The Corporation of the City of Burlington

Major Transit Station Area, Area Specific Planning Project

Interim Report (Final)

DECEMBER 2021

DILLON CONSULTING

CITY OF Burlington

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1 Background & Context

1.1 Introduction

The City of Burlington is expected to continue to grow over the next 30 years. The expectation is that the areas surrounding the City's three GO stations, now referred to as Major Transit Station Areas (MTSAs), will be a major focus for growth, intensification and redevelopment over the long term. In an effort to proactively plan for complete communities in the MTSAs, the City launched an area-specific planning (ASP) process called the Mobility Hubs Study in 2017. The creation of area-specific plans (ASPs) was initially identified as a key priority for City Council through the development of Burlington's 2015-2040 Strategic Plan[1]. The City's Strategic Plan contains specific guidance to direct growth and intensification, undertake ASPs, and enable walkable neighbourhoods in these areas. Further, the Strategic Plan indicates that the City prioritizes the planning for each "mobility hub" to consider and include design, jobs, housing servicing, public transportation, parks and green space.

In early 2019, the Mobility Hubs Study was placed on pause to enable the City to address other planning priorities, such as the City's scoped examination of the adopted Official Plan project, the Interim Control By-law Land Use Study and the Region's Municipal Comprehensive Review (Regional Official Plan Review). Area-specific planning work has now resumed and is called the MTSA Area-Specific Planning Project. In September 2021, the City released a Background Report "Planning Around Burlington's Major Transit Station Areas: What You Need to Know" to support the engagement work for the MTSA ASP Project. This Background Report provides an overview of the previously completed work and an introduction to the current study process.

The purpose of this Interim Report is to document the work undertaken to develop Recommended Preferred Precinct Plans and associated policy directions for each of the MTSAs. The report outlines the following:

[1] At the time of the Strategic Plan and the initiation of the Mobility Hubs Study, Mobility Hubs in Burlington were located around the Aldershot GO, Burlington GO and Appleby GO Stations, as well as the Downtown.

- Overview of the MTSAs and the ASP Project process (Chapter 1);
- Legislative drivers for the ASPs (Chapter 2);
- The visions, key elements of the MTSA Preliminary Preferred Precinct Plans and assumptions around growth (Chapter 3);
- An overview of the public/stakeholder, agency and Council engagement and how input and submissions received informed the Recommended Preferred Precinct Plans (Chapter 4);
- A summary of the technical studies completed and how they informed the Recommended Preferred Precinct Plans (Chapter 5);
- The Recommended Preferred Precinct Plans which show the proposed land uses (which are subject to the findings of the technical work and technical studies required as part of a development application) within the MTSA, and proposed policy directions to guide the overall development of each MTSA (Chapter 6); and,
- The Next Steps in the ASP Process (Chapter 7).

1.2 Burlington's Major Transit Station Areas

The Province, Halton Region and the City of Burlington have identified planning for intensification in Major Transit Station Areas as a top priority. Major Transit Station Areas are defined by the Province as:

"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 500 to 800 metre radius of a transit station, representing about a 10-minute walk. (A Place to Grow, 2020)"

MTSAs are primarily along existing or planned future higher order transit corridors, such as Bus Rapid Transit, Light Rail Transit or GO Train corridors. MTSAs are intended to be developed as focal points of investment and intensification and are to be developed as higher density, mixed-use communities that enable people to take advantage of access and proximity to higher order transit.

The City of Burlington has three MTSAs centred around the three GO Stations in Burlington: Aldershot GO, Appleby GO and Burlington GO as shown in Figures 1.1, 1.2 and 1.3. Halton Region, as part of its Official Plan Review process recently implemented the Province's direction to identify MTSAs in its Official Plan through Regional Official

Plan Amendment (ROPA) 48. As part of the ROPA 48 exercise, the boundaries of Burlington's three MTSAs have been confirmed and delineated. The Burlington GO MTSA also includes the Downtown Burlington Urban Growth Centre (UGC), also identified through ROPA 48. The inclusion of these MTSAs/UGC in the Halton Region Official Plan protects them as locations for the development of higher density, mixed use communities through the use of the Planning Act tool of Protected Major Transit Station Areas (PMTSAs). Additional details and commentary on PMTSAs, ROPA 48, as well as the role of the Downtown Burlington UGC is provided in Chapter 2.

Figure 1-1: Aldershot GO MTSA Boundary

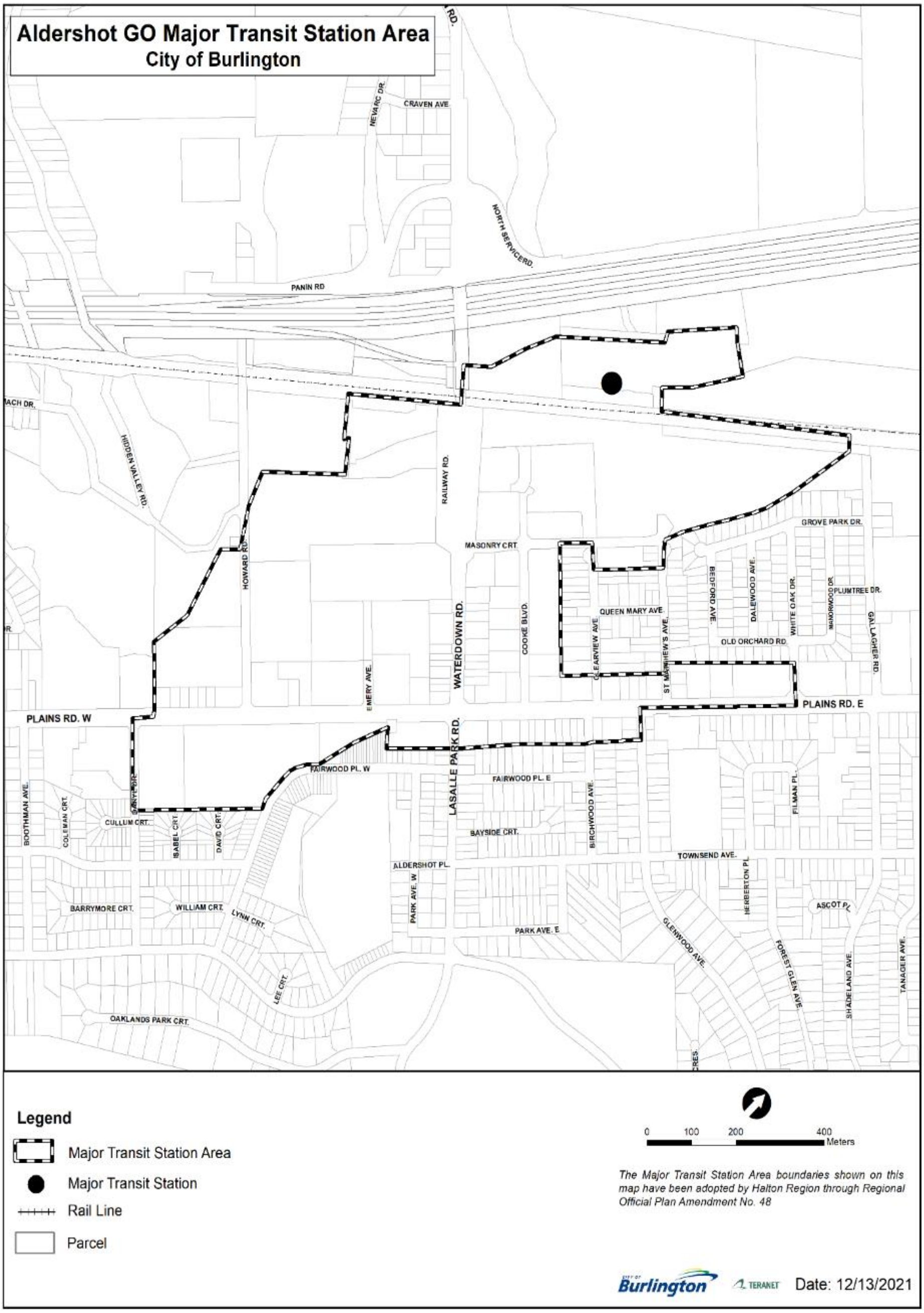


Figure 1-2: Appleby GO MTSA Boundary

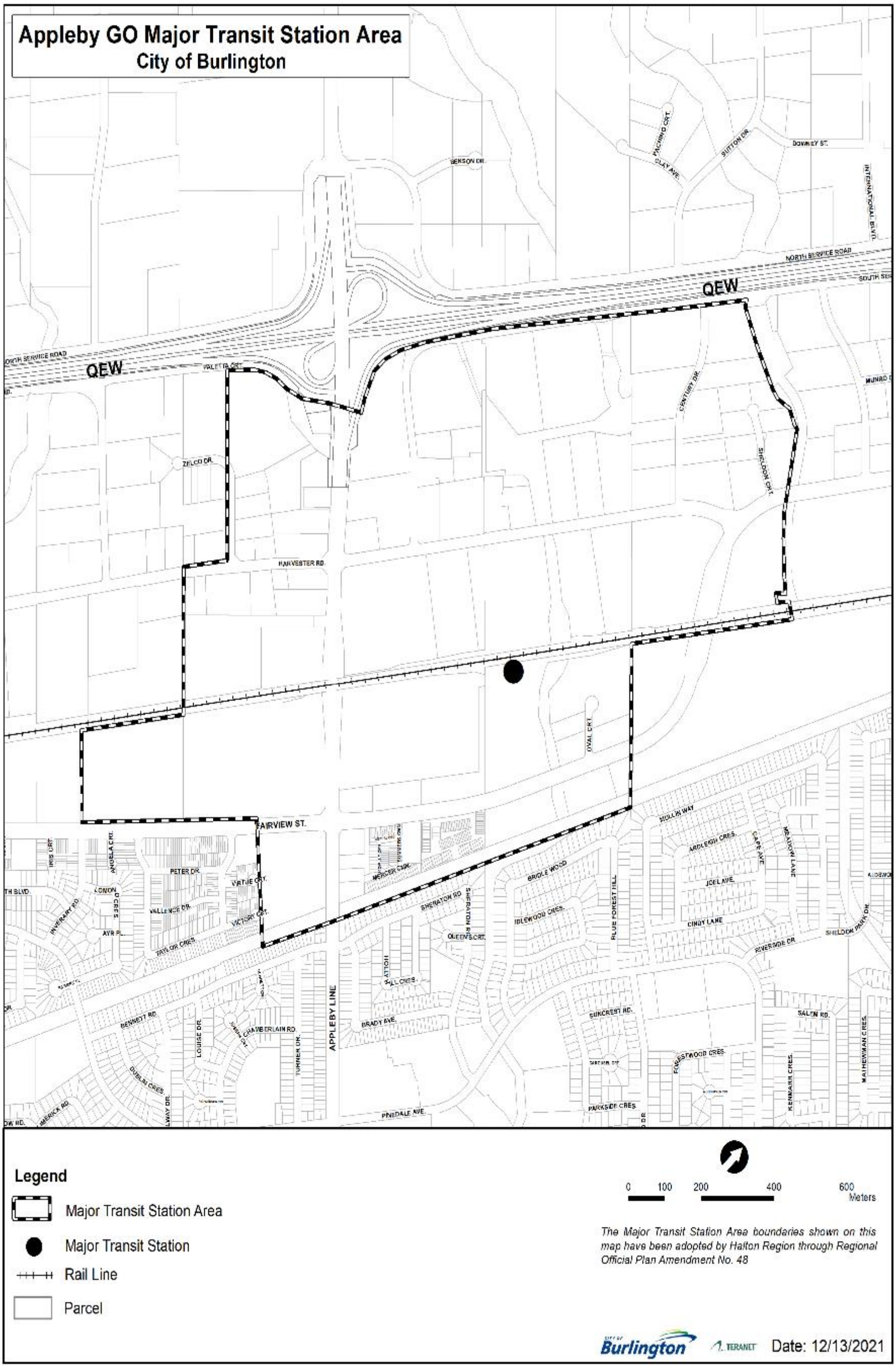
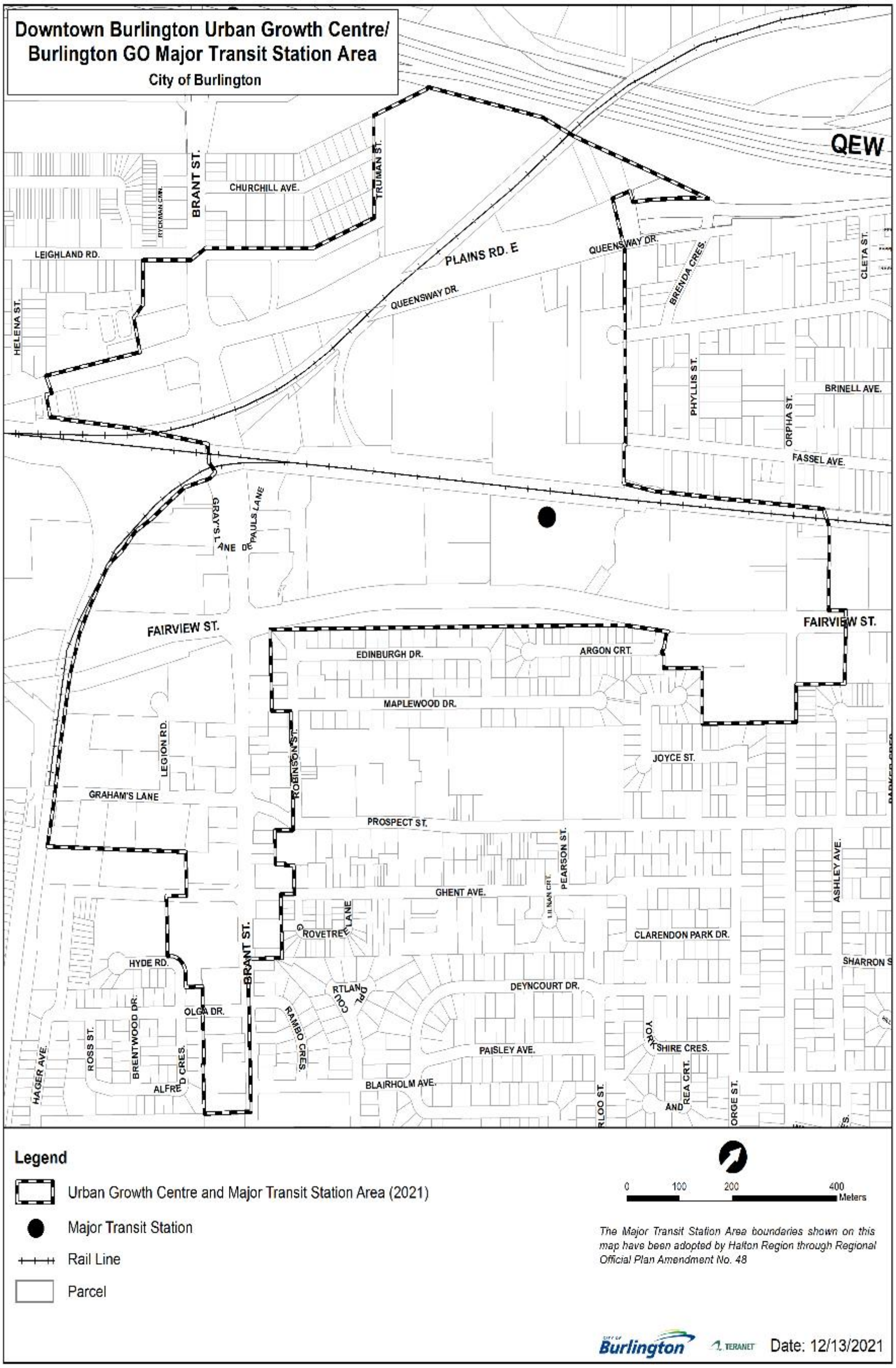


Figure 1-3: Downtown Burlington UGC / GO MTSA Boundary



1.3 What is an Area Specific Plan?

The City's Official Plan provides policies to guide development and manage change across the entire City. In instances where a particular area is anticipated to undergo a significant level of change overtime, it is often necessary to prepare a more detailed Area Specific Plan (sometimes referred to as a Secondary Plan) to guide decision-making. Area Specific Plans are considered to be part of the Official Plan, once they are adopted by Council and approved by the Region. According to ROPA 48 section 79.3(4), Area Specific Plans are to include:

- A transportation network designed to integrate active transportation, local transit services and inter-municipal/inter-regional higher order transit services; and,
- Urban design guidelines to promote active transportation and transit supportive land uses in accordance with Regional standards under Section 79.3(5)

Also, in section 81.2, the Region's policy states that local municipalities are to prepare Area Specific Plans for MTSAs that also:

- Identify minimum density targets;
- Identify target for planned residents and jobs;
- Identify complete community supportive land uses;
- Identify and protect lands that may be needed for transit infrastructure;
- Achieve land use compatibility;
- Identifies transportation and transit networks which are transit-supportive and achieve multi-modal access to the GO stations;
- Encourages alternative development standards (e.g. reduced parking);
- Establishes affordable housing targets; and,
- Includes detailed policies and development criteria to ensure the development of employment uses meet the Region's OP requirements;

The City's Official Plan also has some guidance for what should be included such as:

- Primary Growth Areas (including MTSAs) are identified as the most appropriate place for new tall buildings. (Section 2.4.2.(1)(iii)). They are also identified as priority locations for investments to community infrastructure, transit and public service facilities (Section 2.4.2 (1)(iv)). These areas will also support development that is compact, mixed use, and pedestrian oriented in nature (2.4.2 (1)(v)).

- ASPs are to identify and plan for future public service facility needs (e.g. community hubs, parks, etc.) as well as future institutional uses (Section 3.2.2 (h)).
- ASPs shall also identify, integrate and protect cultural heritage resources that exist in the area under study and propose ways to conserve, integrate protect and enhance any significant cultural heritage resources (Section 3.5.2 (3) (h)).
- Section 4.3.2 (a) notes that the use of an ASP should guide development in a matter that supports the objectives of the Urban Forest Management Plan while also making sure trees are planted with adequate space and suitable conditions to foster healthy canopy and to allow to reach maturity.
- Section 12.1.3(2) e) notes that ASPs will contain policies for the development of communities. Part f) states that ASPs must demonstrate how the objectives of the OP are being met and will include:
    - A statement of objectives for the intended character and physical development of the planning area;
    - Policies for protecting the natural heritage system;
    - Capacity targets of population, housing and employment as well as affordable housing;
    - Policies for a range and mix of housing, commercial, employment types including facilities for social, cultural, recreational, educational and religious purposes (to be located in community hub). Developments shall achieve land use patterns that promote mixed use, compact, transit supportive, walkable communities;
    - Location, types and density of uses contributing to healthy communities;
    - Considerations for land use compatibility;
    - Overall development densities;
    - Policies for multi-modal transportation network;
    - Policies for maintenance, upgrading and rehabilitation of utilities;
    - Identification of infrastructure and public service facility requirements;
    - Policies for cultural heritage resource conservation;
    - Policy direction for ASP specific urban design and sustainability policies;
    - Strategies for implementation and monitoring the above noted matters; and,
    - Assessment of the phasing of development.

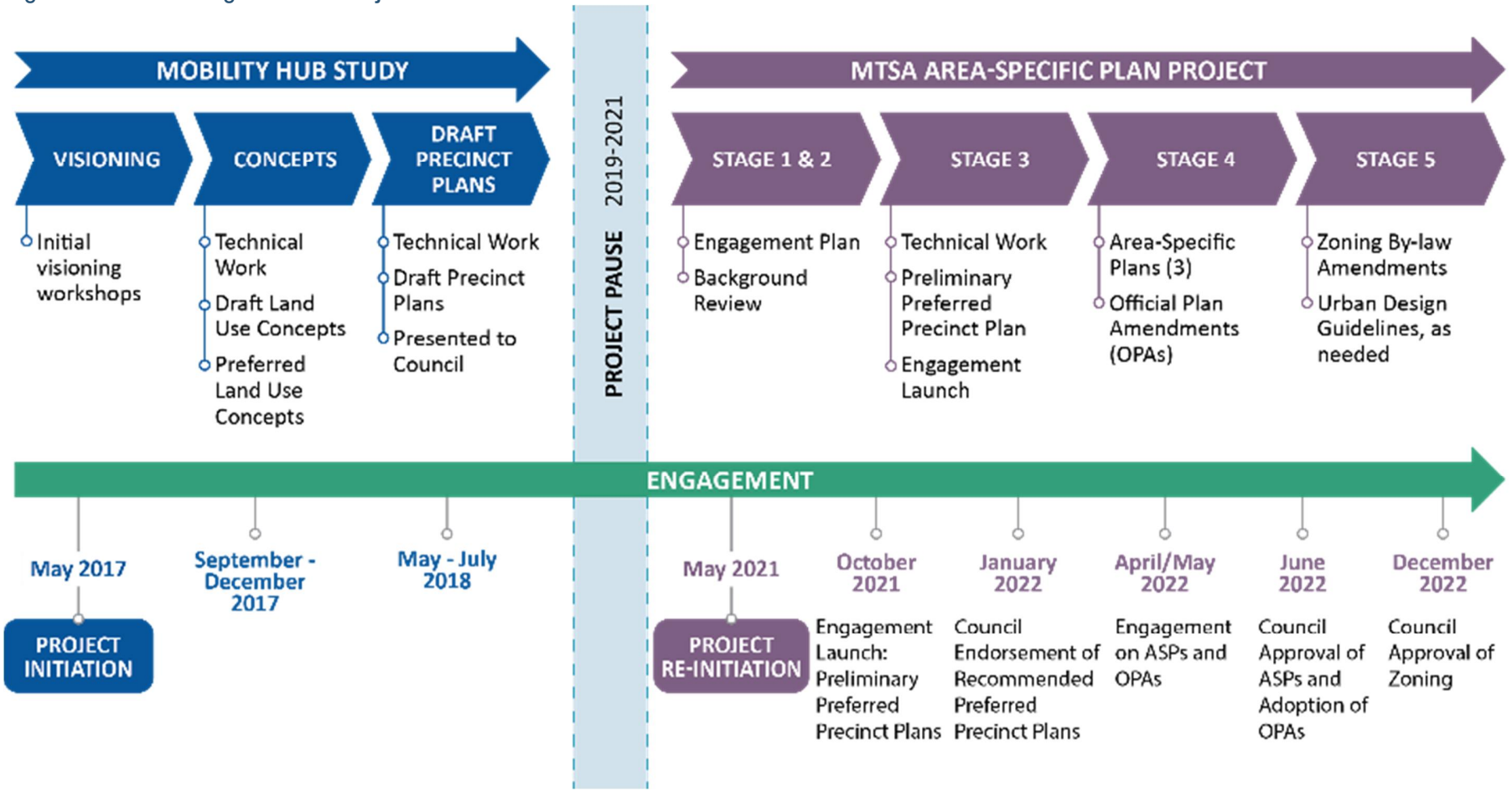
From a private sector perspective, an ASP needs to provide clear guidance on future land use to ensure that there is an appropriate level of expectations to support development certainty. Typically, an ASP will include a detailed land use plan, description of required and permitted uses, guidance on building heights and densities, and elements for building complete communities (complete streets, parks and other public services and facilities etc.) The policies of the ASP are considered non-statutory; however, they will lead to an Official Plan Amendment (OPA) which will implement the policies in the ASP. As a result, the Zoning by-law will be updated accordingly, which provides more detailed regulations at the site level. Another layer to the development of the ASPs is also the creation of Urban Design Guidelines which will guide the urban design vision for each unique MTSA. ASPs can also include specific policy direction on other areas, depending on the nature of the issues and opportunities associated with the area, such as land use compatibility, environmental protection, climate change, etc.

Finally, it is also worth noting that since ASPs, once translated into Official Plan Amendments, form part of the Official Plan, they need to consider and implement a range of Provincial and Regional plans and policies. The broader policy context is discussed in Section 2.

1.4 The MTSA Area Specific Planning Process

As noted earlier, the Area-Specific Planning Project is a continuation of the Mobility Hub Study that was paused in 2019. The Background Report "Planning Around Burlington's Major Transit Station Areas: What You Need to Know" September 2021 describes both the past Mobility Hub Study and the current Area-Specific Planning Project for reference. Figure 1.4 and the following sections provide a high-level overview of how the Burlington specific process has and will unfold, however for more specific details reference should be made to the Background Report.

Figure 1-4: Planning Around Major Transit Station Areas



1.4.1 The Mobility Hubs Study

Initiated in 2017, the purpose of the Mobility Hubs Study was to develop ASPs with associated background studies for the identified mobility hubs to guide future growth and investment; create a vision for complete, mixed-use, sustainable, efficient, active-transportation and transit supportive community; consult and engage with stakeholders, agencies and the public; and, inform the City's implementation with actions and strategies.

City staff worked on technical studies and engaged extensively with the public, stakeholders and agencies throughout visioning, development of the draft land use concepts and draft precinct plans.

In July 2018, staff brought forward draft precinct plans for the Aldershot GO, Burlington GO and Appleby GO areas, to Council for feedback. The work was preliminary and subject to change because of on-going technical studies and community and stakeholder feedback and did not receive Council endorsement at that time. As noted above, the work was placed on pause in early 2019 to enable the City to address other planning priorities.

1.4.2 MTSA Area-Specific Planning Project

As set out in the May 2021 Council approved work plan this project will build upon previously completed work and is now known as the MTSA Area-Specific Planning Project.

In early fall 2021, the City of Burlington retained Dillon Consulting Limited to assist in the development of Preferred Precinct Plans (preliminary and recommended) and associated policy/zoning directions; the development of ASPs for each of the MTSAs; and the provision of guidance and support on the preparation of urban design guidelines, and official plan and zoning by-law amendments.

Re-initiating the work to develop ASPs for these MTSAs involved reviewing and updating the past work to:

- Reflect the current legislation and guidelines noted in Chapter 2.0;
- Consider the feedback received through the 2018 Mobility Hub study and recent public, stakeholder and Council input received through the 2021 engagement on the Preliminary Preferred Precinct Plan; and,
- Incorporate the results of technical studies completed since 2019 noted in Chapter 5.

As shown in Figure 1.4, this Interim Report is the third milestone stage in the MTSA ASP project documenting the Recommended Preferred Precinct Plans and directions for supporting policies.

Following Council endorsement of the Recommended Preferred Precinct Plans, the fourth milestone stage in the MTSA ASP Project will build on the Recommended Preferred Precinct Plans and policies to develop an Area-Specific Plan for each MTSA. The ASPs will be informed by council modifications, ongoing technical work and engagement input and submissions will reflect any modifications to the Recommended Preferred Precinct Plans. The ASPs will form the basis and give guidance for the development of amendments to the Official Plan and Zoning By-law and Urban Design guidelines as needed to be prepared by the City.

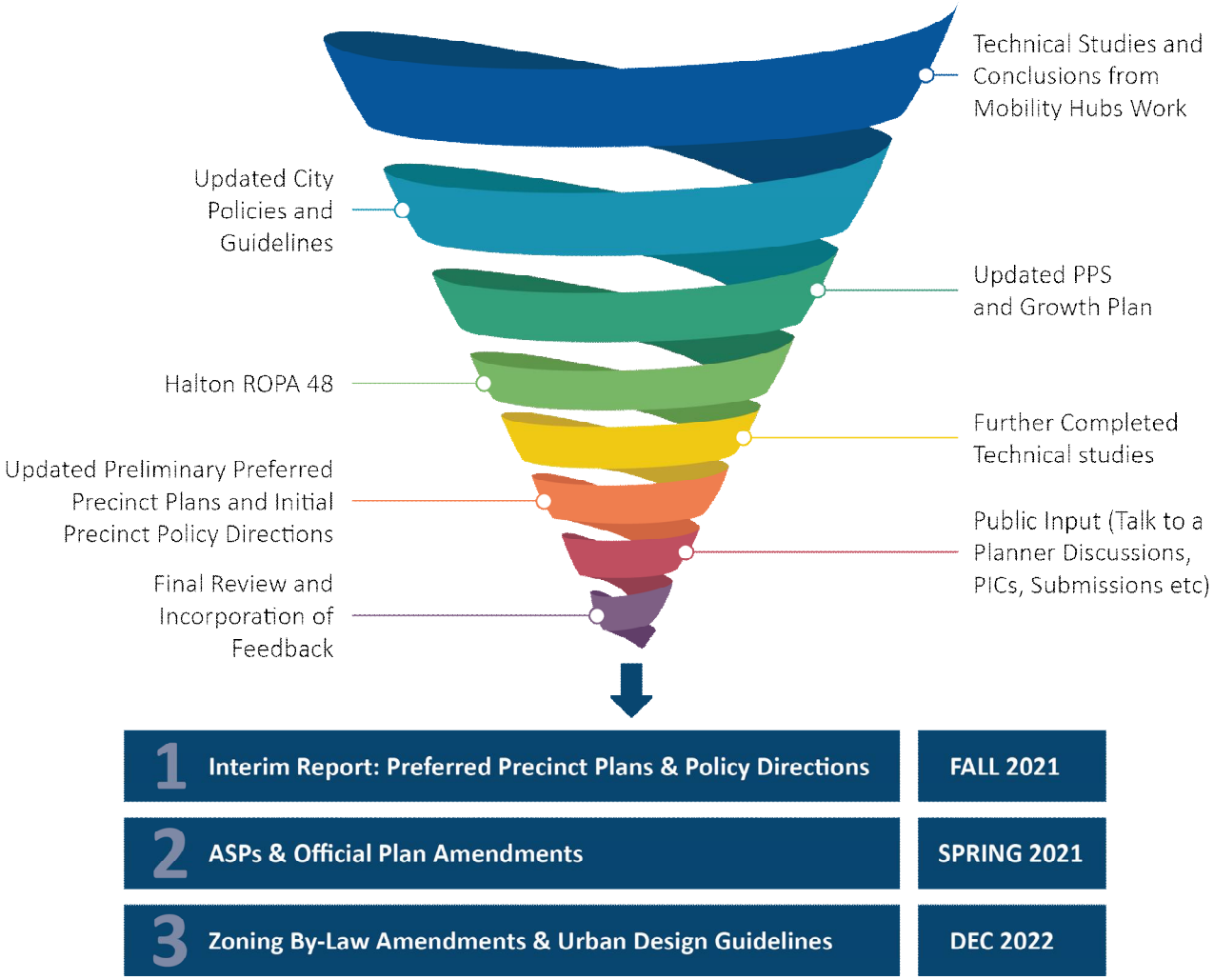
As shown in Figure 1.5, the ASPs are informed by:

- Technical Studies and Conclusions from the Mobility Hubs work;
- Updated City Policies and Guidelines;

- Updated PPS and Growth Plan;
- Halton ROPA 48;
- Further Completed Technical Studies;
- Updated Preliminary Preferred Precinct Plans and Initial Precinct Policy Directions;
- Public Input (Talk to a Planner Discussions, PICs, Submissions etc.); and,
- Final Review and Incorporation of Feedback.

