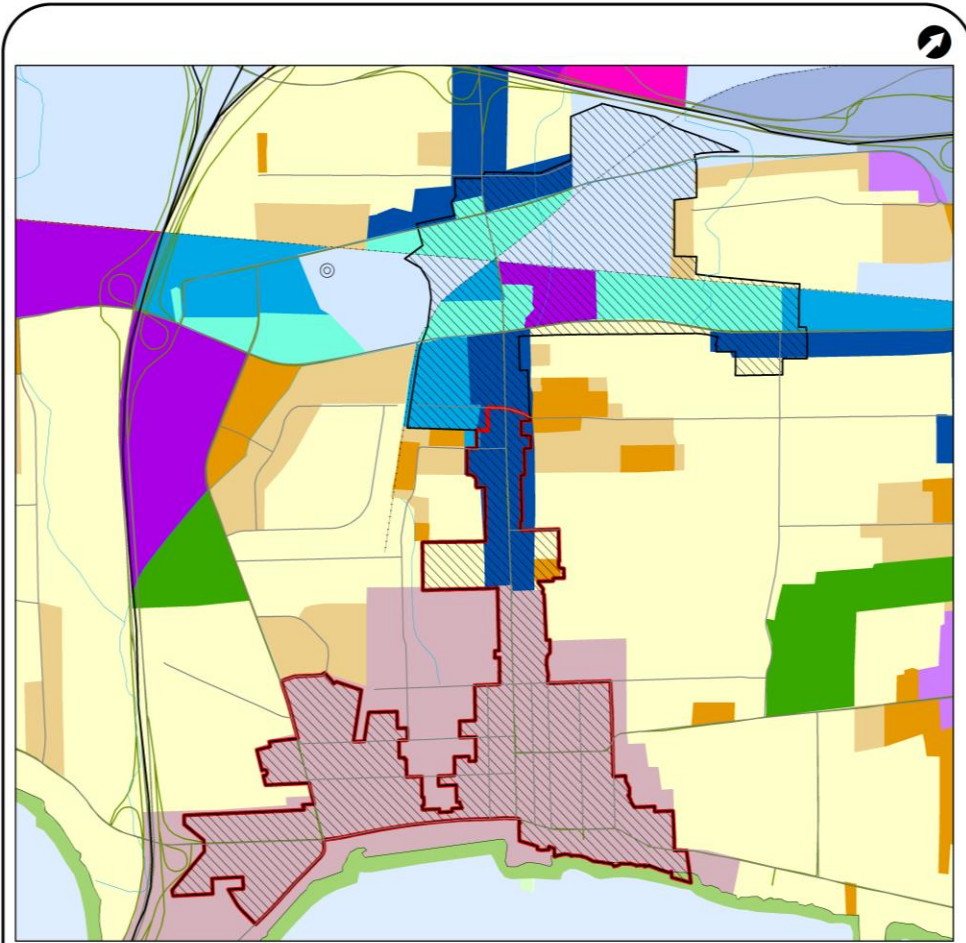
f) IMPLEMENTATION

This Official Plan Amendment will be implemented in accordance with the appropriate “Implementation” policies of Part VI of the Official Plan of the Burlington Planning Area.

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MAP 1



This map identifies a revised Downtown Urban Growth Centre Boundary in accordance with Halton's Regional Official Plan and identifies the new Major Transit Station Area (MTSA) Special Planning Area.