In finalizing each of the ASPs, there are a number of policy conformity issues to address stemming from the Interim Control By-law (ICBL), Growth Plan and Provincial Policy Statement. In addition to these matters, there are also concerns around housing affordability, traffic congestion, density, public service facility and recreational needs and land use compatibility to name just a few. There are a number of challenges and opportunities to be addressed in order to provide comprehensive plans for each of the areas. This Interim Report outlines the key issues and policy directions to be addressed in the ASPs.

Figure 1-5: Preparing an Area Specific Plan

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2 Policy and Legislative Context

The need for growth, the focus of that growth around transit stations and the desire to build complete communities all stem from important legislation and policy documents like the Planning Act, the Provincial Growth Plan and the Provincial Policy Statement. The following sections provide brief overviews of the key provincial and regional planning directions and their role in shaping the MTSA precinct plans and policies.

2.1 Planning Act

Influence on the Area-Specific Planning Project: The Planning Act provides the Region of Halton the authority to protect the MTSAs in Burlington and to direct the City to focus growth around these transit stations also providing the opportunity to consider inclusionary zoning within Protected MTSAs as an affordable housing tool.

The Planning Act identifies matters of provincial interest, including the appropriate location of growth and development and the promotion of development that is designed to be sustainable, to support public transit and to be orientated to pedestrians, among many other matters. With respect to the ASPs, the Planning Act provides guidance for protected major transit stations, inclusionary zoning and community planning permit systems.

The Planning Act provides direction for protected major transit stations areas through Section 16(16):

> *(16) The official plan of an upper-tier municipality may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area's boundaries, and if the official plan includes such policies it must also contain policies that,*
>
> > *(a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; and*
> >
> > *(b) require official plans of the relevant lower-tier municipality or municipalities to include policies that,*

(i) identify the authorized uses of land in the area and of buildings or structures on lands in the area; and

(ii) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area. 2017, c. 23, Sched. 3, s. 5 (2).

The Planning Act also enacts no appeals or amendments for certain policies within protected major transit station. This includes policies that identify an MTSA as a protected MTSA; policies that identify minimum and maximum densities; and, policies that identify minimum and maximum heights. There are also no appeals for policies establishing the minimum number of residents and jobs per hectare that are planned for as well as the authorized land uses and the minimum and maximum densities within MTSAs (Section 16 (a) and (b)).

Inclusionary zoning often referred to as "IZ" is a provincial planning tool that enables municipalities to secure affordable housing units. The Planning Act restricts where IZ can be applied to areas within a Protected Major Transit Station Area (PMTSA) and to locations where a Community Planning Permit System (CPPS) or Development Permit System (DPS) area has been ordered by the Minister of Municipal Affairs and Housing. In Burlington there are no CPPSs ordered by the Minister in effect at the moment, however ROPA 48 identifies the three MTSAs, Aldershot GO, Appleby GO and Burlington GO as PMTSAs where IZ can be applied. The intent of this policy tool is to increase the supply of affordable housing for low- and moderate-income households, particularly in transit-connected locations. The Planning Act exempts IZ from developments which contain fewer than ten (10) residential units or are proposed by a non-profit housing provider. Inclusionary zoning is being considered by the City of Burlington through this project and the concurrent Housing Strategy. Under the Planning Act, Ontario Regulation 232/18 identifies the requirements for municipalities looking to implement IZ, including the need to complete a Municipal Assessment Report to confirm feasibility. As part of the City's ongoing Housing Strategy, the City is examining the potential for IZ and will be completing its Municipal Assessment Report in 2022. The conclusions and recommendations from the Housing Strategy will be considered and incorporated into the ASPs for the MTSAs as appropriate.

2.2 Provincial Policy Statement (PPS)

Influence on the Area-Specific Planning Project: The PPS provides direction on complete communities and transit supportive development that will inform the Area Specific Plans.

The Provincial Policy Statement (PPS), 2020, provides policy direction on matters of provincial interest including direction for planning and regulating the development and use of land which applies throughout the Province. Municipalities in making planning decisions, including creating and amending Official Plans, must be consistent with the policies in the PPS. The policies of the PPS emphasize the creation of healthy, liveable and safe communities through the promotion of efficient land use and development patterns that support complete communities which integrate land use planning, growth management, transit supportive development, intensification and infrastructure planning. The PPS also directs the protection of the environment, public health and safety, the need to prepare for regional and local impacts of a changing climate and to facilitate economic growth.

The PPS speaks to promoting transit-supportive development and the optimization of transit investments (PPS 1.1.1 e)). In Settlement Areas, land use patterns are to include a mix of land uses and densities that "are transit-supportive, where transit is planned, exists or may be developed" (PPS 1.1.3.2 f)). Transit-supportive is defined as follows by the PPS:

> Transit-supportive: in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

With the existing all day, 2-way service on the Lakeshore West GO and the Metrolinx plans for Regional Express Rail bringing more frequent service to this line, the GO stations in Burlington need to be planned with a range of transit-supportive land use patterns and development.

The PPS also provides further guidance on ensuring housing options are considered in transit-supportive developments:

- Section 1.1.3.3 indicates that there is a need to take into account existing building stock and the availability of planned infrastructure and public service facilities when planning transit-supportive developments; and,
- Section 1.4.3 encourages municipalities to think about housing across the whole municipality while also prioritizing intensification in proximity to transit (Section 1.4.3 e).

The PPS also has an updated section (Section 1.2.6) which speaks about Land Use Compatibility. Since many of these areas are going to accommodate intensification and residential uses where none existed before, and some will continue to have employment uses and facilities operating the issue of land use compatibility becomes an important one. The PPS notes that major facilities and sensitive land uses shall be planned and developed to avoid or minimize and mitigate adverse effects from issues such as odour, noise and other contaminants, while also minimizing the risk to public health and safety. It also speaks to the need to protect the long-term viability of these important employment uses to encroachment etc.

Section 1.6.7 of the PPS on Transportation Systems speaks to providing multi-modal transportation systems which may include automobiles, walking, cycling, buses, tracks, rapid transit, rail, air and marine. The PPS promotes this through an efficient use of the planned infrastructure and can be refined with transportation demand management strategies where necessary and feasible. To reduce the number and length of vehicle trips and support transit systems and active transportation, land use patterns with a mix of housing types and densities are also encouraged by the PPS.

As noted earlier in Section 1.3 of this Report, the Official Plan is the City's major planning document to guide long term land use change. Section 4.6 of the PPS reinforces the value of long-term planning and role of the City's Official Plan in implementing the PPS:

> The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated long-term planning is best achieved through official plans. Official plans shall identify provincial interests and set out appropriate land use designations and policies.

2.3 Growth Plan for the Greater Golden Horseshoe

Influence on the Area-Specific Planning Project: The Growth Plan determines the level of growth upper and single tier municipalities must absorb and sets the expectation that this growth is focused within the urban area around strategic growth areas such as urban growth centres and major transit station areas. The Growth Plan also includes instruction to municipalities around a number of other important planning issues including, employment lands, integrated planning and consideration of cultural heritage.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) builds on the policy directions of the PPS and provides guidance for how communities are to plan for growth to 2051.

The Growth Plan identifies strategic growth areas such as major transit station areas and urban growth centres. These strategic growth areas are a key focus for development each with a set of relevant policies and minimum density targets established in accordance with the Growth Plan (2019). The Province expects municipalities to complete detailed planning for major transit station areas and UGCs as focal areas for investment, able to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit.

The Growth Plan provides the following policies for urban growth centres and major transit station areas:

2.2.3 1. Urban growth centres will be planned:

- as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;
- to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
- to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and,
- to accommodate significant population and employment growth.

2.2.4 8. All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:

a) connections to local and regional transit services to support transit service integration;
b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and,
c) commuter pick-up/drop-off areas.

2.2.4 9. Within all major transit station areas, development will be supported, where appropriate, by:

a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
b) fostering collaboration between public and private sectors, such as joint development projects;
c) providing alternative development standards, such as reduced parking standards; and
d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Aldershot, Appleby and Burlington GO stations meet the definition of MTSAs in the Growth Plan and the Growth Plan generally identifies the location of the Downtown Burlington Urban Growth Centre (UGC) on Schedule 4 making this area a combined MTSA/UGC. (as noted in section 2.4 below, the UGC has been adjusted to align with the Burlington GO MTSA through ROPA 48).

Please note that although no change to the Growth Plan was required the Minister updated the approximate size and location of the UGCs. The updated document was one of several supplemental implementation tools listed in the Growth Plan, ERO number 019-4647.

Section 2.2.3.2.b. of the Growth Plan sets a minimum density target of 200 residents and jobs combined per hectare for UGCs. Section 2.2.4 identifies the density targets for MTSAs which are informed by type and level of transit service:

- 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; and,
- 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network and identified on the Priority Transit Corridor as shown on Schedule 5 of the Growth Plan.

In the context of Burlington, the Priority Transit Corridor as shown on Schedule 5 of the Growth Plan extends just to the Burlington GO. Therefore, the minimum target identified by the Growth Plan of 150 residents and jobs combined per hectare is the target that would apply to Appleby GO and Burlington GO. The Aldershot GO target, is informed by the Regional Official Plan. The Growth Plan allows a municipality to set an alternative target in instances where the minimum target cannot be achieved. Halton Region's ROPA (discussed in the next section) provides more specific targets for the City's MTSAs. The following table summarizes the growth direction from the Growth Plan.

Burlington UGC / GO MTSA Growth Plan Minimum Density Target	Aldershot GO MTSA Growth Plan Minimum Density Target	Appleby GO MTSA Growth Plan Minimum Density Target
150 residents and jobs per hectare	N/A Informed by Regional OP	150 residents and jobs per hectare

Section 2.2.5 of the Growth Plan focuses on employment directing major office, and appropriate major institutional development to urban growth centres and MTSAs. It instructs municipalities to designate employment areas and protect these areas for employment over the long term by prohibiting residential and major retail uses within employment areas or ensuring that adverse impacts on employment uses are minimized. Both the Appleby and Burlington GO MTSAs include designated employment areas within their boundaries. Outside of designated employment areas, municipalities are encouraged to establish development criteria to ensure that the redevelopment of any employment lands will retain space to accommodate a similar number of jobs.

Other important directions in the Growth Plan include:

- The encouragement of an integrated approach to land use planning, infrastructure planning (e.g. transportation, water, wastewater, stormwater) and environmental protection. Considering all three of these elements together is a foundational element of the Growth Plan and allows municipalities to develop a cost effective and sustainable approach to accommodating growth. (Section 3)
- Conserving cultural heritage resources, particularly in strategic growth areas to help foster a sense of place. (Section 4.7)
- The ability for municipalities to plan for development beyond the 2051 horizon provided that there is also planning for the needed infrastructure and public service facilities, that the type and scale of development is contextually appropriate, and that the development can achieve the mix of diverse land uses and open space required to be a complete community. (Section 5.2.4.5)
- Recognizing that developing lands within the MTSAs as strategic growth centres is still subject to all relevant provincial and municipal land use planning policies and approval processes. (Section 5.2.5.8)

2.4 Halton Region Official Plan

Influence on the Area-Specific Planning Project: The Halton Region Official Plan, sets a long-term vision that guides how development throughout Halton will happen to meet the current and future needs of businesses and residents. Further, Regional Official Plan Amendment 48 provides the final boundaries for the MTSAs; assigns minimum density targets including the proportional mix of residents and jobs to be planned to achieve; identifies the MTSAs as PMTSAs; establishes guiding policies to direct the development of area specific plans for MTSAs; and adjusts the City of Burlington UGC to align with the Burlington GO MTSA.

The Halton Region Official Plan (ROP, 2018 Office Consolidation) is a guiding document for growth in the Region and provides goals and objectives for new development. The ROP 77(5) includes policy requirements for ASPs including but not limited to development and transit related policies that the City of Burlington Official Plan must conform to. The ROP supports transit and active transportation systems, land use patterns and built forms that are transit-supportive.

2.4.1 Regional Official Plan Amendment 48 (ROPA 48)

The Region is currently undertaking an Official Plan Review /Municipal Comprehensive Review (MCR). Through this process, the Region will be allocating new growth to Burlington to the 2051 planning horizon. This may result in additional targets and housing-related policies that may need to be considered in later stages of this study or by staff as they undertake a conformity amendment to the ROP as required by the Planning Act.

As part of a phased approach to the MCR work, the Region has adopted an amendment to the Regional Official Plan which implements components of the Regional Urban Structure to establish a hierarchy of strategic growth areas that will guide the development within Halton's communities to intensification areas. The amendment also includes a set of objectives that focuses a significant proportion of population and employment within Strategic Growth Areas through mixed use intensification supportive of the role and function of these areas within the local municipalities.

The Regional Urban Structure implemented through ROPA 48, establishes a hierarchy of strategic growth areas directing growth to Urban Growth Centres, Major Transit Station Areas on a Priority Transit Corridor and MTSAs on a Commuter Rail Corridor, Primary Regional Nodes, Secondary Regional Nodes and Regional Corridors. ROPA 48 also delineated the boundaries of the Urban Growth Centres and MTSAs and established the MTSAs as Protected MTSAs.

Strategic employment area conversions were also advanced within the Aldershot and Burlington GO MTSAs as part of ROPA 48. These were completed at both the regional and City designated employment lands level. The conversions were informed by a previously completed technical study which ultimately was included in the new OP. These conversions were approved in order to accommodate the growth targets for each as well as facilitate the needed affordable housing.

ROPA 48 also includes the following policy additions and revisions respecting inclusionary zoning:

- Consider intensification and development of Strategic Growth Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Protected Major Transit

Station Areas under the Planning Act, to promote and support intensification and further the development of Affordable Housing.

- The Region requires Local Municipalities to prepare detailed Official Plan policies or an Area-Specific Plan for strategic growth areas such as MTSAs, in accordance with Sections 48 and 77(5) of the ROP and also establishes Affordable Housing targets in accordance with the applicable policies of Section 86, and inclusionary zoning policies authorizing a minimum number of Affordable Housing units, and/or a minimum gross floor area of Affordable Housing, within residential and mixed use buildings, and providing for their maintenance as Affordable Housing units over a period of time where appropriate. The inclusionary zoning policies will be based on the completion of an assessment report in accordance with the Planning Act, which is to the satisfaction of the Region.

The following are additional considerations beyond the above that related to planning for a Major Transit Station Area:

- Identifies the minimum density target to be achieved expressed as the number of residents and jobs per hectare.
- Identifies a target proportion of residents and jobs to be planned for; identifies land uses to support complete communities.
- Prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established.
- Identifies and protects lands that may be needed for future enhancement or expansion of transit infrastructure, as appropriate.
- Achieves land use compatibility, by ensuring that the planning and development of sensitive land uses or major office uses, avoids, or where avoidance is not possible, minimizes and mitigates adverse effects and potential adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment.
- Identifies transportation and transit networks which are transit supportive and achieve multimodal access to the stations, ensure connections to all transit service, and provide infrastructure to support active transportation.
- Encourages alternative development standards, including reduced parking standards in Major Transit Station Areas.
- Includes detailed policies and development criteria to ensure that the development of employment uses planned within the Major Transit Station Area meet the requirements of Section 79.3(13) of the ROP.

- May identify stable residential neighbourhoods where only contextually appropriate intensification opportunities in keeping with the neighbourhood character are contemplated.

In addition, ROPA 48 introduces the following new specific targets for Burlington's MTSAs that the City must plan to achieve:

- Aldershot GO: minimum density target of 150 people and jobs per hectare (with a target proportional mix of 80% residents and 20% jobs);
- Appleby GO: minimum density target of 120 people and jobs per hectare (with a target proportional mix of 40% residents and 60% jobs); and,
- Downtown Burlington UGC/ Burlington GO: minimum density target of 200 people and jobs per hectare (with a target proportional mix of 65% residents and 35% jobs).

ROPA 48 was adopted by Regional Council in July 2021 and approved by the Province on November 10, 2021. Per the Planning Act, the Minister's decision of ROPA 48 cannot be appealed. Local policies cannot conflict with the policies set out in ROPA 48.

2.5 City of Burlington Official Plan

Influence on the area-specific planning project: The City of Burlington Official Plan provides direction for what policies should be included in the area specific plans including: complete communities, active transportation, densities and heights, uses, heritage, natural environment etc.

The City of Burlington's New Official Plan (OP) shifts the focus away from greenfield development to focused intensification of targeted areas in order to accommodate new residents and jobs. This approach aligns the forecasted growth with existing and planned infrastructure needs and protects existing residential neighbourhoods from significant change. In order to achieve this, the new OP has established an Urban Structure for its distinct areas (Mixed Use Intensification Areas, Residential Neighbourhood Areas, Natural Heritage System, Major Parks and Open Space) and a Growth Framework with a growth management strategy which sets out where growth and intensification will occur in the City. The new OP also incorporates the necessary refinements to existing land use policies.

The new OP reinforces the City's commitment to building a complete community and providing affordable housing by fusing the local community interests with Regional and Provincial policy direction and articulating the City of Burlington's Vision to 2031 and beyond. A great deal of work has been undertaken to complete the new OP and this includes: planning analysis, research and significant collaboration and dialogue with the community and stakeholders. Burlington's OP is used to guide the decision making and development approval processes of the City to ensure that all new development is supportive of and achieves Burlington's long-term vision.

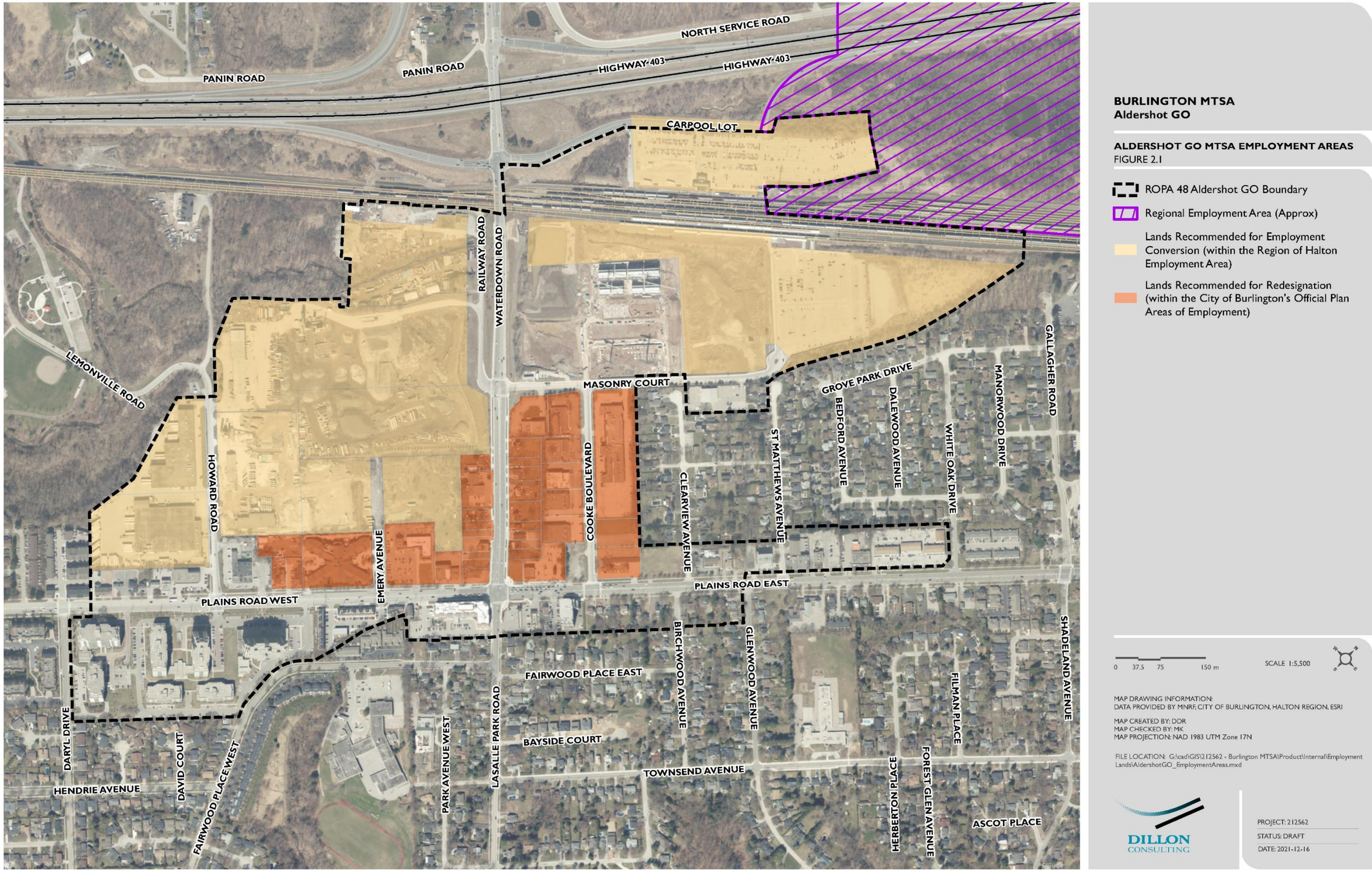
The MTSAs are identified as Primary Growth Areas and priority locations for City-initiated area-specific planning and for investments in transit as well as other types of infrastructure and public service facilities, including parks to support population and employment growth. This is the trigger for the ASPs for the MTSAs. The MTSAs are emerging elements of the Urban Structure and have been identified as the most appropriate location for higher intensity, mixed use, transit-supportive development. This includes identifying the Primary Growth Areas – which MTSAs are a part of, as the most appropriate and predominant location for new tall buildings in accordance with the more specific land use policies developed through the area-specific planning work. Another key element of the Official Plan was the conversion of City-designated employment lands in the Aldershot, Appleby and Burlington MTSAs. This opens the areas up for the anticipated population for intensification. Background work for this also went into informing the changes in the Region's Employment Areas are also discussed above. The MTSA areas will support the GO Rail Network, the Provincial Priority Transit Corridor and the City's frequent transit corridors and will accommodate compact, mixed use and pedestrian oriented development. Refer to Figure 2.41 – 2.3 for maps depicting the extent of the City's and Regions Employment Lands and Areas within each MTSA area.

The City of Burlington's new OP was adopted by City Council on April 26, 2018 and approved with modifications by the Region of Halton on November 30, 2020. Currently, the new Official Plan is in the midst of an appeals process before the Ontario Land Tribunal (OLT) and may be subject to change as the process advances. For more information about this process please see the City's Official Plan webpage (https://www.burlington.ca/en/services-for-you/Official-Plan.asp).

The MTSA ASP Project will build on the previous work and direction from the OP and provide the next level of detail to set out development standards including but not

limited to: height, built form, permitted and required uses and building complete communities in order to guide long term development.

Figure 2-1:Aldershot GO MTSA Employment Areas



BURLINGTON MTSA
Aldershot GO

ALDERSHOT GO MTSA EMPLOYMENT AREAS
FIGURE 2.1

- ROPA 48 Aldershot GO Boundary
- Regional Employment Area (Approx)
- Lands Recommended for Employment Conversion (within the Region of Halton Employment Area)
- Lands Recommended for Redesignation (within the City of Burlington's Official Plan Areas of Employment)

0 37.5 75 150 m

SCALE 1:5,500

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, CITY OF BURLINGTON, HALTON REGION, ESRI

MAP CREATED BY: DDR
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 17N

FILE LOCATION: G:\cad\GIS\212562 - Burlington MTSA\Product\Internal\Employment Lands\AldershotGO_EmploymentAreas.mxd

DILLON CONSULTING

PROJECT: 212562
STATUS: DRAFT
DATE: 2021-12-16

Figure 2-2: Appleby GO MTSA Employment Areas

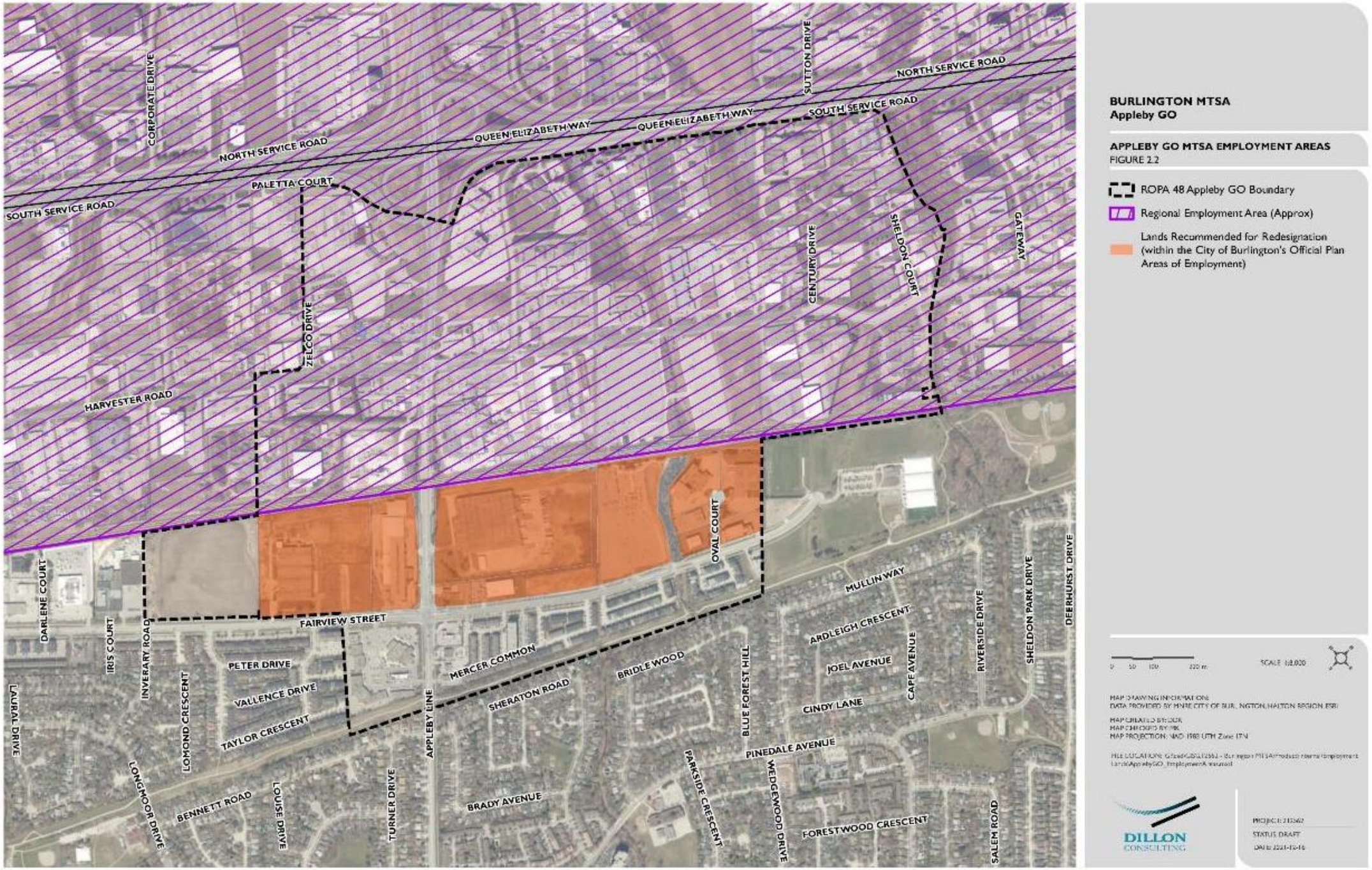
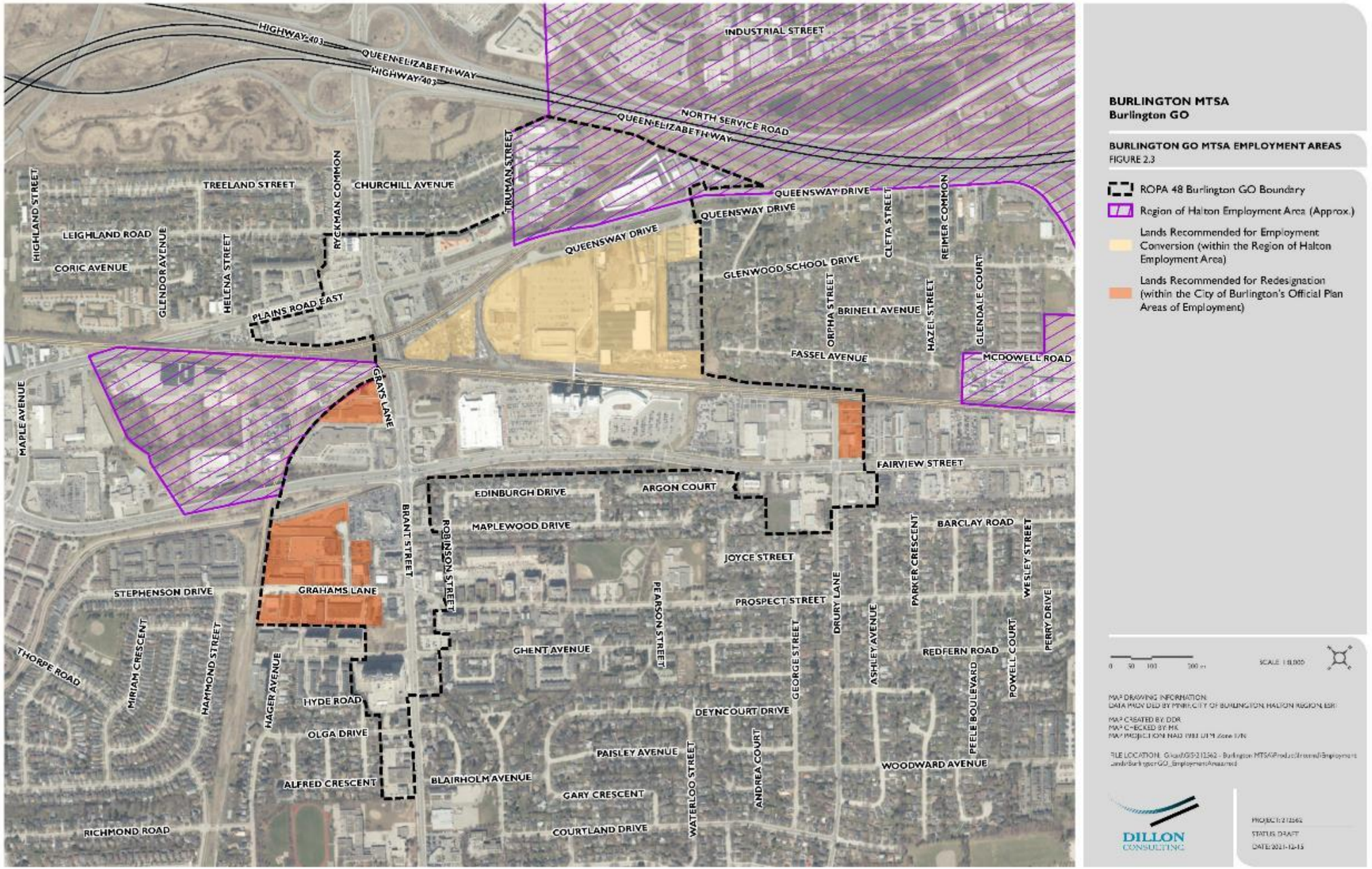


Figure 2-3: Burlington GO MTSA Employment Areas



2.5.1 Mixed Use Intensification Areas

The lands identified as Mixed Use Intensification Areas within the Official Plan are divided into Urban Centres, MTSA Special Planning Areas and Mixed Use Nodes and Intensification Corridors. These areas accommodate a wide range of intensity and uses, including residential uses, with the intent to retain commercial function in support of complete communities. Through the Mixed Use Intensification Areas, the OP is promoting the development of traditional commercial areas into revitalized mixed use, pedestrian-friendly hubs of activity.

Major Transit Station Areas

In particular, Major Transit Station Areas (MTSAs) will be planned to accommodate a significant share of population and employment growth. The three MTSA Special Planning Areas identified in the OP are the Aldershot GO, Appleby GO and Burlington GO Stations (Section 2.3.1(h) & (i)). The delineation of the MTSA boundaries and the minimum density targets have been established by the Region of Halton through Regional Official Plan Amendment 48 (ROPA 48). Regional Council adopted ROPA 48 in July 2021 and the Province issued a decision on November 10, 2021 approving the amendment. The Minister's decision of ROPA 48 cannot be appealed. These changes to Burlington's urban structure will be implemented at a local level through an Official Plan Amendment. This project is preparing the necessary work to develop and implement the Area Specific Plans (ASPs).

Urban Growth Centre

Official Plan, 2020 currently identified the Urban Growth Centre (UGC) boundary within the Downtown Urban Centre, in conformity with the Regional Official Plan at the time of the preparation of the new OP. The UGC is also referred to in the Provincial Growth Plan and the ROP, as an area that is to be planned to achieve a minimum density target of 200 residents and jobs combined per hectare, by 2031 (Section 2.2.3(d)(iii)). This area is intended to provide a location in the city that will serve as an area for higher intensity mixed use development, consisting of residential retail, employment, public service facilities like parks and community centres, encouraging higher intensity transit supportive, and transit oriented complete communities. As part of ROPA 48, Burlington's Downtown Urban Growth Centre has been adjusted to the Burlington GO station, which will be implemented at the local level through a conformity exercise.

2.6 Zoning By-Law 2020

Influence on the area-specific planning project: the city's zoning by-law will need to be amended to implement the area-specific plans. A zoning review and recommendations for change will be completed in a later stage of the area-specific planning project.

A Zoning By-law controls the use of land in a community and provides specific direction and regulation respecting the use of land; the location of buildings and structures; the types of uses permitted; and, lot sizes, dimensions, parking requirements, building heights and setbacks from the street. Ultimately, the Zoning By-law is the applicable legal instrument that implements the directions of an Official Plan. Authority for Council to pass a Zoning By-law is granted through Section 34 of the Planning Act. Most municipalities have a comprehensive Zoning By-law that divides the municipality by specific land use zones, and it includes regulations and standards as noted above. Work is expected to be initiated in the near future to bring the Zoning By-law into conformity with the Official Plan.

Zoning By-law 2020 establishes the current permitted uses within the three MTSAs. Figures 2.4, 2.5, and 2.6 highlight the current zoning. A Zoning By-law amendment will be prepared following completion of the ASPs and implementing OPAs.

Figure 2-4: Aldershot MTSA Zoning

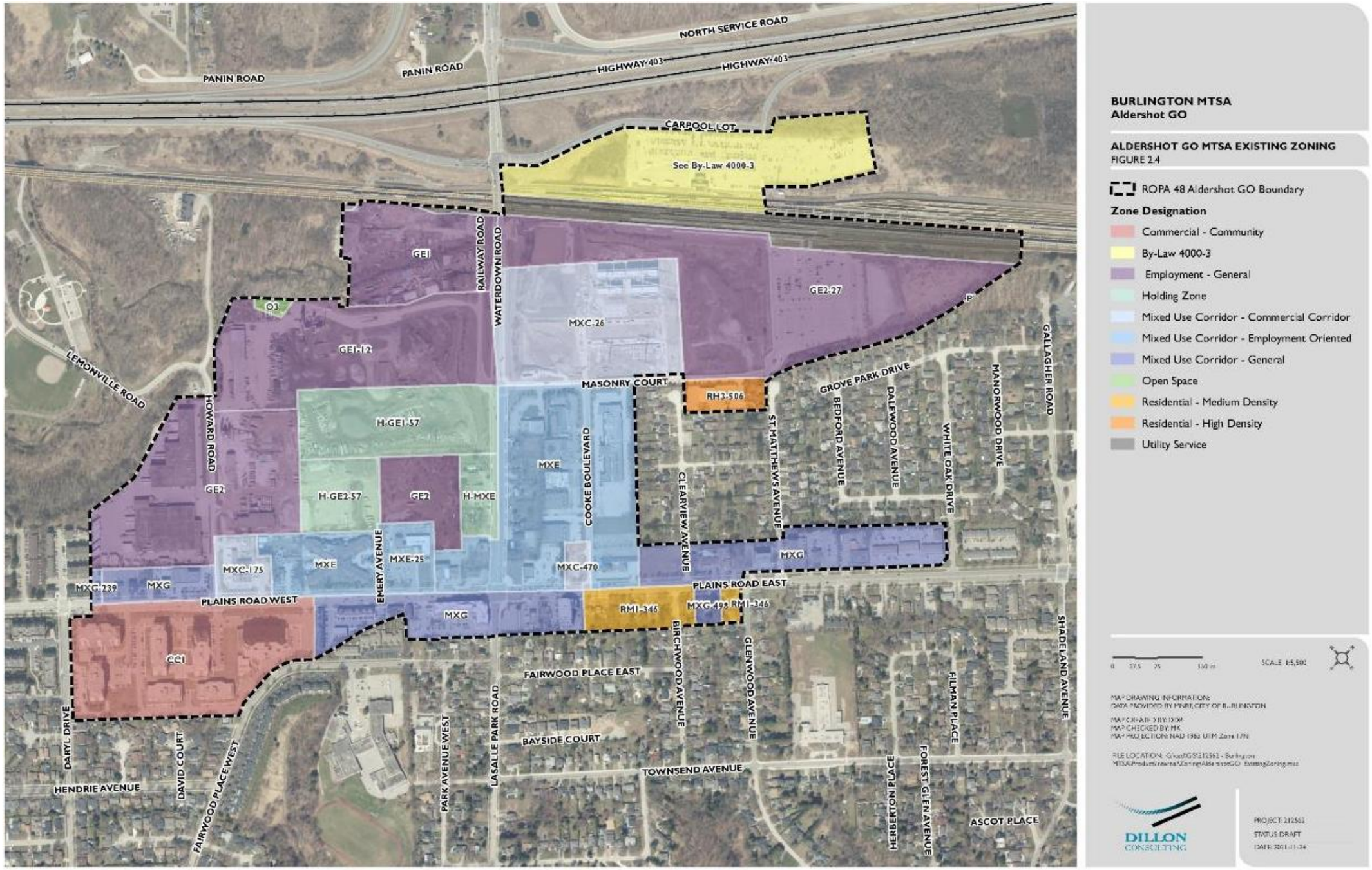


Figure 2-5: Appleby MTSA Zoning

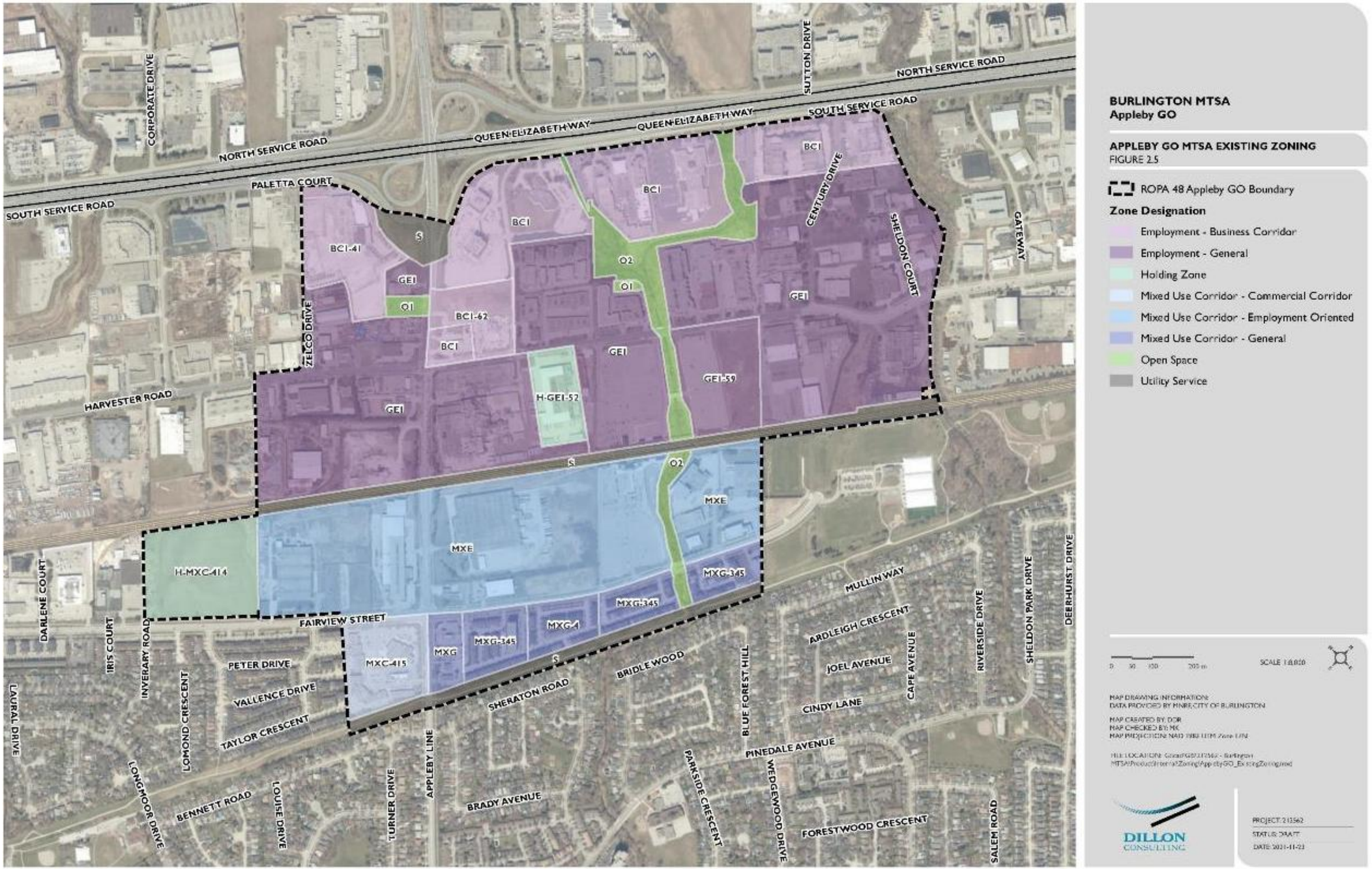
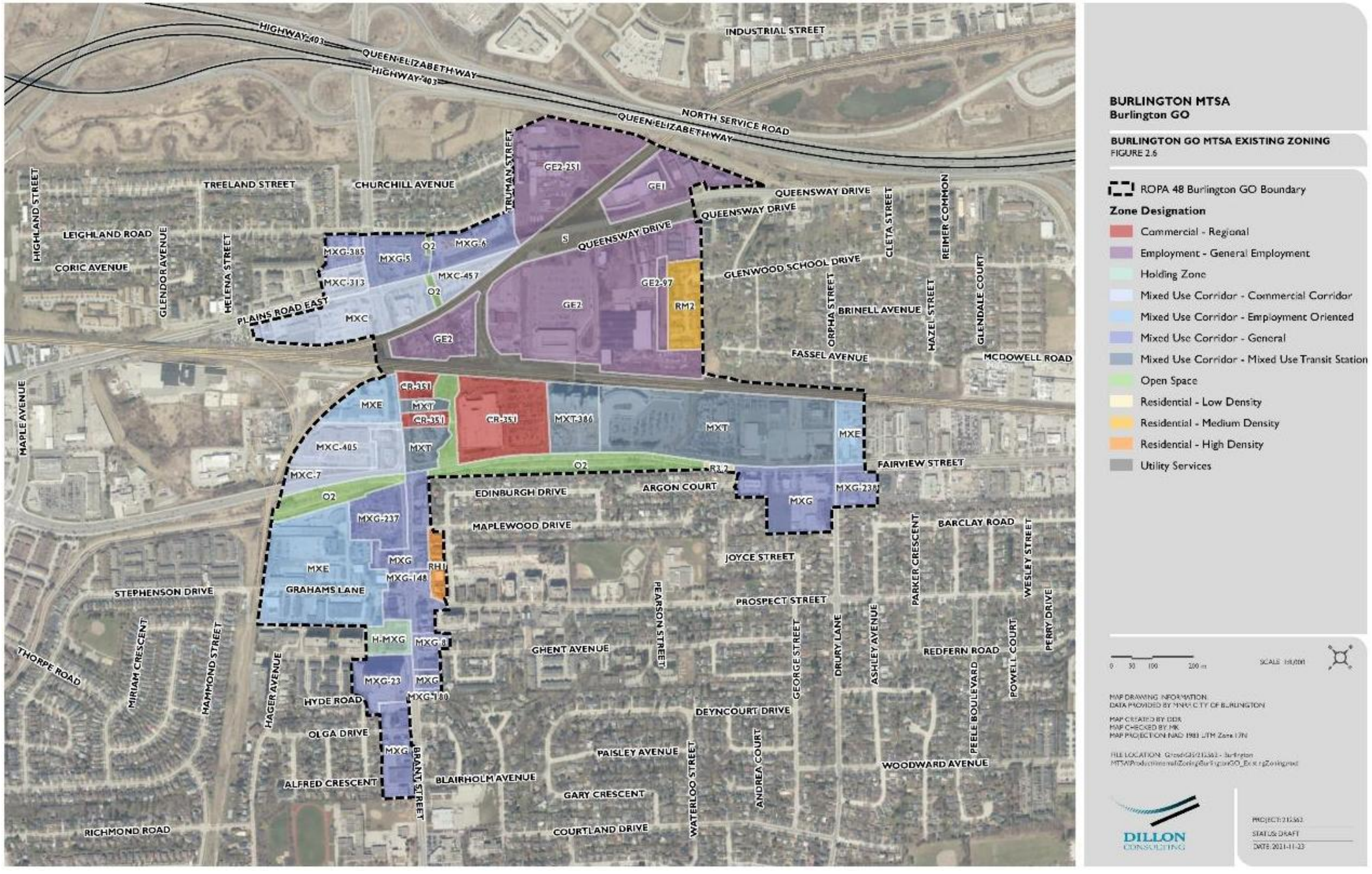


Figure 2-6: Burlington MTSA Zoning



3 Recommencement of Area Specific Plan Process and Introduction of MTSAs

As noted previously, MTSA Area-Specific Planning Process is a continuation of work completed through the Mobility Hubs Study paused in early 2019. The draft precinct plans prepared through the previous work provide the jumping off point for this current work. As time had passed and some of the important planning legislative framework had advanced it was important to assess the work completed to date to confirm its validity as the basis for the MTSA ASPs.

The team examined the guiding objectives for the overall study, the vision and objectives for each MTSA and the draft precinct plans from 2018 and determined that in large part the previous work was still valid and relevant, with some minor tweaks to align with updated legislation and the current status of strategic initiatives at the City.

The section reviews the overall objectives for the MTSA ASP Project, and for each MTSA confirms objectives, provides a vision and discusses key elements incorporated into a Preliminary Preferred Precinct Plan. Information on the anticipated level of growth for each MTSA is also provided.

3.1 MTSA ASP Project Objectives

At the outset of the Mobility Hubs Study, the following overarching City objectives were identified to guide the process. These objectives were documented again in the recent Background Report (2021):

- Complete, compact and sustainable communities, with a mix of uses in walking distance of transit;
- Population and employment densities to support local and regional transit;
- Built form to achieve walkability, high-quality public spaces and design excellence;
- A balanced multi-modal transportation network;
- Land uses and building forms which are compatible with the surrounding area and achieve sensitive integration with existing areas;
- Mix of housing types to support affordability and attract a broad range of demographics, including families;
- New parks, trails, public realm and open spaces;

- Protection of natural heritage; and,
- Conservation of significant designated heritage resources.

These objectives will continue to guide the MTSA ASP Project and development of area-specific plans.

In addition, through the early Mobility Hub work and as presented to Committee in July 2018, objectives to shape the development of the draft precinct plans for each the MTSAs were prepared. These objectives were informed by public and stakeholder feedback and developed to ensure that the draft precinct plans addressed matters important to the public. The following objectives, originally presented in 2018 were reviewed and continue to be relevant to guide the Area-Specific Plan process for each individual MTSA. The 2018 objectives that would be common to all MTSAs are as follows:

- Directing the highest intensity to areas in close proximity to major transit stations and to current or planned frequent transit corridors;
- Minimizing shadowing impacts on public parks and open spaces and low density established residential neighbourhoods;
- Providing height transitions to established low density residential neighbourhoods outside of the hub boundaries;
- Providing increased permeability for active transportation options to and from GO stations;
- Providing recognition of existing cultural heritage resources;
- Creating feasible opportunities for new parks and open spaces to serve current and future residents and employees in each area;
- Identifying new and existing streets and other linkages to serve as key green, active transportation corridors to facilitate improved connectivity within, to and from the hubs;
- Creating new parks and open spaces that integrate with and enhance the existing city-wide parks and open space system;
- Providing a level of intensity to attract new retail and commercial functions to serve current and future residents and employees;
- Recognizing existing employment functions and providing for a variety of new and expanded employment and commercial opportunities;

- Planning for a variety of housing forms to attract a broad range of demographics; and,
- Identifying opportunities for a broad range of future public service facilities in locations that provide the greatest access to future residents and in locations that provide the greatest flexibility to accommodate a variety of functions and uses.

In addition to the above, it was determined though the current work that greater emphasis should be placed on the development of public services and community facilities in order to foster the building of successful and complete communities and therefore the following objective will be added:

- Provide a diverse, equitable and inclusive set of public services and community facilities to serve the needs of the existing adjacent communities as well as the anticipated residents throughout the precincts.

In addition to the above it is worth noting that the overall approach to building heights within each of the three MTSAs is largely un-changed from the 2018 versions. The proposed approach to building heights is considered to be appropriate given the following:

- The overall role and function of the MTSAs within the local context of Burlington as a growing, mid-sized City in the western GTAH;
- The need to provide sufficient opportunities for transit-supportive development and achieve the minimum density targets;
- The need to provide for transitions in height between the MTSAs and surrounding neighbourhoods; and,
- There will be an opportunity to provide flexibility for maximum building height permission in some of the precincts, in particular those intended to accommodate employment and major office uses, to maximize the potential in attracting higher density, major office uses in the MTSAs.

3.2 MTSA Specific Vision, Objectives and Key Elements

Each of the MTSAs are unique and have specific characteristics and environments including uses, amenities, geography etc. For each MTSA, the following sections describe the MTSA area now, articulate its future vision, present the Preliminary Preferred Precinct Plan and highlight key elements of the MTSA including changes since the Mobility Hub Study. It is noted that the Preliminary Preferred Precinct Plans

presented in this chapter were subject to consultation in the fall of 2021 and any changes as a result of consultation are reflected in Sections 4 and 6 of this Interim Report and referred to as the Recommended Preferred Precinct Plans.

3.2.1 Aldershot GO MTSA – "Aldershot Corners"

The existing area around the Aldershot GO station area comprises several established residential areas adjacent to the MTSA boundary and includes the presence of existing low-intensity and land extensive employment uses. As of November 2021, there are seven development applications within the MTSA boundary with varying status (approved, under review etc.):

- 101 Masonry Court Development, (140 stacked townhomes, 58 back to back townhomes, 35 regular townhomes, 16 rear lane townhomes, and two 6 storey apartment buildings);
- 35 Plains Road East (8 storey apartment building);
- 1085 Clearview Avenue (6 storey, 160-unit residential apartment building is proposed);
- 40-70 Plains Road East (proposal for a 10-storey residential apartment building with 360 units); and,
- 92 Plains Road East (6 storey, 49-unit apartment building with ground floor office/commercial uses).

As noted in a staff presentation to Committee on July 12, 2018 (PB-65-18), there is strong community support for continuing the revitalization of Plains Road into an attractive, mid-rise main street. That same presentation identified the following unique objectives, informed through public and stakeholder feedback, for the Aldershot GO MTSA:

- Recognizing the need to vary the maximum heights for new mid-rise development within the hub in order to achieve sensitive transitions to established residential neighbourhood areas outside of the hub;
- Concentrating higher intensity development on large brownfield/greyfield sites that contain existing employment uses in order to encourage mixed use development;
- Recognizing the existing employment function in the area and planning for future employment and commercial uses in the hub;

- Planning for flexible commercial and retail spaces that can respond to the changing commercial / retail landscape;
- Creating new streets and active transportation connections to enhance the existing transportation network, including the establishment of new east-west corridors which will improve permeability through the area for pedestrians and cyclists and mitigate traffic associated with future growth; and,
- Focusing height away from Plains Road and towards the rail corridor to concentrate future residents in close proximity to the GO station and to maintain the mid-rise vision for Plains Road.

These objectives were integrated into the updated vision and precinct elements for the Aldershot Corners MTSA where appropriate and will continue to be considered in the Area-Specific Plans.

Vision for Aldershot Corners

> At the western edge of the city, Aldershot connects Burlington to the City of Hamilton and is at an important transit and road intersection.
>
> Aldershot Corners vision: Located minutes from Hamilton at the western edge of Burlington, Aldershot Corners is a visitor's first impression of Burlington when travelling east from Hamilton and Niagara on the Lakeshore West GO line. The area is nestled within the Aldershot Village Business Improvement Area and focused at the corners of Plains Road, Waterdown Road and Cooke Boulevard. Part of the Treaty 3 lands, Indigenous People were stewards of the land for thousands of years before settlers arrived. Post-Colonially, this area was a major hub for brick manufacturing, and also has a rich agricultural past rooted in fruit production.
>
> Aldershot Corners will continue to evolve as an urban area with a distinct sense of neighbourhood character, supported by a mix of residential, commercial and employment uses.
>
> Taller buildings will be concentrated along the rail line and will decrease in height and intensity closer to Plains Road and the existing residential neighborhoods. Aldershot Corners will be a

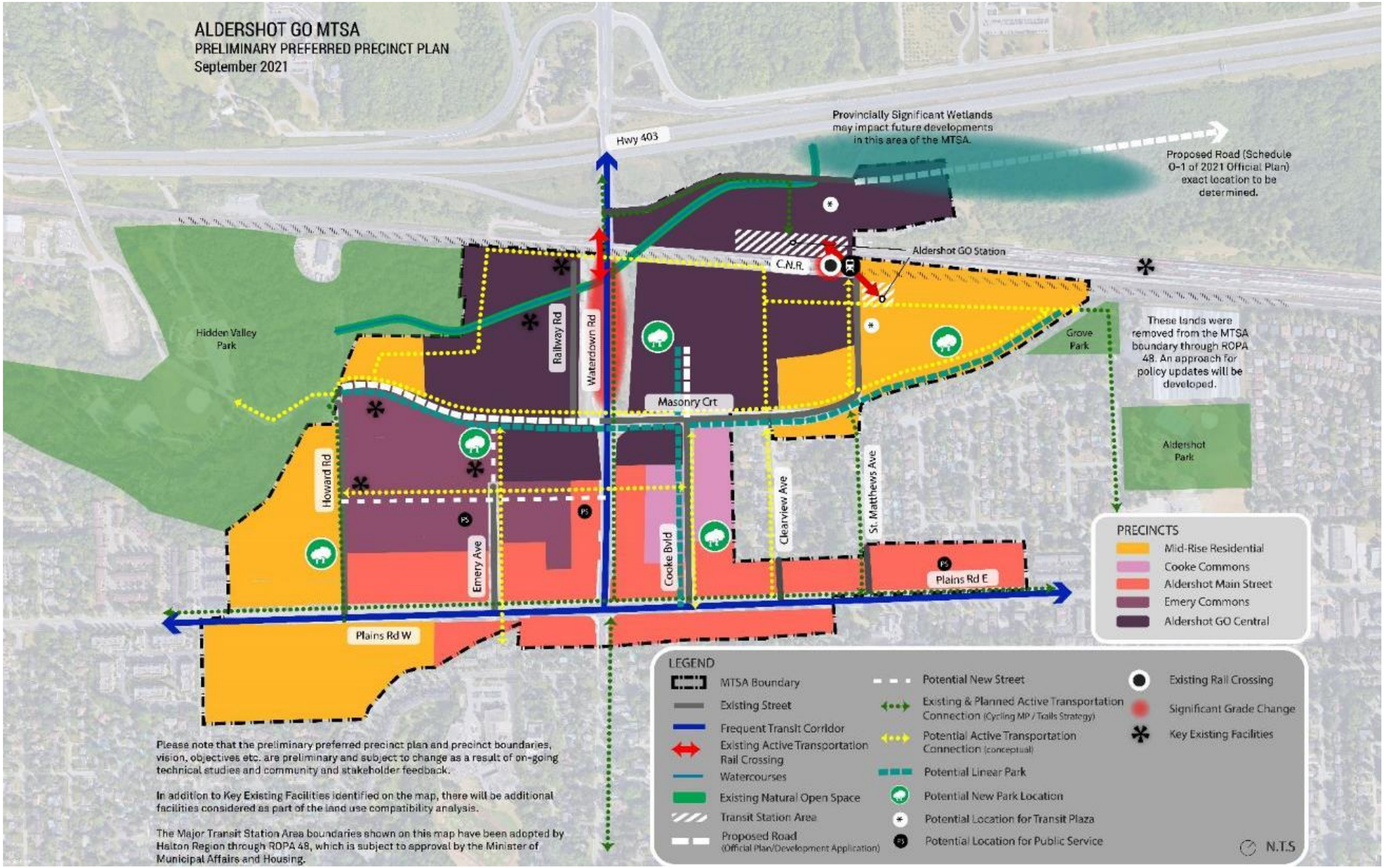
vibrant, livable community with urban shopping and dining opportunities serving those living and working close by.

New multi-modal urban streets and active transportation facilities will better connect the existing community, providing enhanced mobility and improved access to the GO Station, leisure and recreation opportunities in urban parks and open spaces, as well the many other amenities Aldershot already offers.

Aldershot GO MTSA Preliminary Preferred Precinct Plan - Key Elements

The following key elements denote important information for the Aldershot GO MTSA Preliminary Preferred Precinct Plan including key changes from the Mobility Hubs Study. The Aldershot GO MTSA Preliminary Preferred Precinct Plan is shown in Figure 3.1. As noted, this information on the Preliminary Preferred Precinct Plan was the subject of consultation in the fall of 2021.

Figure 3-1: Aldershot GO MTSA Preliminary Preferred Precinct Plan



MTSA Designation and Boundary – Identified in Provincial Policy, the Regional Official Plan must first delineate and assign density targets to Major Transit Station Areas. Regional Official Plan Amendment (ROPA) 48 delineated the boundary for the Aldershot GO MTSA which identified the removal of existing parks (Hidden Valley Park, Grove Park and Aldershot Park), areas north of the rail line, and established neighbourhoods originally included with the 2018 Aldershot GO Mobility Hub boundary.