AMENDMENT No. 119 TO THE OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA

MAP 1

File No. 502-02-71

Legend

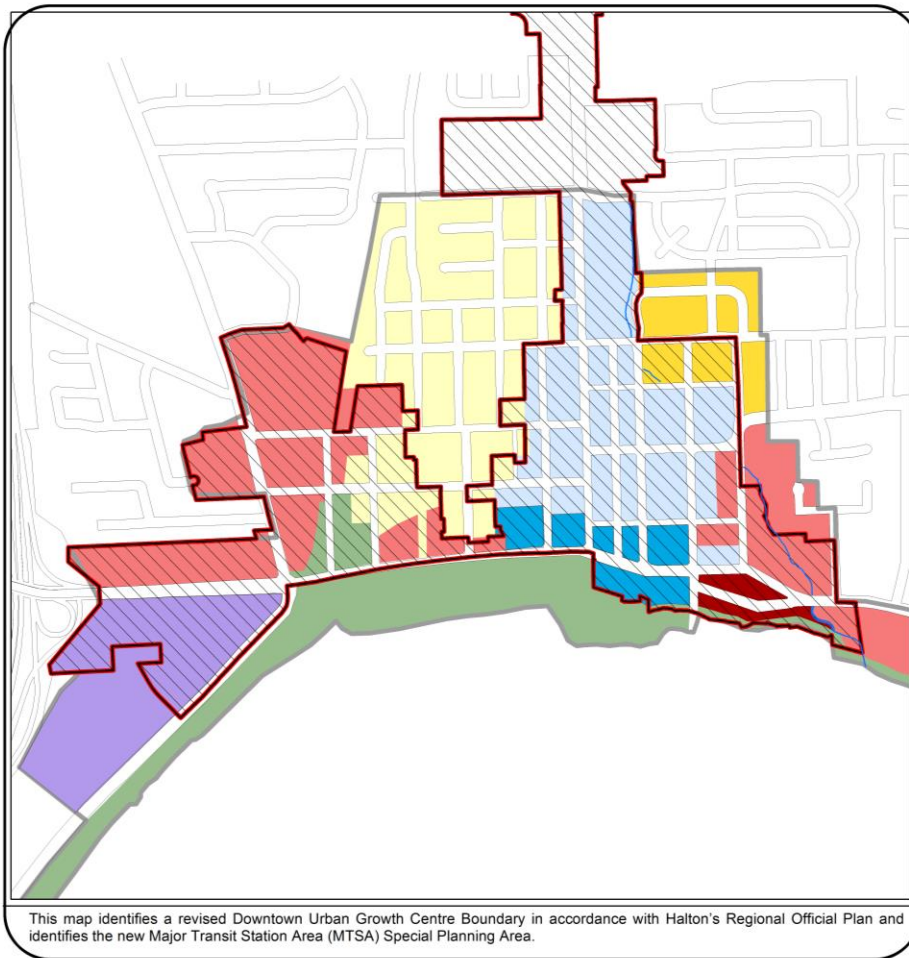
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- General Employment
- Business Corridor
- Regional Commercial
- Employment Commercial
- Neighbourhood Commercial
- Mixed Use Centre
- Mixed Use Corridor - General
- Mixed Use Corridor - Commercial Corridor
- Mixed Use Corridor - Employment
- Greenlands
- Major Parks and Open Space
- Environmentally Sensitive Area
(Note: Boundaries based on Map 1 of the Region of Halton Official Plan (2006))
- Watercourses - Conceptual only, refer to Part III, Section 6.4.2 d
- Former Waste Disposal Site
- Downtown Urban Growth Centre Boundary
- MTSA Special Planning Area
(See Schedule M for more detail)