Precincts - Aldershot GO MTSA includes five distinct precincts with varying characteristics: Mid-Rise Residential; Cooke Commons, Aldershot Main Street, Emery Commons and Aldershot GO Central. Since 2018, the previous precinct known as Emery / Cooke Commons has been divided into two distinct precincts with differing characteristics. Cooke Commons will function more as a unique retail and dining destination with a vibrant pedestrian environment. Emery Commons will contain residential, retail, employment and commercial with a higher concentration of high density, in line with the feedback to locate additional height and density in existing brownfield areas and away from Plains Road and established Residential Areas.

Employment – Regional direction through ROPA 48 is to include employment within the MTSA by planning to achieve a target proportional mix of 20% jobs. While Aldershot GO MTSA does not have an employment only precinct, Major Office employment type uses will be required in the Aldershot GO Central Precinct and will be further outlined through policies within the ASP. Other employment types, such as retail, institutional and personal services are broadly encouraged throughout a number of the mixed-use precincts. Specific targets for Major Office will be established.

Retail – The Aldershot GO MTSA will provide two unique pedestrian focused retail experiences. The Aldershot Main Street Precinct provides ground floor retail with a main-street pedestrian experience. Policies will be considered for minimum ground floor heights and minimum and maximum retail unit sizes to ensure functional spaces are provided. The Cooke Commons Precinct will serve as a unique retail and dining destination leading to the GO Station from Plains Road, with a focus on creating a comfortable and vibrant pedestrian environment with active uses at the street level and increased emphasis on pedestrian and multi-modal movement. In addition to those unique areas, there is opportunity to require, or in some cases encourage retail and commercial uses, such as grocery stores, in every other precinct to support the day to day needs of existing and future residents.

Public Parks and Linear Parks – As noted in the Provincial Policy Statement, publicly accessible built and natural settings including parklands are important ways to promote healthy, active communities. The City is considering opportunities for wider corridors along streets to act as linear parks to provide valuable open space/park space and facilitate connections. A linear park along Masonry Court connecting Hidden Valley Park with Grove Park will connect residents, employees and visitors to existing green spaces. A new linear park extending along Cooke Boulevard from Plains Road East to new development north of Masonry Court will focus on providing opportunities to linger and to support safe, comfortable pedestrian access to the station. Enhanced connections, linear parks, new parks and other connections throughout the MTSA will facilitate safe and more direct pedestrian and active transportation routes to and from the GO station.

Public Service – As noted in the Provincial Policy Statement, public services such as healthcare, education, emergency and protective services, cultural activities and civic administration are necessary to sustain healthy, liveable and safe communities. Key precincts will provide community spaces, alongside new residential and retail development in key locations and may be encouraged in a mixed-use format. Public services will be located strategically throughout the MTSA and policies will be developed to ensure that these services support population and employment growth in coordination with future development.

Frequent Transit Corridors – Plains Road East and Waterdown Road are identified as Frequent Transit Corridors in the City's new Official Plan. Pedestrian-oriented development is desired along these corridors to support the frequent transit service. Policies will be identified to encourage pedestrian-oriented development along these corridors including consideration of lower heights at street level, urban design and public realm requirements. Urban design and public realm can also improve the experience for those waiting for transit along these corridors.

Heights and Transition – The maximum heights in the Aldershot GO MTSA Precincts generally remain as presented in 2018. There have been some minor changes including changing lands just east of Cooke Boulevard from Emery/Cooke Commons Precinct with a maximum height of 19 storeys to a new Cooke Commons Precinct with a maximum height of 11 storeys going up to 19 storeys immediately adjacent to the Aldershot GO Central Precinct. Policies will be included to guide transition from the maximum height, typically closer to the main streets, to lower rise buildings adjacent to existing low-rise

neighbourhoods. This transition may include angular planes, setbacks and/or step backs, transitioning heights near the precinct edge or ensuring separation.

3.2.2 Appleby GO MTSA – "Appleby Gateway"

The existing Appleby GO MTSA area consists largely of existing employment uses north of the rail line including offices, manufacturing and industrial uses. The area south of the rail line is characterized by low and mid-rise residential development south of Fairview Street as well as large employment lands along the north side of Fairview Street, some of which are vacant or undeveloped in the area around the Appleby Line and Fairview Street intersection. As of November 2021, there is one development applications within the MTSA boundary:

- 720, 735, 740 Oval Court and 5135 and 5155 Fairview Street (mixed-use development including high-density residential, office, community and commercial uses.)

The area is well served by a major park (Sherwood Forest Park) just outside of the MTSA boundary and has direct access to the Centennial Multi-Use Pathway providing an active transportation connection directly to the surrounding communities and to the Downtown. As noted in a staff presentation to Committee on July 12, 2018 (PB-65-18), the following are unique objectives, informed through public and stakeholder feedback, for the Appleby GO MTSA:

- Providing new parks and open spaces to serve employment areas and employees;
- Generally allowing for higher intensity development on employment lands to help establish the hub as a major employment destination;
- Concentrating the highest intensity employment uses in close proximity to the GO Station, Appleby Line and the QEW corridor, north of the rail corridor; and,
- Creating new streets and active transportation connections to enhance the existing transportation network to improve permeability for pedestrians and cyclists and mitigate traffic associated with future growth.

While not part of the original list there is a need to create a couple of new objectives for consideration in Appleby due to its planned function as part of a broader, active employment area. It will be echoed in Section 6.3.1 Appleby Gateway Recommended Preferred Precinct Plan:

- Focus on creating safe streets for pedestrians and cyclists to travel along the streets in the area with high levels of truck traffic servicing the employment uses. Opportunity to attract higher density, major office uses in proximity to the GO station.

Appleby Preliminary Preferred Precinct Plan - Key Elements

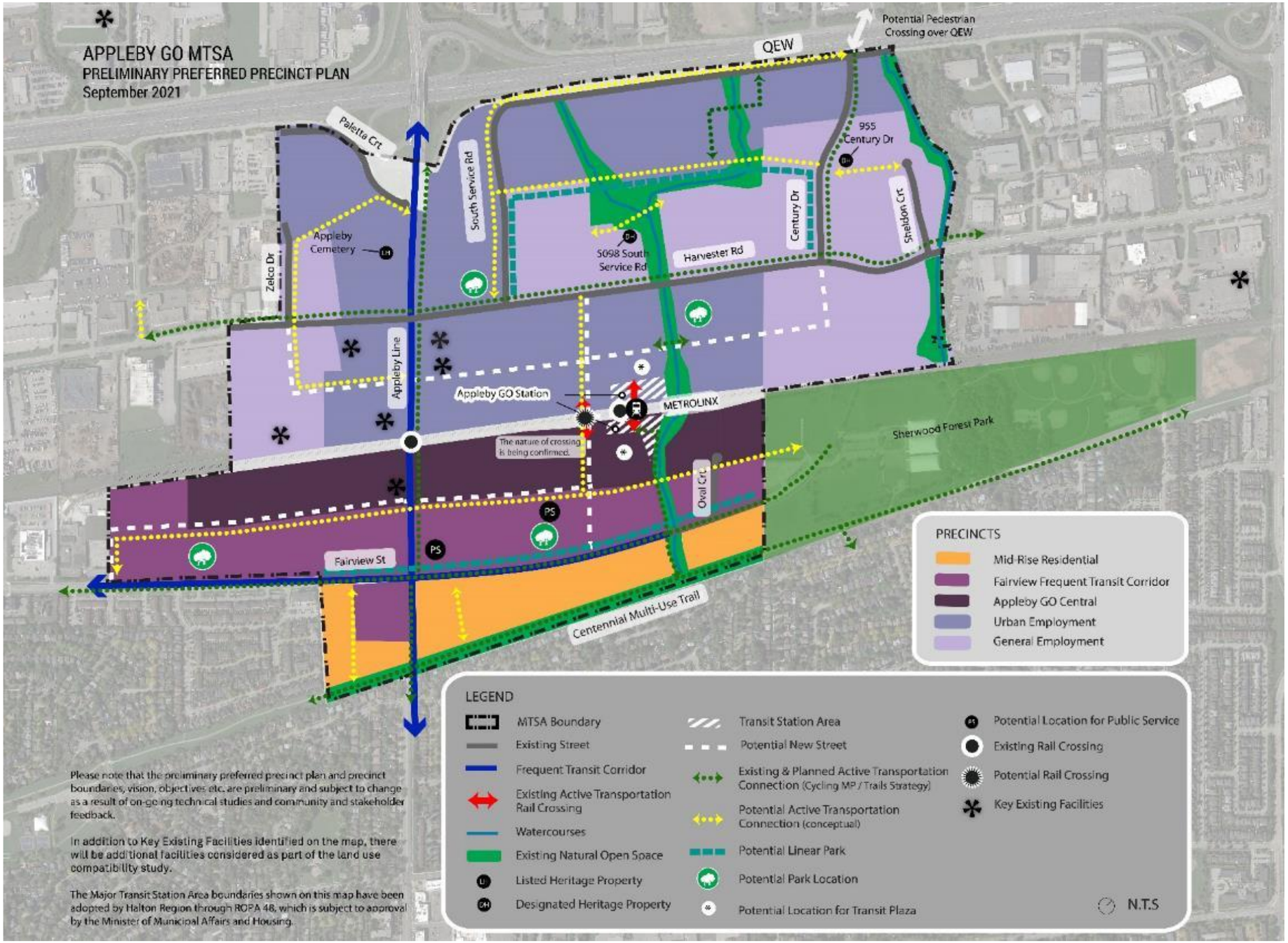
The following key elements denote important information for the Appleby GO MTSA Preliminary Preferred Precinct Plan including key changes since the Mobility Hub Study. The Appleby GO MTSA Preliminary Preferred Precinct Plan is shown in Figure 3.2. As noted, this information on the Preliminary Preferred Precinct Plan was the subject of consultation in the fall of 2021.

Vision for the Appleby Gateway

> The Appleby Gateway is the first impression, a gateway to Burlington, from Toronto and is within that 45 min commute which is a critical element from an economic development perspective.
>
> Appleby Gateway Vision: Located 45 minutes from Toronto at the eastern edge of Burlington, Appleby Gateway is a visitor's first impression of Burlington when travelling from Toronto on the Lakeshore West GO line. Part of Treaty lands, Indigenous People were stewards of this land for thousands of years before settlers arrived. With a prominent employment area already established above the rail line, the area lends itself naturally to a division of North and South.
>
> Appleby Gateway North will grow to accommodate more intensive office and employment uses while continuing to support existing major facilities. Appleby Gateway South will evolve as an urban village with a balanced mix of employment, mid-rise residential and commercial opportunities, bordered by Sherwood Forest Park. The two areas will be connected by a new transit plaza, as well as enhanced active transportation facilities crossing the rail line. Transitions from North to South will focus on compatibility and will include mitigation measures to protect both existing employment uses and new sensitive uses.

A network of new and enhanced complete streets and active transportation facilities will create additional options for riders travelling to and from the GO Station during peak periods, helping to manage congestion. The transportation network will provide access to recreation opportunities in nearby urban parks and open spaces, while also improving connectivity throughout the neighbourhood, to other MTSAs, and beyond.

Figure 3-2: Appleby GO MTSA Preliminary Preferred Precinct Plan



MTSA Designation and Boundary – Identified in Provincial Policy, the Regional Official Plan must first delineate and assign density targets to Major Transit Station Areas. Regional Official Plan Amendment (ROPA) 48 delineated the boundary for the Appleby GO MTSA which identified the removal of Sherwood Forest Park from the 2018 Appleby GO Mobility Hub study area boundary.

Precincts - The Appleby GO MTSA includes five distinct precincts with varying characteristics: Mid-Rise Residential; Fairview Frequent Transit Corridor; Appleby GO Central; Urban Employment; and General Employment. No new precincts have been added since 2018.

Major Crossings – The rail line through the Appleby GO MTSA is a barrier, particularly for walking and cycling. A new connection over the rail line is being considered west of the Appleby GO Station. A potential pedestrian crossing over the QEW at Century Drive has also been identified to connect the MTSA with the community north of the QEW.

Frequent Transit Corridors – Appleby Line and Fairview Street are identified as Frequent Transit Corridors in the City's new Official Plan. Pedestrian-oriented development is desired along these corridors to support frequent transit service. Policies will be identified to encourage pedestrian-oriented development along these corridors including consideration of lower heights at street level, urban design and public realm requirements. Urban design and public realm can also improve the experience for those waiting for transit along these corridors.

Public Parks and Linear Parks – As noted in the Provincial Policy Statement, publicly accessible built and natural settings including parklands are important ways to promote healthy, active communities. The City is considering opportunities for wider corridors along streets to act as linear parks to provide valuable open space/park space and facilitate connections. A linear park along Fairview Street or another potential new roadway could provide an opportunity to connect residents and employees in this MTSA to Sherwood Forest Park. A potential linear park between South Service Road and Century Drive can also provide recreation and open space connection to Appleby Creek through the General Employment Precinct providing connections and amenities for employees working in the area. Enhanced connections, linear parks, new parks and other connections are required throughout the MTSA in order to facilitate safe and more direct pedestrian and active transportation routes to and from the GO station.

Public Service – As noted in the Provincial Policy Statement, public services such as healthcare, education, emergency and protective services, cultural activities and civic administration are necessary to sustain healthy, liveable and safe communities. Key precincts will provide community spaces, alongside new residential and retail development in key locations and may be encouraged as a part of mixed-use developments. Public services will be located strategically throughout the MTSA and policies will be developed to ensure that these services support population and employment growth in coordination with future development.

Heights and Transition – The maximum heights in the Appleby GO MTSA generally remain as presented in 2018. The Mid-Rise Residential Precinct south of Fairview Street abuts the Centennial Multi-Use Trail and single family homes to the south. Policies will be included to guide transition from the maximum height in this precinct (11 storeys) to lower rise buildings adjacent to low-rise neighbourhoods to the south and west. This transition may include angular planes, setbacks and/or step back, transitioning heights near the precinct edge or ensuring separation.

3.2.3 Downtown Burlington Urban Growth Centre / Burlington GO MTSA – "Burlington Junction"

The existing area around the Burlington GO Station is comprised of large parcels in areas heavily fragmented by rail/spur lines, grade separated overpasses and underpasses and wide arterial City and Regional streets. The UGC/MTSA is almost void of any existing residential uses (with the exception of the tall residential development with next phased approaching construction and a handful of low density residential properties). It also does not contain any functional parks or open spaces as parks were netted out of MTSAs across the board, and is not well served by parks adjacent to the MTSA. Most of the properties currently contain large-scale and/or auto-centric commercial uses as well as heavy employment uses both within and adjacent to the UGC/MTSA. As of November 2021, there are 2 development applications within the UGC/MTSA boundary with varying status (approved, under review etc.):

- A proposal for a mixed use development at the intersection of Brant Street and Ghent Avenue comprised of a 25-storey tower and a 14-storey tower (with ground floor commercial area); a 25-storey tower (with ground floor commercial area); and, 8-storey mid-rise building. Design elements also include a 3-storey podium along the building frontages.

- A proposal for a mixed use development along Fairview Street (Phase 2 of the Paradigm Development) comprised of two 18-storey towers (with ground floor commercial).
- A site plan application for a multi-phase, multi-building development at the corner of Drury Lane and Fairview Street.

The boundary changed significantly between the Mobility Hubs Study and this process with removals in some places and expansion in others to maximize the development potential and also to include the necessary lands for the UGC.

Vision for the Burlington Junction

> The Burlington UGC/MTSA was historically at the junction of multiple rail/spur lines and is a key connection point between the Lakeshore West line and Downtown Burlington.
>
> Burlington Junction vision: Centrally located along the Burlington segment of the Lakeshore West Line, Burlington Junction is the city's emerging urban growth centre. Part of the Treaty 3 lands, Indigenous People were stewards of the land for thousands of years before settlers arrived. Post-Colonially, this area was a part of the former Freeman Village and located at the junction of multiple rail lines. The area has longstanding ties to the railway, including the former Burlington Junction Station (now Freeman Station) of the Grand Trunk Railway.
>
> Burlington Junction is the city's Urban Growth Centre, the focal point for growth which will have the greatest variety and intensity of uses from residential to commercial, cultural, recreation, major office and other employment uses. Burlington Junction will be an urban destination for residents both within and beyond the MTSA for recreational, cultural, employment and day to day needs connected by a network of urban plazas, linear parks and greenspaces.
>
> The tallest buildings will be located steps away from the Burlington GO Station and along portions of Brant Street, connecting to the Downtown. These tall buildings will be framed by buildings of lower

heights and intensities stepping down to established nearby neighbourhoods.

An enhanced network of streets and trails will allow better access and connectivity throughout the neighbourhood, and to the Downtown, other MTSAs and beyond.

As noted in a staff presentation to Committee on July 12, 2018 (PB-65-18), the following are unique objectives, informed through public and stakeholder feedback, for the Downtown Burlington UGC/GO MTSA:

- Limiting intensity in areas within close proximity to existing industrial uses which continue to have a planned employment function; and,
- Locating the highest intensity developments in locations that will support strong active transportation and frequent transit corridor connections as well as provide new uses and amenities that will support the planned functions of the Downtown Burlington UGC/GO MTSA.

Burlington Preliminary Preferred Precinct Plan - Key Elements

The following key elements denote important information for the Downtown Burlington UGC/GO MTSA Preliminary Preferred Precinct Plan including key changes since the Mobility Hub Study. The Burlington MTSA Preliminary Preferred Precinct Plan is shown in Figure 3.3. As noted, this information on the Preliminary Preferred Precinct Plan was the subject of consultation in the fall of 2021.

MTSA Designation and Boundaries – Identified in Provincial Policy, the Regional Official Plan must first delineate and assign density targets to Major Transit Station Areas. Regional Official Plan Amendment (ROPA) 48 delineated the boundary for the Downtown Burlington UGC/GO MTSA which added lands along Brant Street from Graham's Lane to south of Blairholm Avenue, a small parcel of land along Plains Road East at the west side of the MTSA and a small portion of the Glenwood School drive neighbourhood to the previous MTSA Special Planning Area identified in the new Official Plan (Schedule F: Burlington GO MTSA Special Planning Area). ROPA 48 identifies the Burlington GO MTSA as an Urban Growth Centre (UGC). As a UGC this area has a target of 200 people and jobs per hectare. A UGC is intended to be a focus for significant population and employment growth and investment in commercial, recreational, cultural and entertainment uses.

Precincts - The Downtown Burlington UGC/GO MTSA includes eight distinct precincts with varying characteristics: Drury Node; Leighland Node; Mid-Rise Residential; Queensway Main Street; Upper Brant; Fairview Frequent Transit Corridor; Burlington GO Central; and Urban Employment. Since 2018, a new Drury Node Precinct has been added at the east end of the MTSA as a gateway to the Downtown Burlington UGC/GO MTSA from the east. This mixed-use precinct will allow for higher heights and will require employment, public service facilities, including parks to support the creation of a vibrant node. In addition, the expansion of the boundary for Downtown Burlington UGC/MTSA also resulted in the addition of the Upper Brant Precinct to provide a transition from Downtown Burlington to the Burlington UGC/MTSA.

Major Crossings – The rail line through the Downtown Burlington UGC/MTSA and the QEW to the north are barriers, particularly for walking and cycling. Maintaining the existing active transportation crossings at the GO station and Drury Lane will keep the community north of the rail line connected to the mixed uses along Fairview Street and a potential active transportation crossing of the QEW is included in the City's Cycling Master Plan. There is an opportunity to develop a major crossing of the rail at DePaul's Lane connecting the lands north of the rail.

Frequent Transit Corridors – Brant Street and Fairview Street are identified as Frequent Transit Corridors in the City's new Official Plan. Pedestrian-oriented development is desired along these corridors to support the frequent transit service. Policies will be identified to encourage pedestrian-oriented development along these corridors including consideration of lower heights at street level, urban design and public realm requirements. Urban design and public realm can also improve the experience for those waiting for transit along these corridors.

Protecting for Future Provincial Transit Connections – The 407 Transitway is a Provincial initiative for a higher order transit facility along Highway 407. Although this project is not yet funded it will be important for the City to consider how a potential future connection to the 407 Transitway could be integrated into the Downtown Burlington UGC/ MTSA.

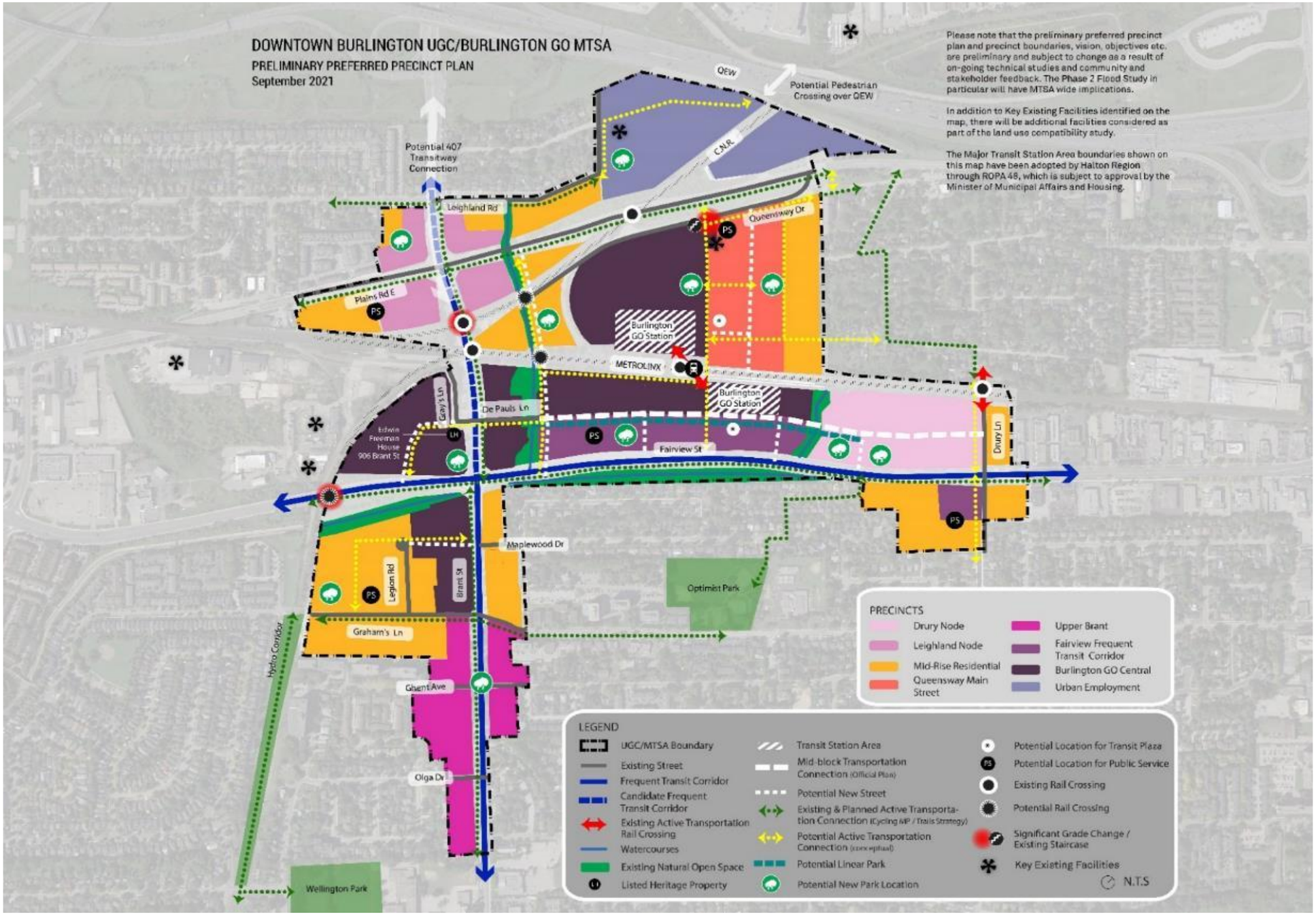
Public Services - As noted in the Provincial Policy Statement, public services such as healthcare, education, emergency and protective services, cultural activities and civic administration are necessary to sustain healthy, liveable and safe communities. Key precincts will provide community spaces alongside new residential and retail development in key locations and may be encouraged as a part of mixed-use

development. Public services will be located strategically throughout the UGC/MTSA and policies will be developed to ensure that these services support population and employment growth in coordination with future development.

Public Parks and Community Gathering Spaces - As noted in the Provincial Policy Statement publicly accessible built and natural settings including parklands are important ways to promote healthy, active communities. Urban Growth Centres are to serve as focal areas for investment in region-wide recreational, cultural and entertainment uses. To meet this objective the City is considering a larger park/community amenity space that is multi-purpose and flexible to serve as a gathering space for this urban centre similar to the role Spencer Smith Park serves for the existing Downtown Urban Centre. The City is considering opportunities for wider corridors along streets to provide valuable open space/park space and create connections. A linear park along the Mid-Block Transportation Connection connecting De Pauls Lane towards Drury Lane will connect residents, employees and visitors to existing natural heritage systems and create a mid-block connection that is pedestrian and active-transit friendly. Enhanced walking and cycling connections, linear parks, and other parks throughout the OGC/MTSA will help facilitate safe and more direct pedestrian and active transportation routes to and from the Burlington GO station.

Heights and Transition – The maximum heights in the UGC/MTSA Precincts generally remain as presented in 2018. The key changes include the introduction of a new Drury Node where higher heights are allowed to support the creation of a vibrant node and adjustments to the Leighland Node to introduce Mid-Rise Residential at the edges. Policies will be included to guide transition from the maximum height, typically closer to the main streets, to lower rise buildings adjacent to existing low-rise neighbourhoods. This transition may include angular planes, setbacks and/or step back, transitioning heights near the precinct edge or ensuing separation.

Figure 3-3: Downtown Burlington UGC / GO MTSA Preliminary Preferred Precinct



3.3 Key Assumptions and the Basis for Growth

3.3.1 General Assumptions

The Preliminary Preferred Precinct Plans have been developed based on the following assumptions:

- The details of ROPA 48 as approved by the Ministry of Municipal Affairs and Housing sets the MTSA boundaries and density targets, including the approval of the alternative target for Appleby GO MTSA;
- The City's 2020 Official Plan will be approved and the updated information pertaining to the MTSAs (transportation/active transportation network, trails strategy etc.) contained is reflected in this report and future ASPs;
- Development applications which are in their final or approved stages will be taken into account and reflected in the considerations and policy direction within this report as well as the ASPs. Conversely, development applications which are in the early stages or under appeal are not specifically taken into consideration;
- Key elements from the previous Mobility Hubs Study will be retained and moved forward in this project including: The overall visions for each MTSA, the MTSA objectives from 2018 which are based on public and stakeholder feedback, building heights and the general use and approach for the precinct framework; and,
- A wide range of ongoing technical studies will influence the specific outcomes for the ASPs. The listing of studies is outlined in Section 5 as well as preliminary findings.

3.3.2 Growth Assumptions

As noted in Chapter 2, the Region is currently in the process of updating its Official Plan. As part of that exercise, the Region will identify the 2051 population, housing and employment projections for the City. The Region will also update its Best Planning Estimates, which are traffic zone level growth allocations that are used for 2021-2051 infrastructure master planning (e.g. Transportation Master Plan, Water/Wastewater Master Plan, etc.). This Region's Best Planning Estimates are intended to help coordinate long range growth planning; however, the Best Planning Estimates are not expected to be available until later in the ASP process. In the interim, the following build-out population and employment estimates have been prepared to support the

technical analysis for the ASPs, as there is a need to broadly understand the needs for transportation, parks and public service facility planning at the neighbourhood scale Depending on how well the build-out estimates align with the BPEs, there may be a need to include phasing policies in the ASPs.

Table 3.1 shows the population and employment estimates for each of the three MTSAs based on ROPA 48 density targets (i.e. Growth Plan targets). These targets are referred to as "top-down" targets, as they are derived using an overall density target that is applied to entire area. The density targets are considered to be minimum targets, implying that where appropriate, the City may plan to exceed the targets. The Aldershot and Appleby MTSAs do not have specific time horizons for achieving the density targets. The combined Downtown Burlington UGC/GO MTSA area is to be planned to achieve the target by 2031. Table 3.1 also includes the resulting top-down targets based on the Council Adopted Official Plan.

Table 3.1: MTSA Top down Population and Employment Minimum Targets

Aldershot MTSA Element	Aldershot Growth Estimates	Burlington UGC/MTSA Element	Burlington Growth Estimates	Appleby MTSA Element	Appleby Growth Estimates
Gross Area	86.1	Gross Area	102.294	Gross Area	179.027
Percent Residents	80%	Percent Residents	65%	Percent Residents	40%
Percent Jobs	20%	Percent Jobs	35%	Percent Jobs	60%
Density Target (ROPA 48 / Growth Plan)	150	Density Target (ROPA 48 / Growth Plan)	200	Density Target (ROPA 48 / Growth Plan)	120
Estimated No of Persons	10,328	Estimated No of Persons	13,298	Estimated No of Persons	8,593
Estimated No of Jobs	2,582	Estimated No of Jobs	7,161	Estimated No of Jobs	12,890

Aldershot MTSA Element	Aldershot Growth Estimates	Burlington UGC/MTSA Element	Burlington Growth Estimates	Appleby MTSA Element	Appleby Growth Estimates
Total People and Jobs (ROPA 48 / Growth Plan)	12,910	Total People and Jobs (ROPA 48 / Growth Plan)	20,459	Total People and Jobs (ROPA 48 / Growth Plan)	21,483
Total People and Jobs (Adopted Official Plan)[2]	34,670 people and jobs (24,269 people and 10,401)	Total People and Jobs (Adopted Official Plan)	29,089 people and jobs (20,362 people and 8,727 jobs)	Total People and Jobs (Adopted Official Plan)	52,259 people and jobs (10,452 people and 41,807 jobs)

Table 3.2 provides a comparative bottom-up estimate of the population and employment growth potential based on maximizing the development opportunities for each of the three MTSAs. The estimates are derived from the "bottom-up" as they are based on the individual land use designations and proposed maximum heights in the Preliminary Precinct Plans. As illustrated below, the bottom-up build-out estimates show that each of the ASPs is planned to exceed the minimum density targets from ROPA 48. Additional commentary on the methodology used to generate the estimates in Table 3.2 below.

[2] These estimates are provided for reference purposes only and were based on the version of the Official Plan that considered a density target of 300 people and jobs per hectare. Refer to Burlington Growth Study, 2018, for additional details. Note these figures are also based on the 2018 MTSA boundaries.

Table 3.2: MTSA Bottom up Population and Employment Estimates

MTSA	2021 Pop.	Build Out Pop. (2051)	2021 to Build Out (Growth)	2021 Emp.	Emp. Build Out (2051)	2021 to Build Out (Growth)	Density Yield (P&J per ha.)	Target Density (ROPA 48)
Aldershot GO	1,100	14,603	13,503	1,090	2,595	1,505	200	150
Appleby GO	1,140	8,471	7,331	6,390	18,176	6,176	149	120
Burlington GO/UGC	1,670	11,212	11,082	2,680	8,376	11,786	208	200
Sub-Totals	3,910	35,956	32,046	10,160	29,147	18,987		

The estimates in Table 3.2 are based on full build out of the Recommended Preliminary Precinct Plans presented in Chapter 6 and assume maximum heights are achieved on all parcels of developable land within each MTSA. The 2021 base figures for population and employment were provided by the City. The "2021 to Build Out (growth)" columns provide estimates of future growth potential based on a series of assumptions (described further below). The Density Yield column takes the total combined population and employment and divides the amount by the gross area of each MTSA, illustrating the resulting maximum potential density. The Target Density column provides a reference to the Region's density targets for each MTSA.

Developable lands are considered to be those lands which are vacant or have physical potential to be redeveloped. Based on a desktop review of existing development in each MTSA, sites with a recent development were considered to be stable and were not included in the growth estimates (i.e. it is assumed that the population/employment associated with these new developments are captured with the 2021 population/employment).

The following summarizes several additional assumptions used to calculate growth potential:

- The Region's MTSA boundaries, density targets as well the population/employment ratios from adopted ROPA 48 were used to generate growth estimates for population and housing.
- For Appleby GO, considerations exist for both the alternative and the Growth Plan Priority Transit Corridor (GO Transit) target to reflect this potential variability, should the alternative target not be approved. This would also be supported by a number of reference documents/materials to minimize the potential for a major mismatch between this project and what the Region will produce (e.g. 2019 Growth Study, QEW Prosperity Corridor Study and ROPA 48).
- There will be sensitivity testing required for the interim estimates before the discussions and confirmation of the final ASP report.
- Lands not considered developable include but are not limited to the following uses:
    - Public rights-of-way.
    - Public open space and parks.
    - Natural areas and stormwater management facilities.
    - Active Transportation and Trails network.
- Population and Employment numbers are based on the areas of each precinct and represent maximum capacity and full build-out situations.
- An adjustment factor for new infrastructure, including local roads, stormwater, parks, public spaces and public service facilities was applied for each precinct (ranging from 10% to 50% depending on parcel size, location and planned function/future land use).
- Other technical assumptions include:
    - Average Persons Per Unit (PPU) of 1.2 for residential uses.
    - Average square metre per employee was 37m^2 (retail/commercial) and 74m^2 (employment).
    - Building coverage ranges from 20% to 40% depending on planned land use.

The bottom up estimates in Table 3.2 illustrate that the Preliminary Precinct Plans are currently planned to exceed the minimum targets set out in ROPA 48, which addresses

an important Provincial and Regional plan conformity component of the ASPs. As the project proceeds there will be a need to assess the alignment of the Preliminary Plan's build-out estimates with the Region's 2051 population and employment allocations to understand how the growth is planned to be phased over the next 30 years. As noted earlier, sensitivity testing may need to be undertaken at a later date to confirm alignment with the Region's 2051 growth forecast. Finally, it is also important to note that if further adjustments are made to the various minimum and maximum heights associated with the Precincts, the resulting overall density will increase or decrease depending on the changes.

4 Engagement Summary

The City of Burlington has a strong commitment to public engagement as reflected in its Community Engagement Charter, adopted by City Council. Engagement was a critical component of the earlier Mobility Hub Study and continues to be critical through this MTSA Area-Specific Planning Project. In September 2021, the City posted an Engagement Plan that clearly identifies the City's intention to host meaningful opportunities for the community to become informed of and provide their input on the MTSA ASP Project. The Engagement Plan provides clarity on what elements can be influenced through public input and what aspects are outside of the scope of the project. The Engagement Plan will guide work with the community to the completion of the MTSA ASP Project in December 2022.

The engagement activities completed, and input received through the previous Mobility Hubs work is documented in the Background Study (2021) informed the Preliminary Preferred Precinct Plan and the input received through the October engagement work is captured in the City's Feedback Summary Report (October 2021) which was considered in preparing the Recommended Preferred Precinct Plan. The purpose of this chapter is to provide an overview of the public input considered in the development of the Preliminary Preferred Precinct Plans, and the input received on these plans for consideration in the Recommended Preferred Precinct Plans in Chapter 6.

4.1 Input Considered in the Preliminary Preferred Precinct Plans

As noted in the Background Report, the feedback received during the Mobility Hubs Study on the draft precinct plans identified recurring themes across all three GO Station areas as well as feedback specific to the unique context of each individual GO Station area. Table 4-1 presents how this feedback was considered in the development of the Preliminary Preferred Precinct Plans that were presented in the Fall of 2021 and/or will be considered at a later point in the ASP Project.

Table 4.1: Community Feedback on Mobility Hubs Study

Feedback Received	How it's Considered
Increase, Improve and Support	N/A
• Public spaces by supporting existing and new open spaces, parks and other community spaces that are safe, usable, inclusive and interactive, and incorporate public art, landscape features etc. to enhance placemaking.	• Potential new parks, including linear parks proposed for all Preliminary Preferred Precinct Plans. • All streets are to have some complete street elements. • Policies to preserve pedestrian experience, enhance public realm and ensure safety particularly on key streets.
• Community amenities by encouraging an increased scale and mix of commercial/retail uses at grade, including grocery stores, coffee shops, community and recreational space etc.	• With several exceptions, precincts are mixed use. • Opportunities for public service facilities such schools, parks, recreational spaces are shown; additional work will be undertaken to determine location and need. • Policies related to parking, goods movement, and unit size, etc., will encourage ground floor commercial and retail uses.
• Mobility by designing a well-connected, safe and accessible public realm with active animated streets and robust cycling and pedestrian networks, focused on direct connections to and from GO Stations.	• All streets are to have some complete street elements. • Work on mobility options within the MTSAs is following the mobility principles and vision being set out through the Burlington Integrated Mobility Plan. • Policies to preserve pedestrian experience, enhance public realm and ensure safe streets throughout the MTSA.

Feedback Received	How it's Considered
• Housing options by planning for a diverse range of different and affordable housing choices to cater to all ages and abilities.	• Exploration of Inclusionary Zoning as one tool to provide affordable housing within the MTSAs.
• Private Spaces by encouraging sustainable design and a variety of architectural styles to create distinct buildings and enhance neighbourhood character, and by reinforcing mid-rise corridors.	Guidelines for architecture and landscaping of private spaces that enhances neighbourhoods will be included in ASP urban design policies as well as urban design guidelines.
• Public engagement by providing residents with enough time to engage and increase resident engagement and clearly explaining the required growth targets for Burlington.	• Opportunities for engagement to be provided throughout the ASP Project as noted in the Engagement Plan.
Address	N/A
• Parkland by planning for park and public spaces that consider the needs of the entire area including developing fair approaches to meet that objective.	• New parks and public spaces, including urban and linear parks included for all Preliminary Preferred Precinct Plans. • Opportunities for public service facilities such schools, parks, recreational spaces are shown; additional work will be undertaken to determine location and need.

Feedback Received	How it's Considered
• Traffic congestion by supporting the public transportation network and investing in additional facilities for walking and cycling.	• Improving mobility options within the MTSAs following principles and vision being set out through the Burlington Integrated Mobility Plan process. • All streets are to have some complete street elements. • Recent work on the City's Cycling Master Plan has been incorporated.
• Building height and transition concerns by clearly explaining planning rationale for where height is being located, ensuring and explaining how height will be regulated, and by reducing losses of sunlight and privacy through appropriate building height transitions.	• Vision for each precinct including the focus for heights was part of the consultation on the Preliminary Preferred Precinct Plans. • Policies on maximum heights and policy directions on transitions to parks and open spaces and established neighbourhood areas
Protect	N/A
• Established residential neighbourhoods by ensuring built form, height and transition support and respect existing character, and providing clear policies for heritage protection.	• Heights are focused around rail and major streets. • Policy direction on heights and transitions, cultural heritage resource conservation.

Feedback Received	How it's Considered
Within the Aldershot GO Station area, the public requested the consideration of: ● Opportunities for new bikeways, including through Aldershot Park. ● Opportunities for amenities to support residents and employees. ● Opportunities for complete streets, including Cooke Boulevard. ● Ways to manage the impacts of increased traffic along Plains Road. ● Opportunities to incorporate mid-rise development along Plains Road and Waterdown Road. ● Excluding the low-density residential properties located on Clearview Avenue and a portion of St. Matthew's Avenue.	The following specific changes were made in the development of the Aldershot GO MTSA Preliminary Preferred Precinct Plans: ● Complete street elements are to be incorporated on all streets. ● A flexible street is being considered for Cooke Boulevard. ● Mid-Rise development will be permitted along Plains Road and sections of Waterdown Road. The northern section of Waterdown Road within the Aldershot GO Central Precinct is expected to have higher densities. ● Changes to the boundaries removed the low-density residential properties along Clearview Avenue and St. Matthew's Avenue from the MTSA.
Within the Burlington GO Station area, the public requested the consideration of: ● Additional public parks and open space, and places for community gatherings. ● Additional community amenities to create vibrancy, including daycares, entertainment, a community centre, and gateway features. ● A safe way to cross the Queen Elizabeth Way by bike or on foot. ● Additional pedestrian and/or cycling connections from the Glenwood Park neighbourhood to the GO station.	The following specific changes were made in the development of the Burlington GO MTSA Preliminary Preferred Precinct Plans: ● A potential pedestrian crossing over the QEW is being considered. ● Potential active transportation connections shown from the GO station to the east. ● Queensway Main Street Precinct was added to create a unique, vibrant and pedestrian focused area.

Feedback Received	How it's Considered
Within the Appleby GO Station area, the public requested the consideration of: ● Additional landscaping, parkettes and open spaces throughout the area, particularly around employment uses. ● Ways to achieve land use compatibility between existing employment uses north of the rail corridor and potential future residents south of the rail corridor. ● Ways to manage the impacts of increased traffic, particularly in relation to traffic flowing in and out of the GO Station. ● Opportunities to extend Centennial multi-use path connections to the GO Station, while ensuring compatibility with residential uses adjacent to the trail.	The following specific changes were made in the development of the Appleby GO MTSA Preliminary Preferred Precinct Plans: ● Connection between Centennial multi-use path and the GO station is provided by the planned extension of an existing active transportation corridor along the creek. ● Additional crossing of the rail at the west side of the GO Station is being considered; however the nature of this crossing (pedestrian or vehicle) has not been confirmed. ● Improving mobility options generally within the MTSAs following principles and vision being set out through the Burlington Integrated Mobility Plan process.

4.2 Feedback on the Area-Specific Planning Project

Engagement to date on the Area-Specific Planning Project has included a Council workshop in May 2021, a presentation to the Community Planning, Regulation and Mobility Committee in June 2021, and four virtual Public Information Centres (PICs) in October/November, the opportunity for members of the community to complete an on-line workbook about the MTSAs, ward and citizen advisory committee meetings and meetings with groups or individuals as requested.

Details of the engagement completed and input received can be found in the Feedback Report 1 (Fall 2021), an appendix to City Staff Report PL-02-22, MTSA Area-Specific Planning Project Recommended Preferred Precinct Plans Table 4-2 provides a summary of high-level areas of interest and common concerns / comments and key themes received at the four PICs. This input, among other inputs, was considered in the development of the Recommended Preferred Precinct Plans and associated policy direction as presented in Chapter 6.

Table 4.2: Community Feedback on the Area Specific Planning Project Up Until November 2021

Feedback Summary Received from the PICs
Population and Employment Numbers: What is the existing and projected growth over the planning horizon and beyond in each area?
Heights and transitions: How are the heights and transitions determined, and what is the rationale? How are transitions achieved to protect established residential neighborhoods? Why do we need to see such tall buildings?
Community services and Facilities: How is the location, need and size determined of facilities including parks, schools, and community centres? What are linear parks? Importance of including well-planned parks that are inclusive and accessible to all.
Transportation: How will congestion be managed to accommodate the new growth? Concerns over the location of new roads, safe multi-modal connections and active transportation opportunities. Commentary on how much parking is needed to accommodate the growth. What is the relationship to the City's Integrated Mobility Plan?
Housing: Commentary and questions on the mix and type of units to support family friendly and an aging population. Commentary on how Affordable Housing will be achieved in the areas.
Climate Change & Sustainability Important that these areas are planned with climate change/sustainability top of mind.

5 Summary of Related Work

5.1 Technical Studies

In order to complete the ASPs there are a number of updates to technical studies that need to be completed. Some of these studies have been completed and others are underway through the MTSA ASP Planning Project. Table 5.1 outlines the current status of each of the studies that are informing the MTSA ASP Planning Project. Key findings from technical studies are discussed in the following sections where available. These summaries focus on how the work influenced the Area Specific Planning Project. It is noted that studies done as part of the Mobility Hubs Study have used the previous Mobility Hub Study boundaries which covered a larger geographic study area than compared to the MTSA delineated boundary to take into account the broader context beyond the MTSA delineated boundary.

Table 5.1: Status of Technical Studies

Study Name	Status
Market Analysis	Completed for the Mobility Hubs Study. Update underway as set out in Terms of Reference.
Land Use Compatibility Study	Study underway as set out in Terms of Reference.
Pre-Feasibility Noise and Vibration Study	Initiated as part of the Mobility Hubs Study; document finalized and posted on the project website in Fall 2021.
Air Quality Assessment Report	Initiated as part of the Mobility Hubs Study; document being finalized with input from appropriate agencies.
Cultural Heritage Resource Assessments	Completed for the Mobility Hubs Study and posted on the project website in Fall 2021.
Stage 1 Archaeological Assessments	Completed for the Mobility Hubs Study and posted on the project website in Fall 2021.
Functional Servicing Study	Initiated as part of the Mobility Hubs Study; update underway with input from appropriate agencies.

Study Name	Status
Scoped Environmental Impact Studies	Completed for the Mobility Hubs Study; document being finalized with input from appropriate agencies.
Flood Hazard Assessment and Scoped Stormwater Management Assessments	Initiated as part of the Mobility Hubs Study. For Aldershot GO and Appleby GO - documentation is being finalized with input from appropriate agencies. For Burlington GO - Phase 1 Flood Study was completed as part of the Scoped Re-examination of the Adopted Official Plan in 2020. Phase 2 work for Burlington GO is currently underway.
Transportation Assessment	Study underway, as set out in Terms of Reference.
Fiscal Impact Assessment	To be completed after the endorsement of the Recommended Preferred Precinct Plans and informed by other technical studies.

5.1.1 Market Analysis

Influence on the Area-Specific Planning Project: The Market Analysis will help guide the planning and urban design aspects of the overall ASPs through a contextual market analysis of the MTSAs. The work informs the land use scenarios in order to ensure that the ASPs are marketable and feasible form a development and economic perspective.

An initial Market Analysis was completed for the Mobility Hubs Study in 2017. The purpose of the market analysis completed at that time was to help guide the planning and urban design aspects of the overall project. The work included a contextual market analysis of the City with an additional level of detailed assessment conducted for the four Mobility Hub study areas, which at the time included Aldershot GO, Appleby GO, Burlington GO and the Downtown.

Each Mobility Hub was assessed in terms of development trends including evaluating the nature of residential and non-residential development largely rely on forecasts

related to the time horizon of 2031, though full build out was acknowledged to be a longer-term exercise. The outcomes of this analysis offered a starting point for long term demand and future expected development trends. There were two reports, one focused on the Downtown, the other focused on the GO Mobility Hubs (Aldershot, Appleby, Burlington).

In the 2017 report, the consultant determined that the market outlook for the GO Mobility Hubs was as follows:

- The Aldershot area was noted as having a positive market outlook with new development building on the area's existing reputation and location as a destination for residential units. The work concluded that there was an opportunity to expand the non-residential space in the area and to make the area an alternative retail destination to the Downtown.
- Appleby was noted as having significant long-term potential but is considered less mature from a market and planning policy context which has resulted in development lagging behind the other areas in terms of the nature and intensity of development.
- The market outlook for the Burlington GO area was identified as positive with several opportunities for new transit-oriented development that will move the area towards becoming a more complete community.

Part of the scope of the MTSA ASP project is to review the past work and determine if there are any significant market changes. The updated Market Analysis will help the City understand the market outcomes of the potential buildout within each MTSA as it relates to the City as a whole. This update has been initiated however findings were not available at the time of the preparation of this Interim Report.

5.1.2 Land Use Compatibility Review

Influence on the Area-Specific Planning Project: This study will review which lands within the MTSA have the potential to experience air quality, noise and/or vibration impacts from existing transportation or industrial uses. This information will inform policies in the ASPs requiring future developers to complete individual site assessments and implement mitigation.

It is important to recognize that within and around all three MTSAs there are existing industrial and transportation land uses that could result in noise, vibration or air quality

(including odour and dust) emissions. The PPS was recently updated in 2020. It includes enhanced direction on land use compatibility as noted in Section 2. It also provides direction to municipalities to protect these employment uses and to take land use compatibility into account when planning for communities. ROPA 48 emphasizes this by identifying the following objective for MTSAs *"81(6) protect existing significant employment uses within Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved."*

The Region of Halton Land Use Compatibility Guidelines (2014) and the Ministry of Environment, Conservation and Parks D-6 Series Guidelines provide guidance to municipalities on appropriate separation distances between industrial uses and sensitive uses. Sensitive uses generally include residences or places where people sleep, and institutional uses such as churches, schools, community centres and day cares.

The purpose of the Land Use Compatibility Review is to review the industrial and transportation uses in and surrounding the MTSAs and the potential for land use compatibility issues due to the proximity of future sensitive uses. The Land Use Compatibility Review will consider the existing MTSA boundaries, the Pre-Feasibility Noise and Vibration Study and the Air Quality Assessment, the updated MTSA boundaries and relevant land use policies, regulations and guidelines, as appropriate. Policy direction to address identified land use compatibility issues will be provided in the Land Use Compatibility Study and will be recommended to be considered at the development application stage. A key output of the Land Use Compatibility Review that is currently underway is a framework for further technical studies to be completed by development proponents to demonstrate that compatibility between the existing industrial uses and the proposed sensitive land uses can be achieved. It will be recommended that the framework is clearly articulated in the ASP policies. In addition to guidance on technical studies, the land use compatibility study will also consider the need for land use plan modifications and/or site-specific phasing policies to guide transition over time in a particular area in instances where there are major compatibility issues.

5.1.2.1 Provincial Policy Statement and D-Series Guidelines

The Land Use Compatibility Study will consider the latest update to the PPS, which was issued under Section 3 of the Planning Act and came into effect May 1, 2020.

For the existing and planned lands uses including manufacturing or industrial, the PPS provides direction to avoid conflicting development with more sensitive land uses, for example residential. However, the PPS notes that where avoiding conflict between adjacent land uses is not possible, it is the planning authorities' responsibility to ensure that negative impacts are avoided, minimized, or mitigated.

The Region of Halton Land Use Compatibility Guidelines (2014) were developed by the Region in consideration of the Ministry of Environment, Conservation and Parks' (MECP) D-Series Guidelines. The intent of the MECP's D-Series Guidelines is to minimize or prevent, through the use of buffers and separation of uses, the encroachment of incompatible land uses. The D-Series Guidelines delegates responsibility to the planning authorities and requires that the guideline be followed where there is potentially encroachment of sensitive land uses to existing industrial lands and vice versa.

A draft version of the MECP's proposed update to the Land Use Compatibility Guideline was released in May 2021 however it was announced that the MECP is not proceeding with the proposed update. Therefore, the existing D-Series Guidelines remain in effect and will continue to be considered when preparing the Land Use Study.

5.1.2.2 Noise & Vibration Study

The Pre-Feasibility Noise and Vibration Study was completed in August 2021. The study considered potential impacts from road and rail traffic noise, rail vibration and noise from industrial uses on the proposed new development. As noted above, the Land Use Compatibility Study will use the results of this work and consider the new MTSA boundaries and Preferred Precinct Plans to identify potential compatibility issues. This work was based on the Mobility Hub Study boundaries but considered major facilities in and around the original boundary and rework was not required when the boundary was adjusted.

The following findings from the Pre-Feasibility Noise and Vibration Study are anticipated to be incorporated into the Land Use Compatibility Study:

- New sensitive land uses with proximity to road and rail traffic may require transportation noise mitigation in the form of noise barriers or other shielding to protect outdoor living areas and upgraded building components to protect indoor living spaces.

- QEW transportation noise is not deemed a noise concern at Appleby and Burlington as proposed adjacent land uses are employment.
- Noise levels due to shunting operations at Aldershot may require stationary noise mitigation such as a noise barrier at rail line ROW, upgraded building components and/or a minimum setback distance.
- Sensitive land uses should be setback from active rail lines to reduce vibration levels and/or, where necessary, the implementation of building isolation is recommended.
- There are many different industrial facilities within and adjacent to the MTSAs, and individual assessments are required to accurately predict impacts on nearby sensitive land uses.

It is anticipated that the Land Use Compatibility Review will incorporate the following recommendations from the Pre-Feasibility Noise and Vibration Study. The Pre-Feasibility Noise and Vibration Study recommends that policies be developed requiring detailed noise and vibration studies for each noise-sensitive land use as part of the planning and approvals process for specific development applications. It recommends that both transportation and stationary noise and vibration impacts be addressed and that the studies be completed in accordance with the requirements of the NPC-300 guidelines. Studies should consider upgraded building components, strategic outdoor living area placement, and designation of Class 4 areas (areas or specific sites that would otherwise be defined as Class 1 or 2) and which is an area intended for development with new noise sensitive land use(s) that are not yet built; is in proximity to existing, lawfully established stationary source(s); and has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process. Areas with existing noise sensitive land use(s) cannot be classified as Class 4 areas.

The framework and requirements for individual site assessments will be clearly articulated in the ASP policies.

5.1.2.3 Air Quality Study

A Draft Air Quality Assessment Report was conducted in 2018 as part of the Mobility Hub Study stage. The report was peer reviewed in May of 2021 and is currently in the final revisions stages after receiving comments back from regulating agencies. The study applied the relevant land use compatibility guidelines to identify, and in some cases quantitatively assess, the potential for emissions from industrial uses and transportation sources on the sensitive land uses within the MTSAs. In general, the Draft Air Quality Assessment Report identifies the appropriate measures to be applied at the development application level and these will be incorporated into the Land Use Compatibility Study. This work was based on the Mobility Hub Study boundaries but considered major facilities in and around the original boundary and rework was not required when the boundary was adjusted.

A summary of the applicable findings / recommendations from the Draft Air Quality Assessment Report include:

- Class I facilities are unlikely to result in significant land use compatibility issues with the exception of minor odour or dust nuisance effects.
- Class II and III land uses may result in incompatibilities with any future sensitive land uses.
- Odour is the most complex potential nuisance as it may be caused by stationary points; area sources; buildings, outdoor sources or fugitive sources.
- Odour mitigation measures that could be incorporated in into high-rise developments, as an outcome of required detailed assessments, include:
  - Commercial space to be used a buffer as a part of site design.
  - Air filtration for odour free indoor spaces.
  - In highest impact locations, implement sealed units (no open balconies).
- Vehicular traffic related air emissions are significant and will likely impact the developments.
- Site-specific land use compatibility studies (air quality, noise, dust, odour) should be conducted for each proposed development.
- Developments may be subject to MTO approvals depending on if they lie within the MTO permit control area under the Public Transportation and Highway Improvement Act.
- Developments within close proximity to major highways should include:

- Separation distances which set a minimum distance between high-traffic roadways and places where people live, work and play.
- Strategic orientation of buildings, play areas and air intakes.
- Maintain slightly positive air pressures in buildings.
- Incorporate vegetative and physical barriers.
- Incorporate superior ventilation filtration and air conditioning systems into building designs.

Once completed, the recommendations of the Air Quality Study will be considered in the Land Use Compatibility Study and will be used to develop land use compatibility policies for each ASP which will require that detailed assessments be conducted on a per area/facility basis where there is a potential for compatibility issues. As noted earlier, modifications to the ASP land use plans may be required to address site specific compatibility issues (e.g. phasing policies or changes to the Precinct Plans).

5.1.3 Archaeology & Cultural Heritage

Influence on Area-Specific Planning: The archaeological and cultural heritage baseline work identifies areas within the MTSAs that may have historical value. ASP policies will identify the need for further assessment to determine whether protection from future development is warranted.

5.1.3.1 Stage 1 Archaeological Assessment

Stage 1 Archaeological Assessments were completed for each of the MTSAs in 2018. This work considered the historic and archaeological context of the area as well as the physical characteristics to determine whether there was any potential for archaeological resources to be located within the MTSA study areas. It is noted that this work was completed based on the original Mobility Hub study area boundaries.

The Stage 1 Archaeological Assessment identified the following findings for each MTSA (Mobility Hub) area. It should be noted that these maps were completed during the Mobility Hubs Study:

- Aldershot - Three previously registered archaeological sites are located within one kilometre of the Study Area. Areas of archaeological potential within the Aldershot study area are shown in Figure 5.1.

- Appleby - Ten previously registered archaeological sites are located within one kilometre of the Study Area. Areas of archaeological potential within the Appleby study area are shown in Figure 5.2.
- Burlington - Thirty previously registered archaeological sites are located within one kilometre of the Study Area. Areas of archaeological potential within the Burlington study area are shown in Figure 5.3.

The Stage 1 Archaeological Assessment recommendations include:

1. Locations where archaeological potential has been identified require a detailed, property specific Stage 1 archaeological assessment, including a property inspection, once project design concepts are known, in accordance with the Ministry of Tourism, Culture and Sport 2011 Standards and Guidelines for Consultant Archaeologists, in order to confirm the assessment of archaeological site potential and to determine the degree to which recent development and landscape alteration may affect that potential.
2. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

The ASPs will need to include policies to require appropriate archaeological assessment be completed prior to development.