Department of Community Planning
December, 2019



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MAP 2



AMENDMENT No. 119 TO THE OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA

MAP 2

File No. 502-02-71

Legend

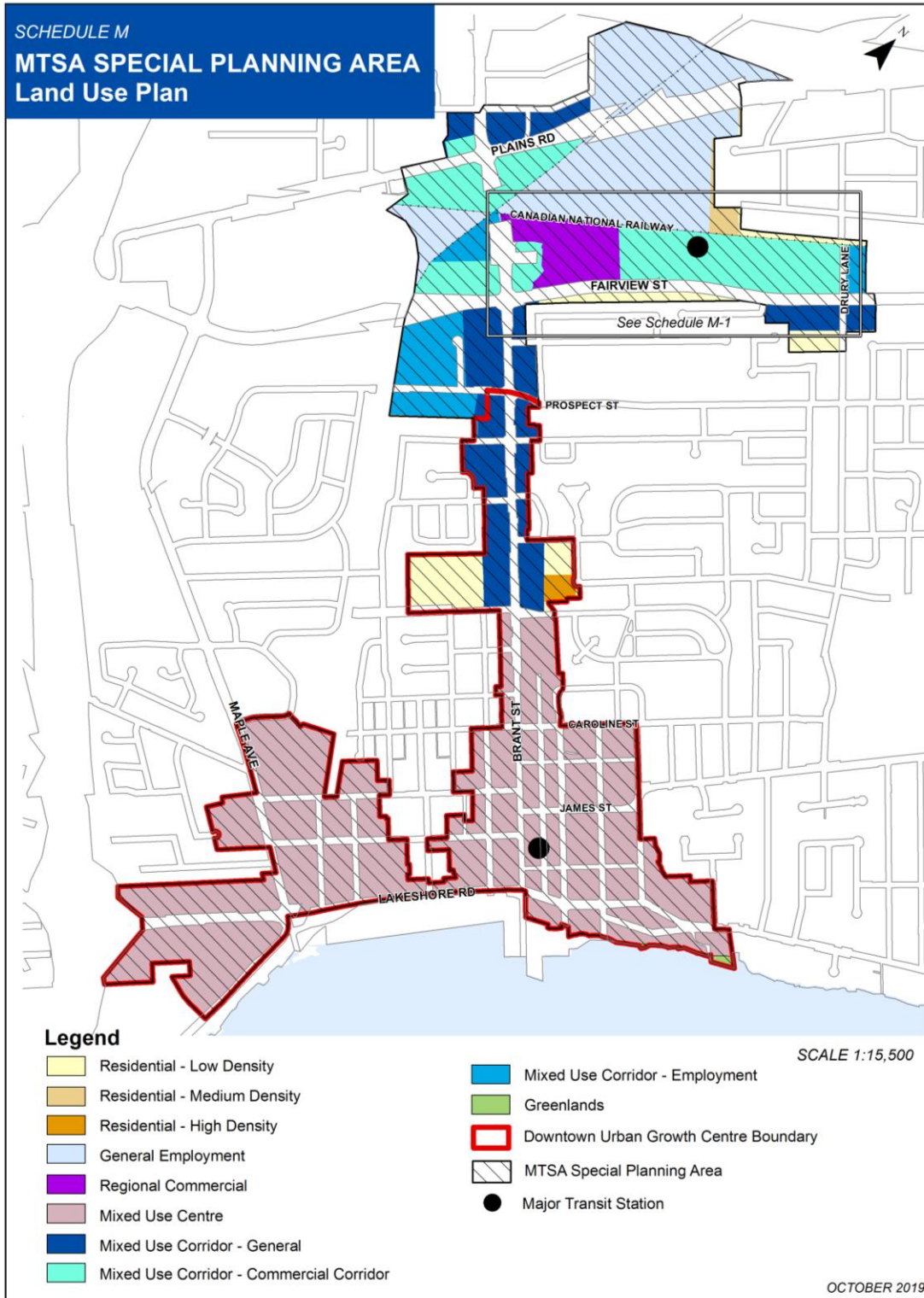
- St. Luke's Neighbourhood Precinct
- Emerald Neighbourhood Precinct
- Downtown Residential - Medium and/or High Density Precincts
- Waterfront West / Public Lands Precinct
- Old Lakeshore Road Mixed Use Precinct
- Downtown Core Precinct
- Wellington Square Mixed Use Precinct
- Downtown Major Institutional
- Watercourse
- Boundary of Downtown Mixed Use Centre
- Downtown Urban Growth Centre Boundary (Within the Downtown Mixed Use Centre) *
- MTSA Special Planning Area