Figure 5-1: Aldershot Study Area

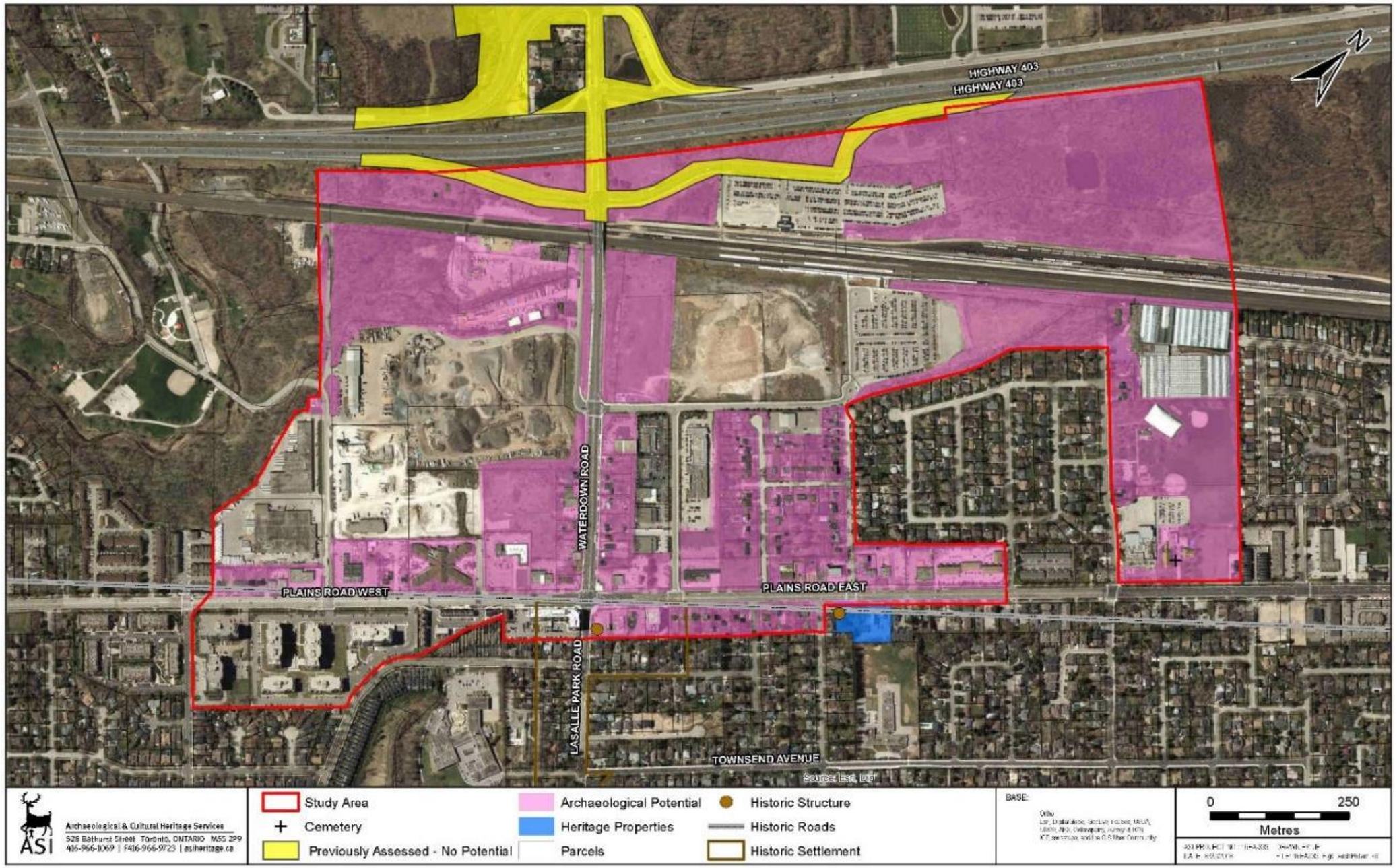


Image Source: -----

Figure 5-2: Appleby Study Area

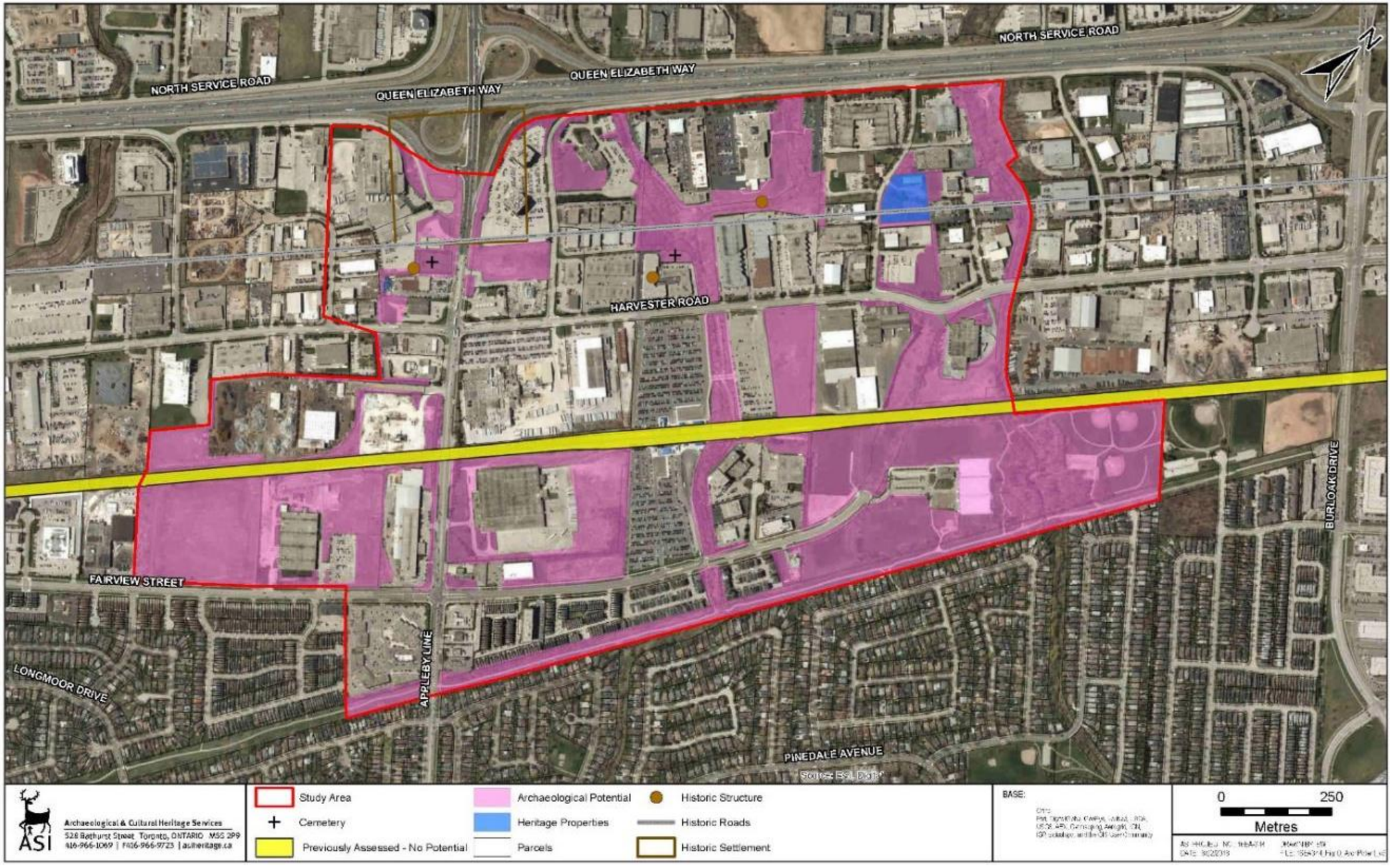


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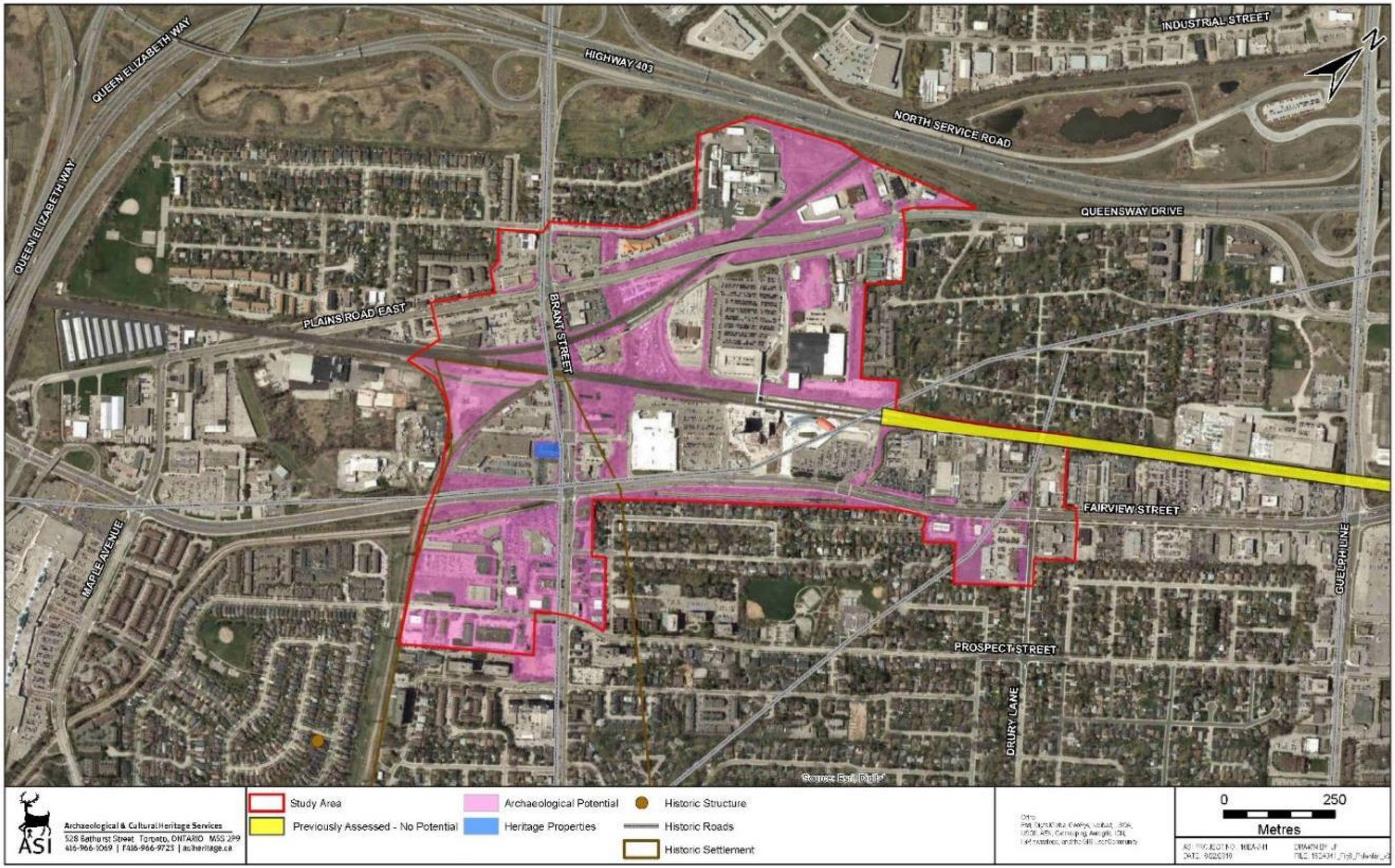
Figure 5-3: Burlington Study Area



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5.1.3.2 Cultural Heritage Resource Assessment

Cultural Heritage Resource Assessments were completed in 2019 for Appleby and Aldershot as part of the ASP process based on the Mobility Hub study area boundaries. At the start of the Mobility Hubs Study, the Burlington GO Mobility Hub had a single listed cultural heritage resource. As a result, a full CHRA was not required for the Burlington GO Mobility Hub. Additionally, the city had sufficient information on the Freeman House, the sole heritage resource within the Mobility Hub/MTSA area. Aldershot, at the time, had four cultural heritage resources listed on the City of Burlington's Municipal Heritage Register within or adjacent to the study area. Three potential built heritage resources were identified through fieldwork. In Appleby, three cultural heritage resources were listed with the City's Municipal Heritage Register within or adjacent to the study area. No additional resources were identified during the completion of fieldwork. Listed and potential heritage resources for Appleby and Aldershot are shown on Figures 5.4 to 5.5. It should be noted that the maps were developed for the Mobility Hubs Study. In Burlington there is one heritage resource listed on the City's Municipal Heritage Register within the study area.

Based on the assessments completed, the following recommendations were developed:

- The redevelopment and intensification plan should incorporate policies that ensure the long-term viability and presence of cultural heritage resources in the area.
- Listed heritage properties may meet criteria for designation under Part IV of the Ontario Heritage Act and are candidates for conservation and integration into future land use within the redevelopment and intensification plan.
- Proposed development on or adjacent to a heritage designated or heritage listed property shall require a Heritage Impact Assessment (HIA) to ensure that significant cultural heritage resources in the study area are conserved. Any assessment must include consideration of its historical and natural context within the City of Burlington, and should include a comprehensive evaluation of the design, historical, and contextual values of the property.
- Potential mitigation approaches may be suitable for consideration for proposed developments:
    - Avoidance and mitigation to allow development to proceed while retaining the cultural heritage resources in situ and intact.

- Adaptive re-use of a built heritage structure or cultural heritage resources.
- Commemoration of the cultural heritage of a property/structure/area, historical commemoration means such as plaques or cultural heritage interpretive signs.
- Urban design policies and guidelines for building on, adjacent, and nearby to heritage designated and heritage listed properties, and properties with potential cultural heritage resources to ensure compatibility by integrating and harmonizing mass, setback, setting, and materials.

The findings of the CHRA will inform the development policies for identified cultural heritage lands in the ASPs.

Figure 5-4: Aldershot Heritage Resources

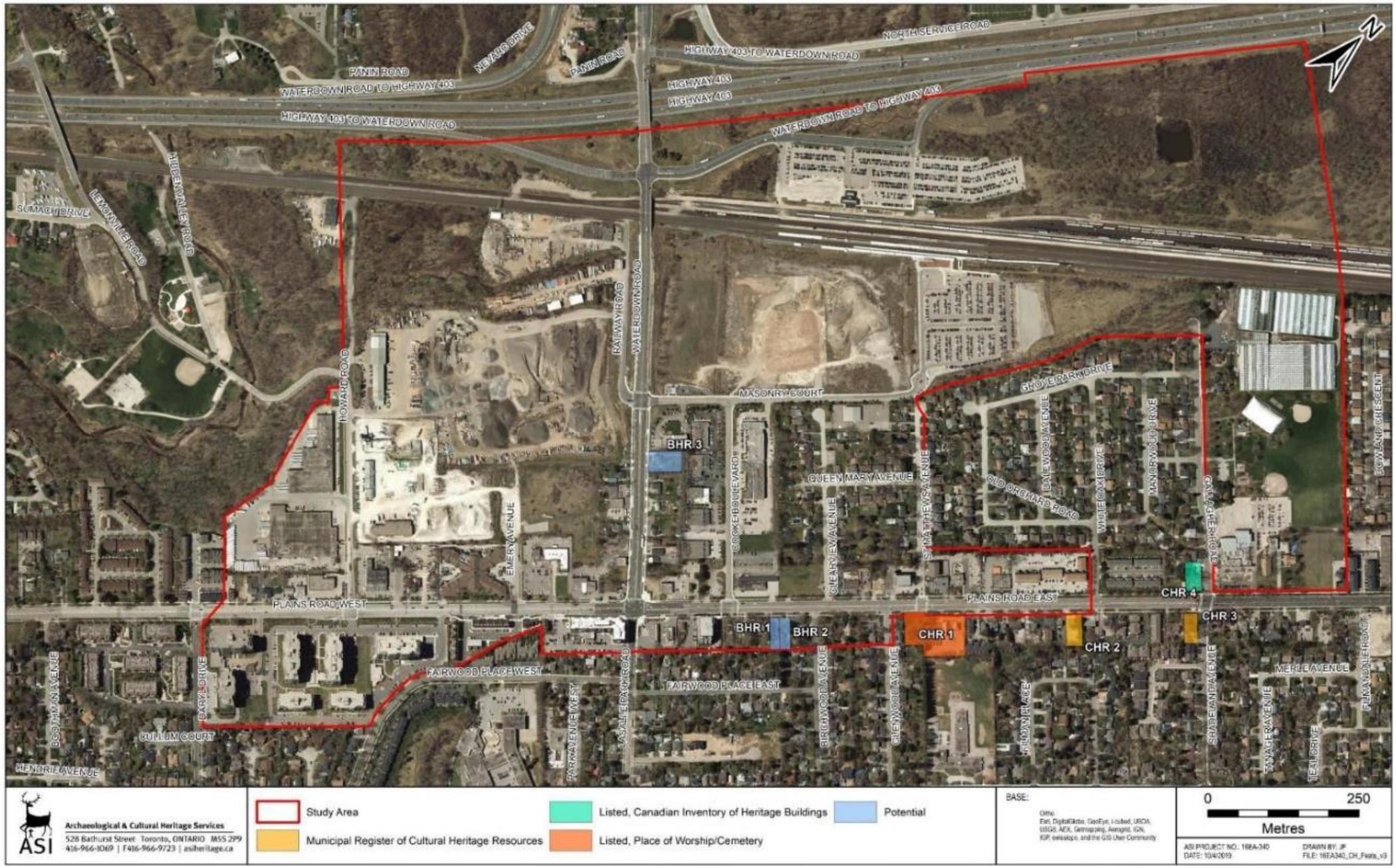
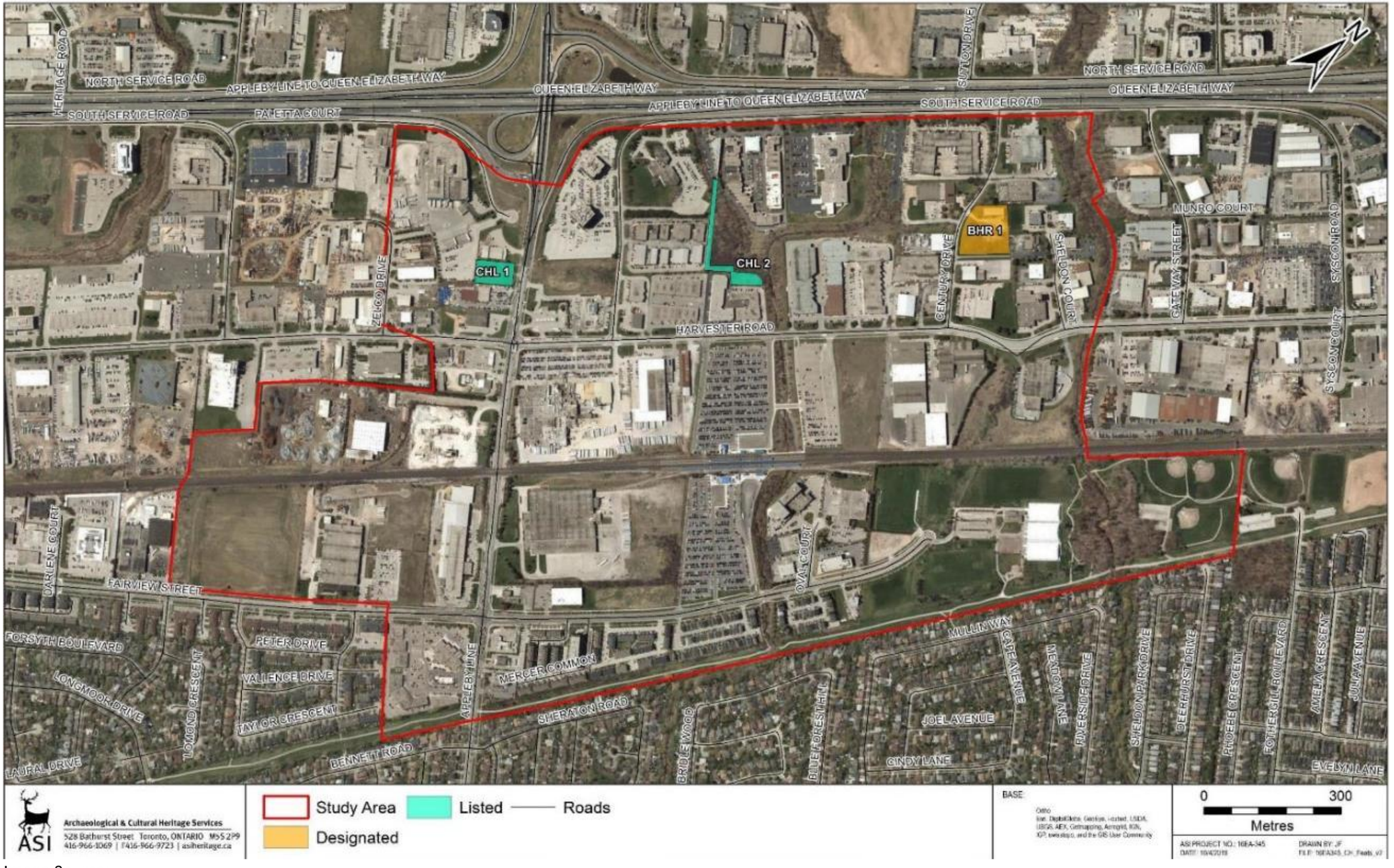


Image Source:

Figure 5-5: Appleby Heritage Resources



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5.1.4 Functional Servicing Study

Influence on Area-Specific Planning: This study will confirm water and wastewater infrastructure capacity issues which will inform ASP policies.

The Functional Servicing Study is being completed to identify water and wastewater infrastructure capacity issues and the need for upgrades or improvements resulting from development within the MTSAs.

A draft of the Functional Servicing Study was completed for the Mobility Hub Study and will be updated to reflect the new MTSA boundaries, Recommended Preferred Precinct Plans and population and employment projections informed by work the City and the Region has completed in the interim. Policies associated with servicing infrastructure will be included in the ASPs for the MTSAs and the Functional Servicing Study will help inform the future Financial Analysis, future Development Charges Background Studies and the Region's Master Planning work.

5.1.5 Scoped Environmental Impact Study

Influence on Area-Specific Planning: Environmental Impact Studies identify areas that shall be protected from development and will inform ASP policies on studies that may be needed to demonstrate that indirect effects on significant natural features will be mitigated.

Scoped Environmental Impact Studies (EIS) are underway for each MTSA and will be posted to the City website when complete. This work includes comprehensive field studies and reviews of secondary sources to develop biophysical inventories for each MTSA. These studies will all consider the potential for impacts to natural areas as follows:

- Direct Impacts - Potential direct impacts of the proposed intensification and redevelopment within the MTSAs may include the following:
  - Tree and vegetation removal;
  - Diversion of surface water flows;
  - Erosion and Sedimentation into natural features; and,
  - Loss of/disturbance to wildlife and general wildlife habitat.
- Indirect Impacts - Indirect impacts are those that do not always manifest in the core development area but in the lands adjacent to the development. Indirect

impacts can begin in the construction phase; however, they can continue post-construction. Potential indirect impacts of the proposed intensification of redevelopment include:

- Anthropogenic disturbance; and,
- Colonization of non-native and/or invasive species.

Each Environmental Impact Study will also denote a variety of mitigation measures and opportunities for enhancement which may include:

- Natural heritage feature buffers;
- Landscaping and planting plans to offset proposed removals;
- Integrated stormwater management plan and low impact design for onsite management of stormwater;
- Wildlife impact mitigation plan for impacts to wildlife pre, during and post construction;
- Erosion and sediment control plan; and,
- Environmental monitoring plan for the duration of construction.

It is anticipated that significant natural areas such as woodlands and wetlands will not be included at this time within the Natural Open Space areas identified on the Recommended Preferred Precinct Plans for all three MTSAs, and will be carried forth into the ASP process. This will be confirmed once the Scoped EIS work is complete. These reports will inform ASP policies related to the need for buffers around significant features as well as interventions and approaches to design and construction to mitigate adverse impacts to the natural environment.

5.1.6 Flood Hazard and Scoped Stormwater Management Assessment

Influence on Area-Specific Planning: In some cases, areas subject to flood hazards and/or required for stormwater management will be identified as protected from development. This work will also inform ASP policies on development within flood susceptible areas.

Flood Hazard and Scoped Stormwater Management Assessments for the Aldershot and Appleby MTSAs are currently being completed and not yet available for inclusion in this Interim Report.

The first phase of a Flood Hazard and Scoped Stormwater Management Assessment was completed for the Burlington GO and Downtown in September 2020 and additional work, referred to as Phase 2, is currently underway.

This work is intended to provide context on overall flood risk and the potential implications to proposed development within the MTSAs. The assessments included hydrologic and hydraulic modelling as well as stormwater management within each Mobility Hub.

Updated flood hazard mapping was developed as part of this study to guide land use policy planning in the interim. Within this mapping a number of properties have been identified that may have existing floodplain or spill flow impacts. The distinction was made between flood risk due to a riverine (watercourse) floodplain associated with the West Rambo Creek and due to spills (excess flow draining in an uncontrolled manner, potentially no longer following the path of the watercourse). In riverine floodplains, Conservation Halton regulates 7.5 m from the regulatory floodplain limit. Development must align with CH policies, allowing for minor works associated with existing uses and limits intensification. Spill flows have not been historically regulated by CH. The modelling completed as part of the study confirmed that there are a number of areas where re-development sites would be subject to spill flood risk. The forthcoming Phase 2 Flood Hazard Study will further confirm the extent of the spill areas, as well as provide recommendations for mitigating adverse effects of flooding in the redevelopment areas.

The following summarizes the conclusions and recommendations of the 2020 Flood Hazard and Scoped Storm Water Management Assessment for the Burlington GO Mobility Hub and Downtown:

- Recommended strategies related to development area flood management.
  - Undertake a Phase 2 Flood Hazard Study using more detailed topographical information to facilitate future Zoning By-Law Amendment and Site Plan Applications (underway through a concurrent process).
  - Conservation Halton regulates 7.5m from the greatest creek hazard floodplain limit. Development must align with Conservation Halton policies.
  - Consider opportunities to reduce floodplain extents through infrastructure upgrades.
  - Development can proceed subject to suitable flood management strategy on affected sites.

- Focus on passive flood proofing, consider active flood proofing with where passive measures are not feasible.
- Attempt to achieve a cut/fill balance for flood storage to mitigate offsite impacts.
- Assess proposed site management strategies through application of developed modelling tools to confirm no offsite impacts and safe spill conveyance.

- Recommended strategies related to area infrastructure improvements (Hydraulic Structures, Channels, Storm Sewers, Overland Flow Pathways, and SWM Facilities).
  - Consider hydraulic structure upgrades to reduce floodplain extends for development.
  - For West Rambo Creek consider upsizing:
    - Driveway culvert in front of 2021 Plains Road.
    - Private road culvert at 2021 Plains Road.
    - Private culvert at 2078 Queensway Drive; Main CNR (reviewed in separate study).
  - For East Rambo Creek consider upsizing:
    - Main CNR.
  - Consider future study for information on specific upgrades to storm sewers and overland flow pathways/dual drainage modelling, currently insufficient information.
  - Consider any recommendations stemming from Hager-Rambo Flood Control Storage Facilities Study (September 2020).
- Recommended strategies related to stormwater management criteria (Quality Control, Quantity Control).
  - Post to pre-peak flow control for areas discharging directly into creek systems.
  - Over-control of peak flows for areas connecting to storm sewers or where there are existing constraints.
  - Confirm Regional Storm controls are not required through Phase 2 Flood Hazard Study.
  - Implement standard erosion control measures, potentially in conjunction with low impact development best management practices for the overall stormwater management strategy.

- Enhanced total suspended solids for all impervious areas.
- Review opportunities for synergies with other studies and road reconstruction projects.

The completed and ongoing work related to floodplain and spill hazards and stormwater management in all of the study areas may result in buffers or setbacks from flood plains, even potentially changes to the extent of precincts that will need to be incorporated into the ASPs and policies associated with requirements for on-site management strategies. The work may also identify the need to upgrade certain infrastructure which could affect the location and extent of development. Refer to Figure 5.6 to 5.8 which depict mapping from Conservation Halton's online map platform which depicts the flood hazards in each general MTSA area. Layers to generate the MTSA specific maps were not available at the time of this Interim Report.

Figure 5-6: Conservation Halton Regulation Mapping for Aldershot

17/12/2021, 12:06:57

- Wetland Hazard
- Stable Top of Bank (STOB) Hazard
- Floodplains Hazard
- Approximate Regulation Limit
- Conservation Halton

1:31,715

0 0.28 0.55 1.1 mi

0 0.42 0.85 1.7 km

Figure 5-7: Conservation Halton Regulation Mapping for Appleby

Figure 5-8: Conservation Halton Regulation Mapping for Burlington

17/12/2021, 12:11:45

- Consult Conservation Halton
- Spill Arrows
- Spill Lines
- Wetland Hazard
- Stable Top of Bank (STOB) Hazard
- Floodplains Hazard
- Approximate Regulation Limit
- Conservation Halton

1:39,376

0 0.35 0.7 1.4 mi

0 0.5 1 2 km

City of Burlington, City of Hamilton, Province of Ontario, Town of Oakville, Esri Canada, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, NRCan, Parks Canada, Conservation Halton, 2021, Town of Oakville, Earthstar

Conservation Halton, 2021
Conservation Halton, 2021

5.1.7 Transportation Assessment

Influence on Area-Specific Planning: The transportation assessment will establish the mobility network (i.e. pedestrian, cycling, transit and road) to support future development. The work will also inform the development of policies to support mobility.

An initial transportation assessment was undertaken in 2018 as part of the Mobility Hubs study, but not completed. Three significant changes since the work was initiated - updated population and employment projections, updated MTSA boundaries established through ROPA 48 and the transportation vision as articulated in the ongoing City of Burlington Integrated Mobility Plan Study, have resulted in the need for additional work to be undertaken to confirm the transportation and mobility needs for the MTSAs.

MTSA transportation and mobility objectives build on the Integrated Mobility Plan Vision that mobility in Burlington will be safe, accessible, sustainable, balanced and livable. Key transportation planning objectives of the MTSA include:

- Development of complete streets;
- Network permeability;
- Accessibility and universal design;
- Road safety and safe integration of modes;
- First and last mile transit facilities.

The ongoing Transportation Assessment for the MTSA ASP project will assess the conceptual transportation network shown in the Recommended Preferred Precinct Plans given the anticipated population and employment and identify the local pedestrian, cycling, transit and road networks required to service each of the MTSAs. The results of this work will inform the ASPs, confirming or adjusting the potential new streets, potential active transportation corridors and the potential rail crossings shown on the Recommended Preferred Precinct Plans. The ASPs will also include transportation policies to address the mobility objectives noted above.

5.1.8 Fiscal Impact Assessment

Influence on Area-Specific Planning: To support intensification and the development of complete communities, each of the MTSAs will require a number of significant capital infrastructure investments (e.g. roads, parks, stormwater, etc.). A portion of the cost of this new infrastructure will be recoverable through Development Charges, however the remainder will need to be recovered through the City's broader tax base. Understanding the financial impacts will help the City to set priorities for municipal development and will likely provide some direction on the phasing of development for the MTSAs.

The intent of the Fiscal Impact Assessment (FIA) is to measure the operating and capital cost impacts of the Recommended Preferred Precinct Plans for the three MTSAs, both individually and in aggregate, for various types of residential, non-residential, and mixed-use development. The FIA will be undertaken for City services and measure the incremental costs for new development, including the replacement of new infrastructure (e.g. roads, transit, water and sewer infrastructure, community centres and fire and police facilities) and the lifecycle replacement requirements of infrastructure.

The FIA will commence in 2022 as the Area-Specific Plans are developed and after Council's endorsement of the Recommended Preferred Precinct Plans.

5.2 Other Recently Completed and Ongoing Studies

There are also a number of recently completed and ongoing studies that the City is undertaking which are not specifically part of the scope of the MTSA ASP Planning Project but still have relevant information which needs to be considered. The MTSA ASP project will also provide information and direction for some of these concurrent studies as part of a collaborative and interconnected exercise. The concurrent studies are listed below:

- Integrated Mobility Plan;
- Parks Provisioning Master Plan;
- Housing Strategy & Inclusionary Zoning Municipal Assessment Report;
- Interim Control By-law Study - completed, subject to appeals;
- Comprehensive Zoning By-law Review; and,

- Official Plan 2020 - completed, subject to appeals.

5.3 Public Service Facilities Analysis

Part of creating complete communities is the provision of accessible public service facilities. Public service facilities are defined in the City Official Plan 2020 as:

> 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, long-term care services and cultural services.

These facilities help support a healthy and complete community and help to foster a sense of community well-being. In this section we will outline the typical process for determining existing service delivery levels as well as how to determine additional services needed depending on population growth. For the purposes of an ASP it is important that there is a good understanding of the high level implications for public service facilities, and generally the ASP should provide specific directions for parks and recreational facilities. Planning for other public service facilities, such as schools, libraries and community centres is part of a broader on-going process beyond the scope of the ASP.

5.3.1 Understanding Existing Public Service Facilities

Understanding how an area is to grow helps to identify potential gaps and the need to provide additional services within an area. This process is achieved by first looking at the existing public services within an area.

5.3.1.1 Existing Public Service Facilities

There are limited existing facilities within the MTSAs boundaries themselves including:

- One fire station and one licensed child care centre in Aldershot MTSA;
- One library, one fire station and one licensed child care centre in the Appleby MTSA; and,
- No facilities in Burlington MTSA.

However, it should be recognized that residents living within the MTSA boundary would likely access facilities in proximity to the MTSA. Therefore, a catchment of a radius of 1.6

km centred on the GO station was reviewed to determine the presence of existing public service facilities for the MTSA[3].

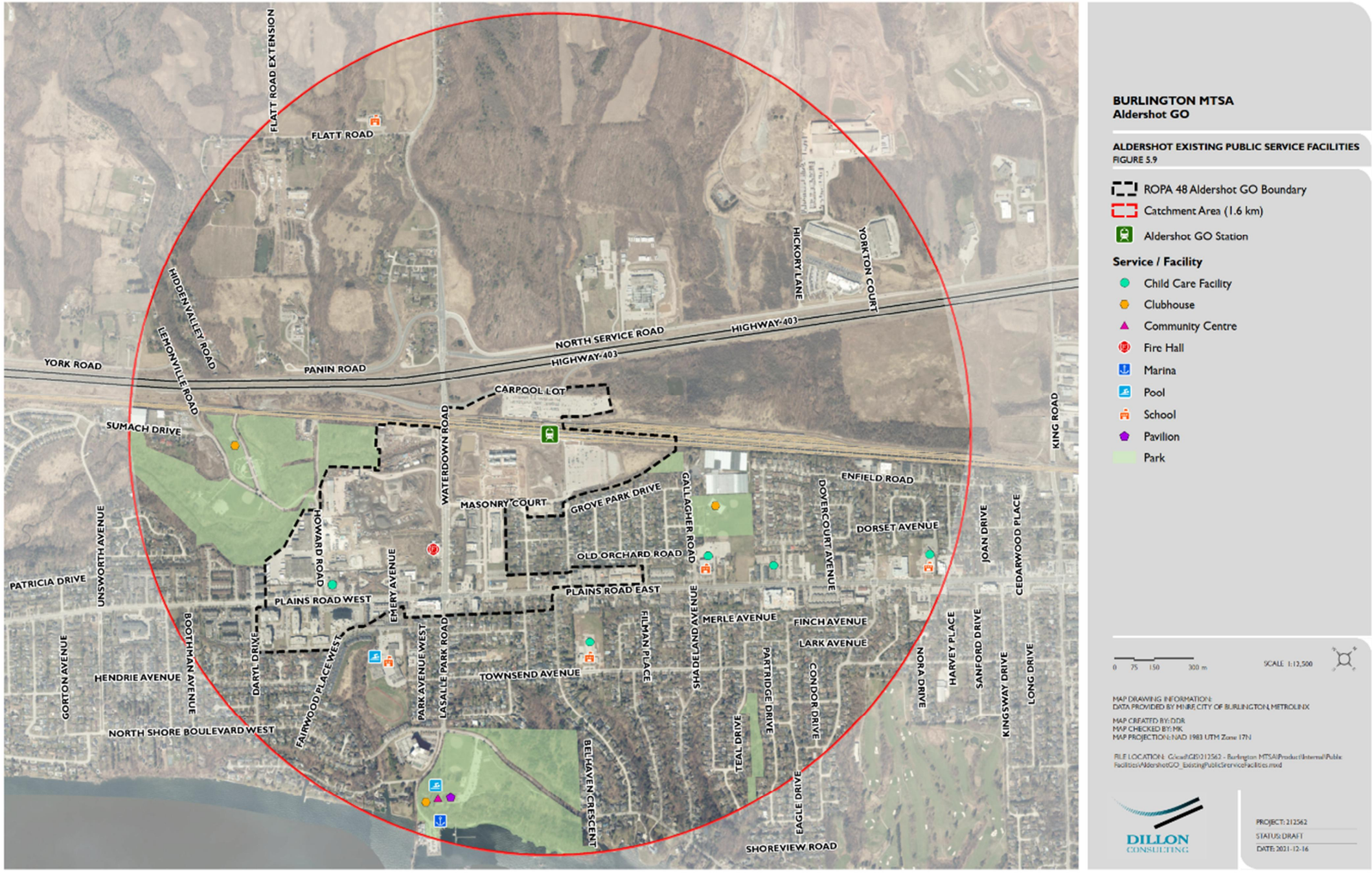
Existing facilities are presented in Figure 5.9 to 5.11.

Most of the symbols on the mapping are self-explanatory, however there are several that require further explanation. Joint ventures are facilities that are jointly managed with private recreational groups such as tennis, rugby, lawn bowling etc. They are City owned facilities that are operated by a private group.

With limited existing facilities to rely on as a benchmark, it is appropriate to also look at the existing city-wide level of service delivery in order to determine the minimum service levels to achieve for the MTSAs.

[3] The catchment area was based on the assumption that 800 metres is walkable distance – centred on the GO station.

Figure 5.9: Aldershot GO MTSA Existing Public Service Facilities



BURLINGTON MTSA
Aldershot GO

ALDERSHOT EXISTING PUBLIC SERVICE FACILITIES
FIGURE 5.9

- ROPA 48 Aldershot GO Boundary
- Catchment Area (1.6 km)
- Aldershot GO Station

Service / Facility

- Child Care Facility
- Clubhouse
- Community Centre
- Fire Hall
- Marina
- Pool
- School
- Pavilion
- Park

0 75 150 300 m

SCALE 1:12,500

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, CITY OF BURLINGTON, METROLINX

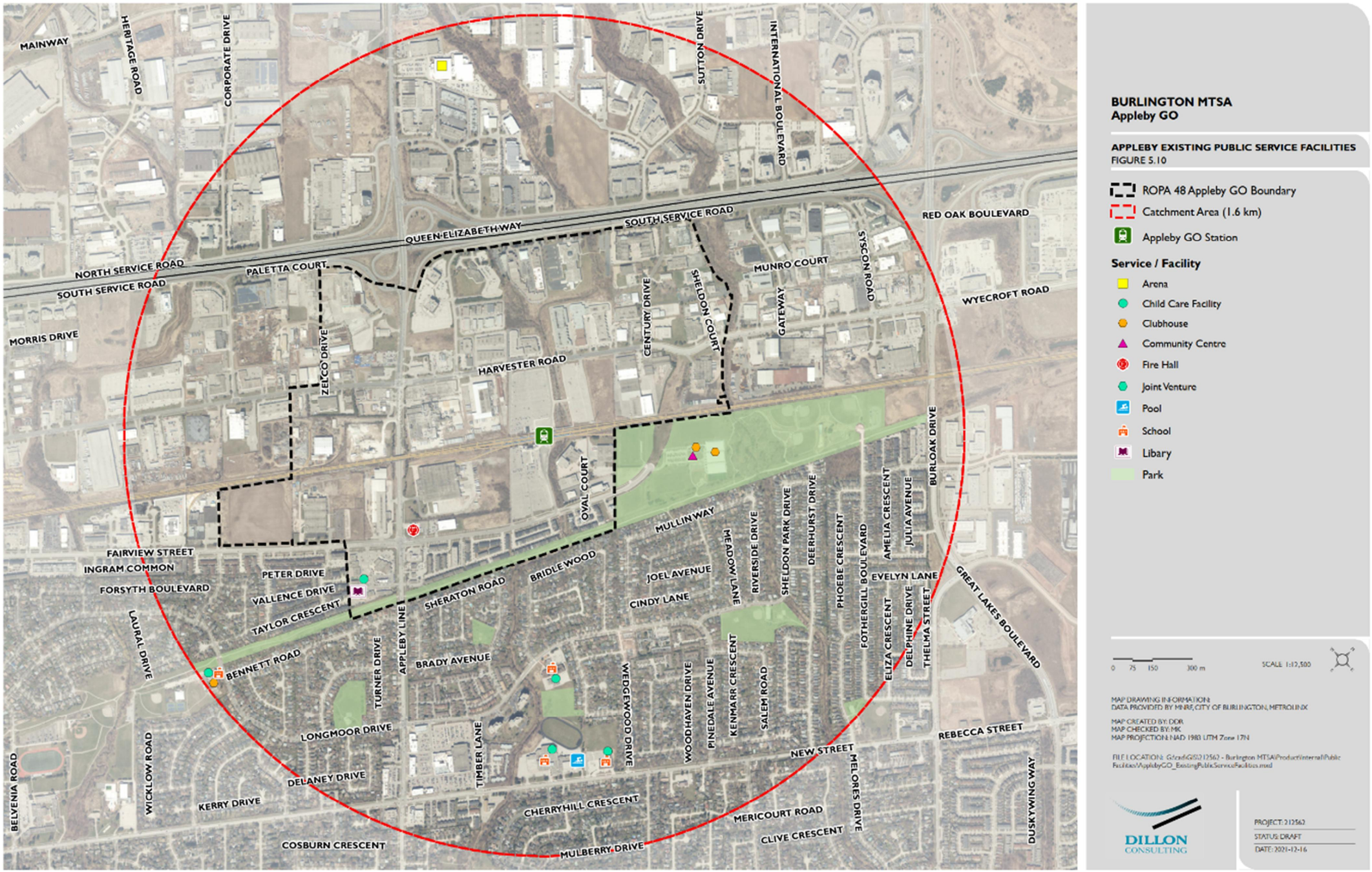
MAP CREATED BY: DDR
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 17N

FILE LOCATION: G:\cad\GIS\212562 - Burlington MTSA\Product\Internal\Public Facilities\AldershotGO_ExistingPublicServiceFacilities.mxd

DILLON CONSULTING

PROJECT: 212562
STATUS: DRAFT
DATE: 2021-12-16

Figure 5.10: Appleby GO MTSA Existing Public Service Facilities



BURLINGTON MTSA
Appleby GO

APPLEBY EXISTING PUBLIC SERVICE FACILITIES
FIGURE 5.10

- ROPA 48 Appleby GO Boundary
- Catchment Area (1.6 km)
- Appleby GO Station

Service / Facility

- Arena
- Child Care Facility
- Clubhouse
- Community Centre
- Fire Hall
- Joint Venture
- Pool
- School
- Libary
- Park

0 75 150 300 m

SCALE 1:12,500

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, CITY OF BURLINGTON, METROLINX

MAP CREATED BY: DDR
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 17N

FILE LOCATION: G:\rad\GIS\212562 - Burlington MTSA\Product\Internal\Public Facilities\ApplebyGO_ExistingPublicServiceFacilities.mxd

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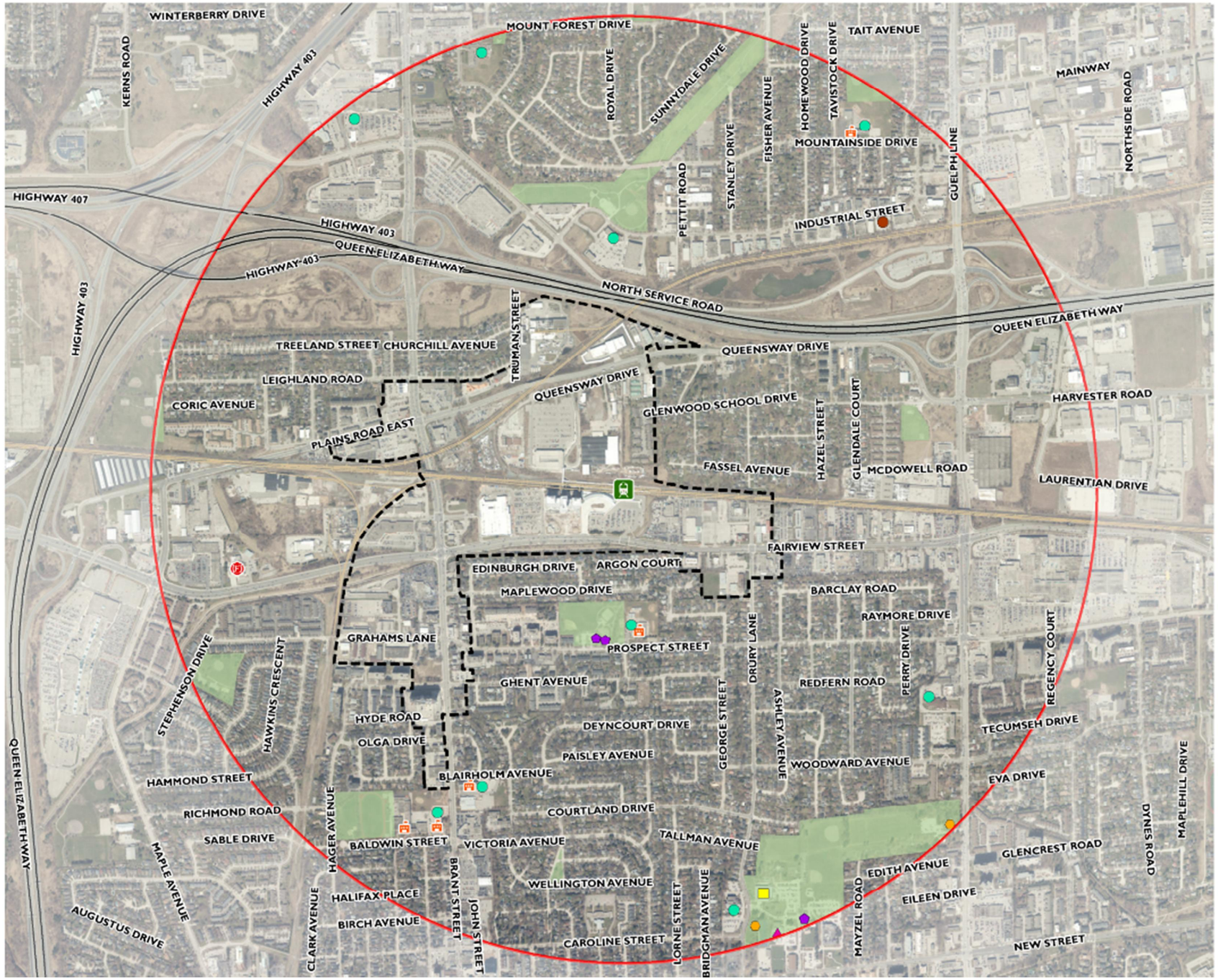
PROJECT: 212562
STATUS: DRAFT
DATE: 2021-12-16

Figure 5.11: Burlington UGC / GO MTSA Existing Public Service Facilities



BURLINGTON MTSA
Burlington GO

DOWNTOWN BURLINGTON EXISTING PUBLIC SERVICE FACILITIES
FIGURE 5.11

- ROPA 48 Burlington GO Boundary
- Catchment Area (1.6 km)
- Burlington GO Station

Service / Facility

- Arena
- Child Care Facility
- Clubhouse
- Community Centre
- Fire Hall
- Operations
- School
- Music Centre / Theatre
- Park

0 75 150 300 m

SCALE 1:12,500

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, CITY OF BURLINGTON, METROLINX

MAP CREATED BY: DDR
MAP CHECKED BY: MK
MAP PROJECTION: NAD 1983 UTM Zone 17N

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5.3.1.2 City of Burlington City-Wide Service Delivery

Table 5.2 highlights the city-wide delivery for some of the public service facilities that need to be considered for the MTSAs. This current service delivery is calculated by identifying the number of existing facilities and determining the facilities per person based on a City of Burlington population of 183,314 (StatsCan 2016). Work is continuing to determine existing city-wide delivery levels for other important public service facilities (e.g. long-term care, social assistance, other school boards, licensed daycares etc.).

This table provides a reference for considering service levels in the MTSA, however, it should be noted this a city-wide assessment captures the rural and suburban areas of Burlington and may result in a higher number of facilities per person than what would be required to support the community in a more urban context of the MTSAs. The following also need to be considered and ongoing liaison with the agencies providing these services is required to confirm the draft service delivery levels provided:

- Planning for schools is done in concert with each District School Board (e.g. Halton District/Halton Catholic District, French and French Catholic School Board) which have Long Term Accommodation Plans that project future enrollment 10 years out and standards for new school builds that are often based on attendance (pupil spaces).
- Community recreation centres include a variety of facility types including but not limited to pools, ice rinks, sports fields, playgrounds etc. Further work to categorize the type of community recreation facility needs to be completed.
- The City has recently released a terms of reference for the completion of a parks provisioning master plan. This strategy will continue after the completion of the ASPs but will inform the creation of the ASPs. The *Planning Act* includes a target of 1 hectare of park for 300 units which could be considered as an approach to determining required park space until the above noted work is completed. Liaison with the team completing this work is required to align the approach to determining need.

Table 5.2: City-Wide Existing Inventory and Delivery Levels for Public Service Facilities

Public Service Facility Type	Number of Existing Facilities	City Wide Service Provision based on Facilities per Person
Schools, public[4]	35 total	N/A
Elementary	*30*	1 school for 6,100 persons (0.00016 per person)
Secondary	*5*	1 school for 36,600 persons (0.000028 per person)
Schools, Catholic[5]	17 total	N/A
Elementary	*14*	1 school for 13,100 persons (0.00008 per person)
Secondary	*3*	1 school for 61,100 persons (0.000016 per person)
Libraries[6]	7	1 library per 26,190 persons (0.000038 per person)
Community Recreation Centres[7]	Approximately 40	1 centre per 4,590 persons (0.00022 per person)
Parks[8]	169 (total of 690 ha)	1 hectare per 270 persons (0.0038 ha per person)

[4] Source: Halton District School Board, School Listing: https://www.hdsb.ca/schools/Pages/Find%20My%20Local%20School/School-Maps-by-Area.aspx

[5] Source: Halton Catholic District School Board, School Listing: https://schoolplanning.hcdsb.org/school-boundary-maps/

[6] Source: City of Burlington, Open Data

[7] Source: City of Burlington, Open Data

[8] Source: City of Burlington, Open Data

Public Service Facility Type	Number of Existing Facilities	City Wide Service Provision based on Facilities per Person
Fire	8	1 fire station per 22,910 persons (0.00004 per person)
Emergency Services	14	1 EMS station per 13,900 persons (0.000076 per person)
Police (regional)	1	1 police station per 183,314 persons (0.000005 per person)

5.3.1.3 High Level Public Service Facility Needs

The next step would involve doing preliminary calculations to determine, based on the potential build-out population, the need for each of the public services within each MTSA. The potential population for each MTSA is used as well as the current city-wide delivery as noted in Table 5.2 to determine the minimum level of delivery for each service need. As noted previously, the city-wide delivery levels are provided for general context, but there will need to be alternative service levels determined as part of an additional study. This is a piece of technical work that is currently underway, which may result in potential changes in the RPPPs through the ASP and OPA process.

6 Policy Directions

The future ASPs for each of the MTSAs will include mapping of the precincts and supporting policies to articulate the specific requirements of the Regional Official Plan (as enhanced through ROPA 48) as well as the City's Official Plan. They will also highlight the requirements for development within each precinct. In addition, the ASPs will include policies around important complete community elements such as transportation, public realm and parks, natural heritage, etc. This section provides the current thinking on the direction for these policies. This work builds on the visions, objectives and key elements; public and stakeholder input received; and the technical work as highlighted in Chapters 3-5 of this Interim Report.

6.1 General Policy Directions for all MTSAs

The following policy directions apply to all three MTSAs.

6.1.1 All Three of the City's MTSAs will be planned as Protected Major Transit Station Areas (PMTSAs)

The Halton Region Official Plan, through Regional Official Plan Amendment 48 implements the delineated boundaries for the MTSAs, identifies the MTSAs as PMTSAs and adjusts the City of Burlington UGC to align with the Burlington GO MTSA. Aldershot, Appleby and Burlington GO are all considered PMTSAs.

Elements of PMTSAs such as minimum densities, boundaries and heights cannot be appealed to the Ontario Lands Tribunal (OLT). Matters addressed in PMTSA that are reflected in the City-initiated Zoning By-law Amendment are likewise not appealable under section 34(19.5) of the Planning Act. No amendments to a prescribed policy for a PMTSA are permitted without the approval of the Minister, inclusive of minor variances.

This means that the City is able to utilize the tools in the Planning Act such as Inclusionary Zoning in the PMTSAs to achieve affordable housing which provides a layer of protection for these areas from appeal to allow the City to implement its vision and Growth Framework for these Strategic Growth Areas through policy.

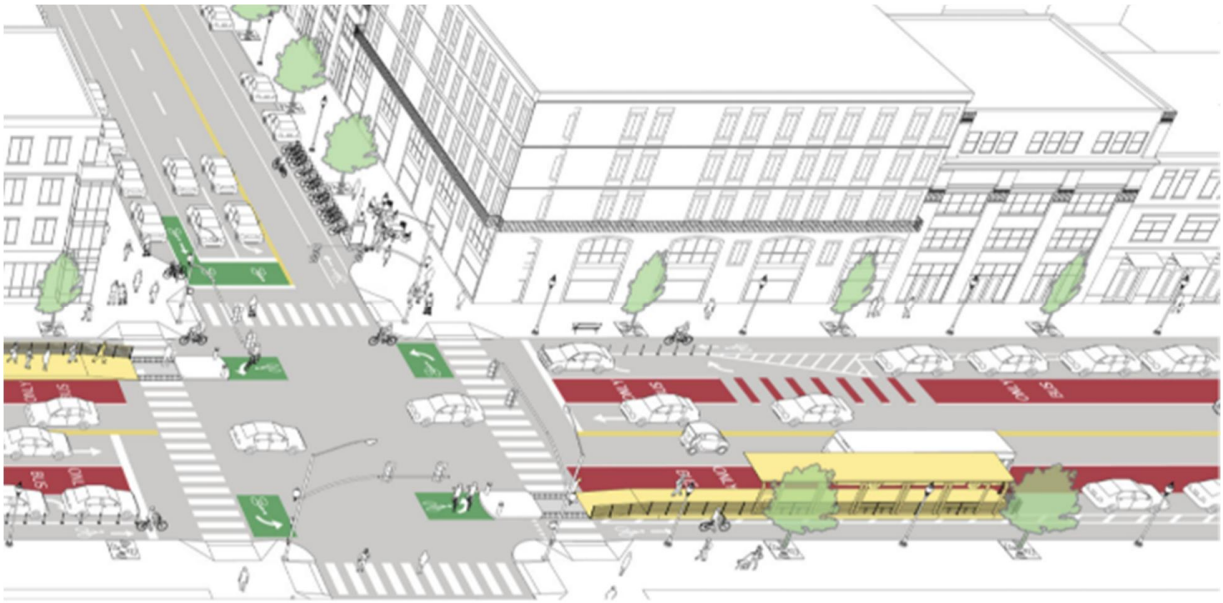
6.1.2 Climate Change and Sustainability will be an Overarching Focus for the Three ASPs

In 2019, the City of Burlington declared a climate emergency. As a result, a climate action plan was developed which set out requirements for mitigating greenhouse gases (GHGs) and reducing energy consumption. Becoming a carbon-neutral community is also a strategic goal for the City.

The policies within the three MTSAs will adopt a climate change lens in order to help meet the City's climate change objectives by providing opportunities to develop compact, complete communities in proximity to a GO Station, local transit and active transportation. Specific policies will be developed to encourage innovative measures to help reduce development impacts on the changing climate and promote sustainability through design. Climate change policies have the opportunity to give as well as get direction from: Climate Resilient Burlington Plan, Corporate Energy and Emissions Management Plan, Climate Action Plan, Sustainable Building and Development Guidelines and Burlington's Strategic Plan. The policies within each area will emphasize development of sustainable and complete neighbourhoods by providing:

- Support for a safe and sustainable transportation network for all users including pedestrians and cyclists.
- Personal and transit electrification readiness of building and City infrastructure.
- Consideration of sustainable stormwater management measures such as bioswales, permeable pavers, rain barrels, and green roofs.
- Contemplation, identification and implementation of infrastructure pieces that can protect each MTSA from future potential long term risk of events associated with climate change and have a plan to build them out over the long term.
- Building design measures to increase sustainability such as building orientation and other measures to encourage achievement of net zero buildings which will go to support the City's overall net carbon neutral community target date of 2050 (for city buildings 2040). Also, implementing where appropriate and finding a balance between pedestrian experience and building efficiency (geothermal, carbon offsets etc.). The policies may direct the City to consider additional tools that will encourage this type of development (e.g. Community Improvement Plans (CIPs). A CIP is a tool that allows a municipality to direct funds and implement policy initiatives toward a specifically defined project area.

- Recognition of the importance of overall greening throughout the City as well as enhancements to the tree canopy to improve air quality while at the same time supporting and enhancing measures to achieve Burlington's 2041 canopy target of 35%.
- Greening and tree canopy policies and direction in order to provide a respite from heat with specific intention to mitigate the heat island effect that occurs in denser City contexts.
- Identifying adequate space for trees early in the process, improving overall conditions for trees, providing significant community trees adequate protection, creating a diverse urban forest (native, non-invasive) and providing regular proactive tree care.
- Target carbon neutrality in the MTSAs through the use of district energy, sustainable building measures and other innovative approaches.
- Reduce waste and increase innovation in the construction and operations of buildings associated with employment and industrial uses.



6.1.3 The MTSA Urban Design Policies and Guidelines should be consistent with the City's Existing Design Guidelines

Built form refers to the overall size and shape of the building. Height and massing are critical to determining the degree of impact a building will have on neighbouring properties. For this reason, the building form must respond sensitively to its context to arrive at a high-quality design outcome. Building form, including both the lower building form and the upper building form, should respond to its context to ensure high-quality design outcomes and should align with the city's Tall and Mid-Rise Design Guidelines. Sustainable design should be at the forefront of all mid-rise and tall building development. The City of Burlington's Sustainable Building and Development Guidelines (2019) should be referred to for more detailed and specific guidance on sustainable design measures. The policies of the ASP may direct the City to consider additional tools that will encourage achieving the elements of the guideline that go beyond current requirements of the Building Code (e.g. CIPs).

6.1.4 The ASPs may Include Inclusionary Zoning Policies, Subject to the Findings of the City's Housing Strategy

The implementation of inclusionary zoning is limited to PMTSAs (or where a Development Permit System by-law is in place) under Section 16(5) of the Planning Act. The Region (through ROPA 48) was responsible for the identification and delineation of PMTSAs. These have been identified as a priority component of the City's Growth Plan conformity exercise. As noted previously, the potential to implement inclusionary zoning in any of the three PMTSAs will be informed by the City's Housing Strategy. As part of the Housing Strategy work program, the City and Consulting team will complete a Municipal Assessment Report, which is required under Ontario Regulation 232/18 to determine the feasibility of implementing inclusionary zoning in the Burlington context. The Assessment Report will test development scenarios to understand the potential impacts on the housing market and on the financial viability of development or redevelopment. Depending on the outcomes of this work, there could be implications for the MTSA ASP policies. For example, one of the key factors which could influence the feasibility of inclusionary zoning is building height and depending on the outcomes of the Assessment Report, there could be a need to consider opportunities to assess the minimum and maximum building heights and/or other built form guidelines to allow for increased opportunities for affordable housing.

The results of the Assessment work are a decision-point for the ASPs – on the one hand, the proposed height regime presented in the Preliminary Preferred Precinct Plans represents what is believed to be an appropriate range of heights for all three areas based on a variety of considerations. Should the proposed height regime show that inclusionary zoning requires significant increases in the maximum height, then City may choose to either (a) maintain the current height regime and forego the use of the inclusionary zoning as a tool until such a time when land values increase and then implement inclusionary zoning at a later date when the market is ready, or (b) update the maximum heights in the Precinct Plans to a level where inclusionary zoning shows to be theoretically feasible.

6.1.5 Land Use Compatibility will be addressed at the Development Application Stage and the Specific Land Use Policies will be informed by the Land Use Compatibility Study

As the areas within each of the MTSAs evolve and densify, compatibility between land uses within the surrounding areas including employment uses and key major facilities, rail corridors and the highway will be a key consideration in the ASP policies. Since much of the existing conditions do not contain residential uses, the transformation of these areas into mixed use areas will need to have regard for the existing industrial/employment uses and key facilities in the area and that introducing sensitive land uses such as residential will need to be phased and adverse effects mitigated in order to ensure compatibility.

There is an opportunity in the future for the City to develop a broader approach to land use compatibility so that sensitive land uses are planned, phased and developed in such a way that avoids or minimizes and mitigates any potential adverse conflicts or negative effects between uses such as: noise, vibration, odour, dust etc., and to maintain overall public health and safety. Use specific directions are outlined in the following subsections.

Employment Uses

There are active employment uses within the MTSAs. Any new proposed sensitive development which is within 1000 metres of an existing Class 3 industrial facility, 300 metres of an existing Class 2 industrial facility or 70 metres of an existing Class 1 industrial facility shall be subject to the Province's D-6 Guidelines for Land Use Compatibility. Supporting studies at the site level shall be required to address air, noise, vibration or other compatibility concerns.

Heavy Active Rail

According to the Guidelines for New Development in Proximity to Railway Operations (2013), no new residential development is permitted within a 30 metre setback of a principal or secondary main line / active heavy rail right-of-way. Permitted uses within this setback include public and private streets, parkland and other outdoor recreational space including backyards, swimming pools and tennis courts, unenclosed gazebos, garages and other parking structures and storage sheds. New residential development within 300 metres of an active heavy rail right-of-way shall undertake a land use

compatibility assessment based on the Guidelines for New Development in Proximity to Railway Operations (Federation of Canadian Municipalities, 2013) or equivalent guidelines/standards which mitigate risks associated with development in proximity to heavy rail.

Provincial Highway

In addition to all the applicable municipal requirements, all proposed development located adjacent to and within the Ministry of Transportation Ontario's (MTO) permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval. There are also air quality studies required for sensitive land uses within 150 metres of a Provincial Highway. Early consultation by development proponents within the MTSA with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning.