Department of Community Planning
December, 2019



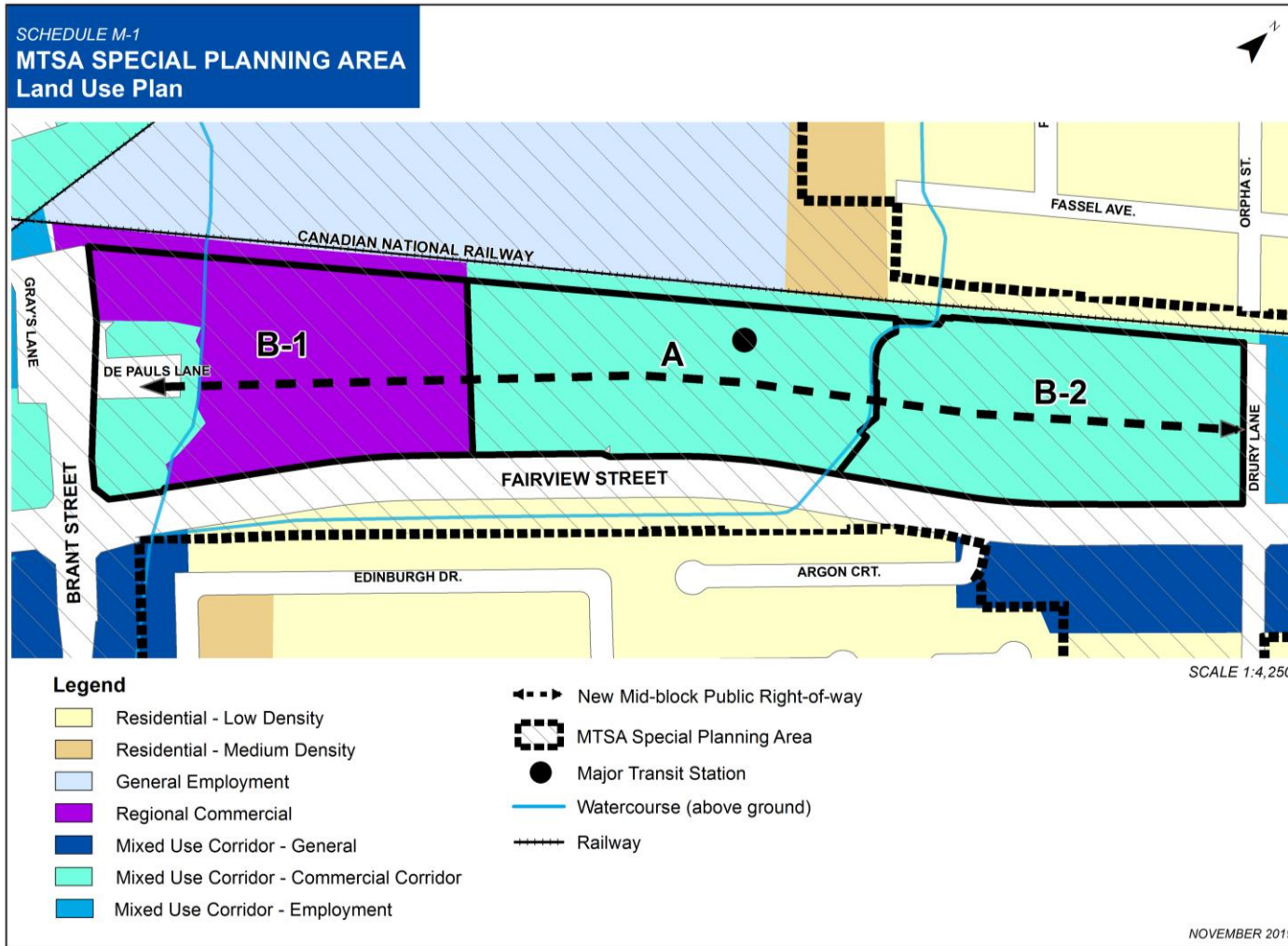
APPENDIX F - Proposed Official Plan Amendment 119 – Tracked Changes

MAP 3



APPENDIX F - Proposed Official Plan Amendment 119 – Tracked Changes

MAP 4



APPENDIX F - Proposed Official Plan Amendment 119 – Tracked Changes

Map 4