6.1.6 The City will work with the Region to Coordinate Infrastructure Planning

As part of the implementation of the ASPs, the City will work with Halton Region to ensure that there is adequate infrastructure for the new development. This includes water and wastewater servicing master planning as well as stormwater management infrastructure considerations. In response to the currently ongoing Functional Servicing Study, the City will update its overall municipal master servicing strategy as required. The findings from this study will inform the ASP policies, future implementation actions and will work to inform the Region's Master Planning work.

In a situation where development occurs prior to the completion of the study and depending on the nature of the application (e.g. large scale, multi-block developments), the City may also require development applications to be supported by site-specific servicing studies. The City will work with the Region to ensure that planned public works for the area are coordinated to minimize the impacts of construction on the residents and businesses within the ASP area. Coordination efforts among the Region, City and Utilities will consider the phasing of streetscape improvements, any future street works and maintenance, as well as any upgrades to water and sanitary networks.

6.1.7 The ASPs will Provide Guidance for Public Services and Community Facilities

Public Services and Community Facilities are the infrastructure which support a variety of community needs including: social, cultural, recreational and safety to name a few. These services and facilities are essential parts of creating complete, connected and livable communities. They are represented by a variety of forms including stand-alone and co-located facilities. The latter presents the opportunity to develop more all-encompassing community 'hubs' which supply a variety of diverse needs in one location. The following list includes services and facilities which may be considered as part of the ASP work: schools, child care, human and social services, recreation facilities, parks and open space, and emergency services.

6.1.8 The ASPs Will Align with Current Parks Classifications and Make Suggestions for New More Appropriate Urban Typologies

The City of Burlington is in the process of updating the document that sets out park classifications. This Interim Report will align with the previous version and classifications used in the OP and will suggest new classifications where needed. As a first principle the City will be taking the land as dedication and not accepting cash-in-lieu in order to facilitate strengthening the open space network. There may also be a need to revisit the park types as these intensification areas will require a different and unique type of park space that is better suited for an urban environment such as 'Urban Park.' The variety of parks and open spaces are described in the following sections and the proposed parks are outlined in the table below.

Neighourhood Parks

Neighbourhood Parks provide a central common green space, and are located to serve the recreational needs of the local neighbourhood. Access is primarily via walking and cycling and parking is only provided if specialized facilities are located within and as required. Features typically include playgrounds, passive areas, open space play areas,

trails and informal sports fields for youth etc. There are typically also small woodlots and natural areas.

The size of the parks has not yet been determined, but will be scaled to provide at least two public street frontages to ensure enhanced visibility and accessibility. Any future development abutting the park should provide 5-metre setbacks. Massing transition and shadow impacts on the park should also be considered in future adjacent development.

Community Parks

Community Parks are typically larger than Neighbourhood Parks and work to serve a broader purpose and focus on meeting a wide variety of community-based recreational needs. They are designed and located to serve several neighbourhoods. Usually accessed through walking, cycling, trails, public transit and some parking as required. Facilities usually include more formal and adult sized sports field (with lighting, spectator facilities etc.) as well as washrooms, playgrounds, or special facilities such as skate parks or water play areas. Trails, trailheads, linkages and woodlots as well as other passive areas could be included.

The size of the parks is still to be determined, however it should be oriented within at least two sides facing public streets. Future development abutting the park should provide a 5-metre setback from the parkland and consider appropriate massing transition and minimizing of shadow impacts.

Privately Owned / Publicly Accessible Open Spaces

As cities grow and become denser, the need for creative solutions for public open space becomes more important. Privately Owned Publicly Accessible Open Spaces (POPS) are one of the ways to integrate open space into urban environments, however it should be noted that POPS are not substitutions for parkland and do not serve as satisfying park dedication requirements under the current city bylaw. They are meant to augment public space but shall not be considered a replacement to parkland dedication and to be considered as “value-added”. The use of these spaces is becoming more popular due to intensification and the need to redevelop existing areas and corridors. POPS are privately owned and maintained but are also universally accessible and open to the public for their use and enjoyment. Policies throughout the MTSAs should explore the implementation of POPS especially where parks/open space needs are scarce as well as call for guidelines for their design and development. POPs may be located in all of the

precincts and specific guidelines should be developed for POPs. POPS are not currently approved by Council but under review as part of the City's Park Provisioning Master Plan Study.

Linear Parks

Linear parks are another innovative way to help create linkages and connections between larger parks and facilities and to better connect communities which may have lacked connection previously. The Linear Park Classification is not currently approved by Council but under review as part of the City's Park Provisioning Master Plan Study. In the case of the MTSAs these linkages can be developed during new development or re-development of the larger parcels or along the corridors. Linear parks can be developed to essentially 'twin' or expand the pedestrian portion of the public realm alongside a roadway, or developed to create a public space 'break' between larger developments, creating a functional and recreational pathway. Linear parks are often characterized as long and narrow but wider than a typical right-of-way to accommodate dedicated pathways to also allow for more pedestrian oriented elements including shade trees, seating and waste/recycling receptacles. The minimum width of a linear park is proposed as 10 metres. However, the longer linear parks are, the wider they need to be. For example, in Lethbridge, linear Parks are to adhere to a minimum of width of 10m if shorter than 100m or 15m if longer than 100m and a maximum of 40m.

Linear parks can function differently and can be influenced by the context of the area. The Aldershot Corners linear parks may be different from those in Appleby Gateway and Burlington Junction. Each scenario will need to recognize the opportunity for places to allow for patio spillover, places for special events as well as areas to sit, rest or gather. Also, Linear Parks vary on their location on the north or south, east or west side of the street. Generally, they should be located on the north and east side of the street to avoid shadows. It does vary depending on the context and intended linkages. These deviations are noted in the specific sections.

Urban Park

Urban parks have a different philosophy than the others such that they are a better fit for intensification areas that are synonymous with the future development within the MTSAs. The Urban Park Classification is not currently approved by Council but under review as part of the City's Park Provisioning Master Plan Study. Urban Parks which may include sub classifications as courts, squares, parkettes or plaza are designed to provide

a social gathering place for people who live, work, shop, create and eat there. These parks would be directly connected to the street as well as any adjacent developments and work in concert to create a new focal point of the community. It should include both hardscape and softscape features, with a pattern and material of pavement that is compatible with the precinct it sits within.

The Station Plazas would also be considered Urban Parks. The plazas could be integrated into new development or stand alone, and in either scenario should have a strong visual and physical connection to the station building. There is also opportunity to provide greening throughout the plaza area as well. The size of the station plaza is still to be determined, but should include weather-protected and appropriately-scaled waiting areas to accommodate for hired vehicles and pick-up/drop-off. Discussions could begin with Metrolinx, Burlington Transit and HSR in order to begin discussing how to create an improved and enhanced user experience and a functional transit station.

The interface between the plaza and parking facilities should also be considered. The design of this interface should minimize and mitigate conflicts between pedestrian/cyclist movement and vehicular circulation to create a safe and pedestrian-friendly environment.

6.1.9 The MTSA Current and Future Road Hierarchy will Align with the Official Plan and Direction from the Integrated Mobility Plan while also Incorporating Complete Streets Elements

The function of the road network in the MTSAs will for the most part align with the existing Official Plan classifications while at the same time allow for the integration of complete streets elements throughout the existing network as well as in the proposed and planned new streets. The ASP process will identify and highlight any new MTSA specific typologies if needed. The current network across the MTSAs is included in the following table, and the typologies have been summarized from the OP below:

Aldershot Corners	Appleby Gateway	Burlington Junction
• Multi-Purpose Arterial • Neighbourhood Connector • Local Streets • Proposed Roads	• Major Arterial • Multi-Purpose Arterial • Urban Avenue • Industrial Connector • Local Streets • Proposed Roads	• Major Arterial • Multi-Purpose Arterial • Main Street • Industrial Connector • Neighbourhood Connector • Local Streets • Proposed Roads

6.1.9.1 Major Arterial

Major Arterial Roads serve the community by accommodating intra and inter-municipal and regional travel demands as well as high volumes of traffic over long distances. They connect the urban areas between different municipalities. These arterials are under the jurisdiction of Halton Region and generally are located close to the QEW/Highway 403. Major Arterials support high density and transit-supportive mixed-use development between key nodes as well as inclusion of active transportation infrastructure (both pedestrian and cycling).

6.1.9.2 Multi-Purpose Arterial

Multi-Purpose Arterials serve regional travel and also accommodate inter-community travel. They are considered central corridors which connect mixed use intensification areas as well as providing a corridor for intensification themselves. They support transit, goods movement, as well as active transportation; however they accommodate a high degree of people-moving capacity.

6.1.9.3 Urban Avenue

Urban Avenues, like the previous typology, also serve trips between communities and regional travel as well as providing connections between mixed use intensification areas. They have a higher level of streetscape design such as continuous street trees, landscaping and pedestrian amenities. It also functions as a high priority street for safe transit, walking and cycling, often with grade separated facilities.

6.1.9.4 Main Street

Main Streets specifically serve the Downtown Urban Growth Centre and provide a connection between the downtown to the MTSA area. They support mixed use places that contain a pedestrian oriented design for the public realm and building orientation focused on the street. Pedestrian, cycling and transit are accommodated at high levels.

6.1.9.5 Industrial Connector

Industrial Connectors are inter-regional in nature which focus on the movement of goods and people into the industrial and employment, office and commercial areas. There are higher levels of truck traffic accommodated along this typology.

6.1.9.6 Neighbourhood Connector

Neighbourhood Connectors provide links between communities and also connect into the arterial and local street network. Uses along these streets are primarily residential, and public services where appropriate. Pedestrian and cycling facilities are provided at a high level with moderate local vehicle traffic.

6.1.9.7 Industrial Streets

Industrial Streets provide access to employment lands and their primary function is property access from the connectors to the businesses.

6.1.9.8 Local Street

Local Streets are low speed and low traffic volume areas and provide links into neighbourhoods from the Neighbourhood Connectors. They support primarily residential uses, with public services as appropriate and allow for neighbourhood gatherings, areas for children to play and provide space for social interactions.

6.1.9.9 Proposed / Planned Roads and Streets

The Proposed or Planned Roads within the MTSA networks may fall within one of these typologies. However, all new Proposed or Planned Streets within the MTSAs are envisioned to be designed using the Complete Streets Approach and will include complete streets elements as part of its design and construction. Complete Streets, per the City's OP states that a Complete Street is:

"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."

6.1.10 Transportation Network Capacity Will Work to Tolerate Congestion and Shift Demand to other Modes while also allowing for Complete Streets Elements

The overall MTSA mobility objectives build upon the Integrated Mobility Plan's Vision that mobility in Burlington will be safe, accessible, sustainable, balanced and liveable. Key transportation planning objectives of the MTSA include:

- Development of complete streets;
- Network permeability;
- Accessibility and universal design;
- Street safety and safe integration of modes; and
- First and last mile transit facilities.

With those objectives in mind, as well as directions from MTO, Metrolinx and the future 407 Transitway, the following list represents overarching mobility policy directions applicable to all MTSAs:

1. The street networks will be designed using a complete street philosophy. Existing auto oriented roadways which enter the plan area will be rebalanced to allow comfortable travel for users of every mode.
2. The new street networks will be created to be highly permeable, with shorter blocks and frequent crossings. The street network will connect seamlessly to parks and other off-street trails to provide opportunities for safe, efficient and flexible pedestrian travel options.
3. The street networks will be designed to control traffic speeds while promoting safe, attractive environments for users of all modes. Special attention will be paid to ensuring the safety of vulnerable users (i.e. pedestrians and cyclists).
4. Planning and development will be based on the principle of transit-oriented development, where active transportation is supported through safe, well-designed and direct connections between and amongst component uses and transit stations.

5. Trail networks will be planned and developed to facilitate direct connections while creating recreational opportunities.
6. Secure long-term and short-term bicycle parking and end-of-trip facilities will be provided.
7. Upon completion of the plan, consideration should be given to developing a winter maintenance strategy that prioritizes active transportation routes and flexible streets.

Policy directions and recommendations for mobility infrastructure will be developed once new infrastructure is confirmed through the technical transportation assessment (currently underway).

6.1.11 The Unique Cultural Heritage Elements for each MTSA will be Identified, Protected and Enhanced Where Appropriate

The previous studies identified where cultural heritage resources are located throughout the MTSAs. It is important to preserve and protect identified heritage resources. Within the Aldershot GO MTSA boundary there are three properties that are identified on the Burlington Municipal Register, there are two listed cultural heritage resources in the Appleby GO MTSA as well as one designated heritage property. Downtown Burlington UGC / Burlington GO MTSA has a single listed cultural heritage resource within its boundaries. All three MTSAs have Archaeological Potential, especially along watercourses and in proximity to watercourses. These features will be noted on mapping and the ASP policies developed for the conservation of cultural heritage resources will reflect those in the City of Burlington Official Plan Part III - Land Use Policies.

6.1.12 Each MTSA's Natural Heritage Network will be Protected and Strengthened

Now more than ever it is important to preserve and enhance the natural heritage system in Burlington. The natural heritage system provides countless benefits to the city including providing cleaner air, regulating temperature and mitigating the effect of the heat island, providing habitat and movement corridors for wildlife and birds for increased biodiversity, stormwater management opportunities, as well as personal enjoyment, stress relief and other benefits. As cities intensify, it is imperative that the natural heritage network is protected and further connected to keep providing these benefits to the city as a whole.

Policies will align with those found in the City and Region's existing frameworks (Official Plan etc.) but will also highlight additional direction in order to realize the vision for the MTSAs and bring to life a system wide approach to the natural heritage.

6.1.13 Flooding and Natural Hazards will be considered in Future Development in Order to Lessen Damage and Rehabilitation

High volume rain events are becoming more intense and more frequent as a result of climate change. Redevelopment and intensification poses another layer of complexity as impermeable surfaces increase which may have a direct impact on the area's ability to contain the stormwater flows on site. Flooding has been identified as an issue that

requires forethought and mitigation in order to lessen the impact of these events, and to increase the resiliency of the area. ASP policies will identify hazards and will develop policies to implement the findings of the Flooding and Natural Hazard assessments completed to date and will also suggest innovative ways of capturing, slowing and storing stormwater on site to lessen the burden on the infrastructure and natural watercourses which may exceed their capacities during a major event.

6.1.14 Tools will be outlined to Assist with Effective Implementation of the Policies

The Implementation policies for all three MTSAs will include the use of a number of tools, including:

- The development applications processes, including site plan approvals, plans of subdivision and condominium and land severance applications, provide the City of Burlington with the opportunity to confirm that development is meeting the ASP policies. These tools allow the City to not only ensure that development aligns with the built form aspects of the ASPs, but also allow the City to plan for and secure infrastructure needed to support growth, such as new local roads, trails and parks (depending on the nature/location of the application).
- The exercise of master planning such as Parks Master Plans, is a tool that could further reinforce the ASP policies on land use, open spaces and urban design.
- The City of Burlington's Zoning By-law will need to be updated to ensure that lands are reflective of the ASPs and pre-zoned to help facilitate development and redevelopment in the MTSAs, thereby reducing the potential for processing barriers (e.g. Zoning By-Law amendments).
- Urban Design Guidance as noted above in Section 6.1.3. Guidance on the Urban Design Guidelines for the ASPs will be completed after the final report in the final stage of the ASP project. Direction may include guidance for the employment areas for all MTSAs.

The utilization of Phasing and Financial tools will also be used to implement the policies:

- The recommended infrastructure program to support development will be included in the ASP, allowing the City to articulate growth-related infrastructure requirements that can be included in the City's Development Charges program, such as any new roads, parks, trails, public facilities, etc.

- The application of Parkland Dedication throughout the plan areas, will be a tool used by the City to ensure developments contribute to the enhancement of the public realm and spaces within the plan areas.
- A Monitoring Program prepared by the City could be initiated to track the implementation of the Precinct Plans. The monitoring program should include quantitative as well as qualitative tracking of development applications and the status of various actions of the plans. It is important to track this information as input to the timing of infrastructure, road improvements and implementation of complete streets as well as the recommendations from the Urban Forest Management Plan (UFMP). Monitoring is also helpful to be able to report back to Council, investors and the community on the achievement of the precinct visions and to identify opportunities for future updates or improvements to the plans. Monitoring the market from an economic development perspective well help to evaluate success and take up of the intended uses (e.g. Major Office, Employment).

6.1.15 Building Heights will Align with the City's Current Guidelines and will Provide Appropriate Transition to Existing Low Rise Residential Neighbourhoods

Burlington is a medium sized City where the majority of the City's future intensification is expected to occur in the MTSA's and there is a need to strike a balance between accommodating the growth and achieving an appropriate character and built form. The preliminary bottom-up growth estimates presented in section 3.3 show that the Preliminary Precinct Plans have the potential to meet and exceed the minimum density targets prescribed through ROPA 48 and the Growth Plan. Height transitions between buildings is required to achieve densities needed for transit-supportive intensification, while at the same time providing an appropriate built form that recognizes and is sensitive to the character of adjacent areas. Depending on the site-specific context, there may be opportunities for taller heights with some subtle variations from the requirements. This flexibility may also be of importance based on the findings of the Inclusionary Zoning research that is currently on going or where the findings of technical work require minor height adjustments. And while all precinct areas are intended to change over an extended period of time, appropriate heights and transitioning will be necessary to integrate existing and future uses.

A schedule will be produced as part of the Area Specific Plans to visually demonstrate the maximum heights in storeys in each precinct. Detailed policies will be included to guide transitions between the lower and taller building heights. Additionally, site specific considerations for abutting land uses, physical character and compatibility, and existing uses will be considered and policies will apply as required. Per the OP, Chapter 13 - Compatibility or compatible development may not necessarily be the same as or similar to existing or planned development in the vicinity, but nonetheless can co–exist without causing adverse impacts to the surrounding area. As noted in Section 6.1.3, the City's existing Sustainable Building and Development Guidelines (2019) are to be followed as well as the Tall Building and Mid-Rise Guidelines for site specific measures in accordance with the full height of the building. Determination for which guidelines to use (tall vs. mid-rise) will be determined by the overall height of the building and not by the different 'parts' of the structure (podium, middle, tower etc.)

Building Transitions

Transitions should be used to reduce potential impacts related to a change in building height and massing such as shadowing, pedestrian level wind impacts, and overlook on neighbouring properties. Appropriate transitions are managed through upper massing step-backs, angular planes, and setbacks (in addition to building placement and separation). In addition to building heights, the policy framework may also include guidance on minimum and maximum densities.

Tall Buildings

Tall buildings are defined as any building over 11-storeys, in the City of Burlington's Tall Building Guidelines (2017) and the Official Plan (2020). The Tall Building guidelines apply city-wide and should be referenced in conjunction with the ASPs. Heights are determined by the OP and Zoning By-law. When carefully designed and located, tall buildings become a distinct and defining component of a city's character, skyline and city-wide landmarks.

Tall buildings support healthy and sustainable cities by providing a critical mass of people in close proximity to jobs, transit and living spaces. Sites that are too small to permit the setbacks outlined in these guidelines, or transitions to adjacent uses, may not be appropriate for tall buildings due to shadowing, wind, and privacy concerns, and limits the development potential of adjacent properties.

To ensure that buildings relate well to the street, neighbouring buildings and buildings within the site, careful consideration must be given to the space between buildings to protect privacy, sunlight, and views. The City's Tall Buildings Guidelines (2017) document shall govern throughout the MTSAs.

The following provides a synthesis of the more relevant guidelines as well as highlighting the more important features to note for future development within all of the MTSAs (podiums, towers and tops) and should be read in conjunction with the City's Tall Buildings Guidelines as a whole:

1. Podiums should frame the street edge forming a streetwall, with pedestrian scale heights.
2. Ground floor heights should accommodate servicing and loading and active commercial uses.

3. Set back at-grade to create an extended public realm and opportunities for linear parks.
4. Provide mid-block connection opportunities between podiums in order to break up long blocks and allow for pedestrian permeability.
5. The design and massing of the tower should be carefully considered to minimize adverse impacts on adjacent neighbourhoods, parks and open spaces such as privacy, shadows and wind tunnels.
6. Setbacks should be used in order to accommodate a future 25-metre separation distance between future towers.
7. A stepback of at least 3 metres should be used between tower and podium to differentiate between the two, enhance the pedestrian scale and to allow for patio space. Setbacks should also allow for the required angular plane for appropriate transitions to decrease encroachment on existing lower rise neighbourhoods.
8. Encourage use of stepbacks, material variation and lighting etc. to highlight the difference between top and tower in further distinguishing a unique and interesting skyline.

Mid-rise Buildings

'Mid-rise buildings' are defined as any building between five (5) and eleven (11) storeys in height, in the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (City of Burlington 2019) and the Official Plan (2020). The Mid-Rise Building Guidelines are applicable across the City, wherever mid-rise building forms are permitted by the OP and Zoning By-law (with the exception of Employment Lands).

The following is a synthesis of the key considerations for mid-rise future development within all MTSAs (includes, lower and upper building):

1. Buildings should frame the street to help form a streetwall and define the public realm. Building placement should consider existing street frontages and look to reconcile differing setbacks.
2. To ensure that buildings relate well to the street, neighbouring buildings and buildings within the site, careful consideration must be given to the space between buildings to protect privacy, sunlight, and views.
3. New developments should have regard for the physical character of the surrounding area and adjacent buildings. Physical character is defined in the OP as the distinctive qualities within a physical area which are defined by elements such as: scale, massing, vegetation, topography, lotting pattern, colour, texture, material and the relation between structures, spaces and landforms.
4. Taller midrise buildings should have separation distances of minimum 15 metres; this includes sites with multiple buildings; 20 metres should be used if one of the two buildings is a 'tall' building.
5. Use of step backs to maintain the streetwall and enhance transition. Minimum of 3 metres above the streetwall. For an upper building taller than 7 storeys, an additional minimum stepback of 1.5 metres is encouraged.
6. For transitions to low-rise residential neighbourhood areas, a 45-degree angular plane should be applied from the shared property line. Building form to fit entirely within the plane.
7. Pushing (projecting) and pulling (recessing) building volumes from the main building form is encouraged to help break down the mass of larger buildings.
8. Height and massing should ensure a minimum of 5 hours of consecutive sunlight and mitigate shadow impact on surrounding public realm and open spaces.

6.1.16 Employment Uses will align with Regional Employment Areas and Remain an Important Feature in and Near MTSAs with Policies that Guide the Approach to Locating Major Office

The Planning Act identifies that the adequate provision of employment opportunities is a matter of Provincial interest. Planning for employment will help to make Burlington more competitive and support the City's strategic objectives. Historically, planning for employment uses dealt primarily with the need to address compatibility issues between industrial and nearby residential areas. The policy direction for the employment uses in the MTSA's is informed by Provincial policy and legislation, including the Planning Act, policies of the Growth Plan and also direction from both the City and Regional Official Plans. Historically, employment uses were located in employment areas, however now there is a wide range of employment opportunities being planned for in a mixed-use, complete community context. Of particular interest for the MTSAs is Growth Plan policy 2.2.5.14 which is intended to provide guidance for employment lands which are not part of an employment area designation: "Outside of employment areas, development criteria should be established to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site."

As part of work on the City's Official Plan project, Dillon Consulting completed an Employment Lands Conversion Analysis Report (2016) which provided recommendations for how to approach employment lands in the City. The report assessed a number of employment lands outside of employment areas and provided high level recommendations as to whether a particular property should be maintained as employment lands or be considered for conversion to a non-employment use. In 2018, the Regional Official Plan was updated to reflect and remove some employment lands from the City and Regional employment areas. The Mobility Hub Report (2018) recognized the existing employment functions and the need to provide for a variety of new and expanded employment and commercial opportunities as an overall objective for the MTSA's.

- In Aldershot GO, the development of brownfield/greyfield sites that contain existing employment uses should be encouraged to have a mix of uses in higher density development and also plan for future employment hubs.
- In Burlington GO it is recognized that there are heavy employment uses both within and adjacent to the MTSA boundary. Compatibility and site specific policies to facilitate appropriate development may be required.

- In Appleby GO, the existing employment uses north of the rail line include offices, manufacturing and industrial uses. The higher intensity development on employment lands may help establish the hub as a major employment destination.

However, it is important to note that the original Mobility Hubs work did not reconcile the land use recommendations from the 2016 Employment Land Conversion Analysis Report, nor did it implement the changes from the Region's Official Plan. As part of the process to finalize the land use plans for each of the three MTSAs there is a need to confirm the employment function for any employment lands which are outside of the City and Region's employment areas. Further, where employment lands are being transitioned to a non-employment use through the MTSA plans, there is a need to identify how a similar number of jobs is being accommodated on site (in alignment with policy 2.2.5.14 of the Growth Plan).

In addition to the above, the MTSA plans will also need to implement ROPA 48's direction to plan for Major Office uses. Major Office is defined as "freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more". Major Office uses will be a permitted use in several of the land use categories in the Precinct Plans. There are also opportunities to develop incentives for major office. In addition to this, there is an opportunity to consider which parcels of land are best suited for attracting and accommodating major office uses and for the City to – for example, parcels larger than 2 hectares with good access to transit, highways and supporting amenities have good physical potential to accommodate future Major Offices uses. Also given the high level of competition for attracting Major Office uses, the policy framework for this use should be as flexible as reasonably possible.

The policy directions for employment lands are as follows:

- Lands designated within the Region of Halton's Employment Area overlay will be designated for employment purposes;
- Lands designated as employment lands in the City's Official Plan which are outside of the Region's Employment Area overlay will be considered for either employment or non-employment uses, as per the City's Official Plan;
- Compatibility of land use uses will be a key consideration in determining which lands can accommodate non-employment uses (this will be of particular

importance within the Appleby MTSA where the land use compatibility study will be used to finalize the proposed Precincts, see 6.1.5 for details);

- The Growth Plan Policy 2.2.5.14 directs that the ASP's can have policies that ensure a minimum level of employment is planned for each site outside of an employment area where conversion to a non-employment use is proposed. The amount of employment required to offset a conversion should be equal or greater than the number of jobs currently occupied. The amount of overall employment to be considered generated elsewhere on the site under policy 2.2.5.14 would include traditional employment uses, but also institutional, commercial and mixed-use employment generated elsewhere in the MTSA.
- Specifying locations for major offices in each MTSA through identification of minimum lot size, transit connections (future and existing, parking and visibility of the site) will be undertaken through the development of the ASPs.

6.1.17 Employment Conversion Areas will require evaluation for heights in order to facilitate the intention and vision for the intended use.

The MTSA areas have historically contained a significant amount of lands designated exclusive for employment uses both by the City of Burlington and Halton Region.

Employment conversions were assessed by the City of Burlington and the Region of Halton. In both cases a set of employment conversion criteria were evaluated. One of the key criteria related to the demonstrated need for a conversion. A common demonstrated need for the sites that were recommended for conversion within the MTSA areas was the opportunity for growth that supports the local urban structure (i.e. MTSAs) and which have the potential to support the achievement of the goals of creating complete communities in these strategic locations.

Decisions on conversions now provide the opportunity for conversions to non-employment uses in these areas have been brought forward in the City's New Official Plan (under appeal) and through the approval of ROPA #48. The Growth Plan and the Regional Official Plan require that employment lands must continue to retain an employment function that will support the delivery of jobs in a mixed-use context which contribute towards the goal of creating complete communities over time. Further Regional Policy directs the City, in preparing area specific plans for the MTSAs to plan for specific proportional targets of residents to jobs, to the same end.

This report identifies uses which are envisioned to be included within each of the precincts. Appropriate policies and mechanisms will be developed through the area specific plans to require the development of sufficient employment, affordable housing, public service facilities and community amenities (grocery stores, services, retail) in exchange for considering permissions for residential permissions. Such residential permissions shall only be made available where individual sites have demonstrated how a proposed development will incrementally contribute to the achievement of those broader objectives, and those permissions will be commensurate with the proposed employment, affordable housing, public service facilities and community amenities on the individual site.

As a result, the reader is directed to note that height ranges noted in this Interim Report are not to be read as an “as of right” permission.

Permitting additional height may only be considered through the area specific plans where it is determined that such heights would have the effect of enabling the provision of elements that will contribute to the creation of complete communities within these new communities and beyond.

6.2 Aldershot Corners MTSA Recommended Preferred Precinct Plan and Policy Directions

The Preliminary Preferred Precinct Plan for Aldershot Corners was the subject of consultation in the fall of 2021. A number of comments were received and this section presents the resulting Recommended Preferred Precinct Plan. This chapter presents the Recommended Preferred Precinct Plan and the changes made as well as policies specific to Aldershot Corners.

6.2.1 Recommended Preferred Precinct Plan

As a result of the fall 2021 consultation events, a number of themes were identified (highlighted in Section 4) and specific comments were reviewed to determine whether changes were required to the Preliminary Preferred Precinct Plans. The following key changes were made to the Preliminary Preferred Precinct Plan for Aldershot Corners, which are also highlighted in Figure 6.1:

- The potential for development was reviewed to confirm if sufficient space was available given setbacks from rail lines, roads, etc. to accommodate the heights and appropriate transitions. As a result of this review the following changes were made:
  - Addition of potential park space between Waterdown Road, northern boundary and watercourse.
- The area north and west of Masonry Court was identified as a mid-rise residential area in the Preliminary Preferred Precinct Plan. Given that these lands are isolated from other mid-rise areas it was determined that these should be incorporated into the GO Central Precinct.
- It was noted that linear parks should be located on the north and east side of the street to minimize shadows and allow trees sufficient sunlight to thrive. This change was made where possible throughout the plan.
- Specific public service facility locations were noted on the Preliminary Preferred Precinct Plans. These were meant to represent potential locations. The Recommended Preferred Precinct Plan includes these locations but also notes that these facilities would be permitted in every precinct and may be required in some precincts.

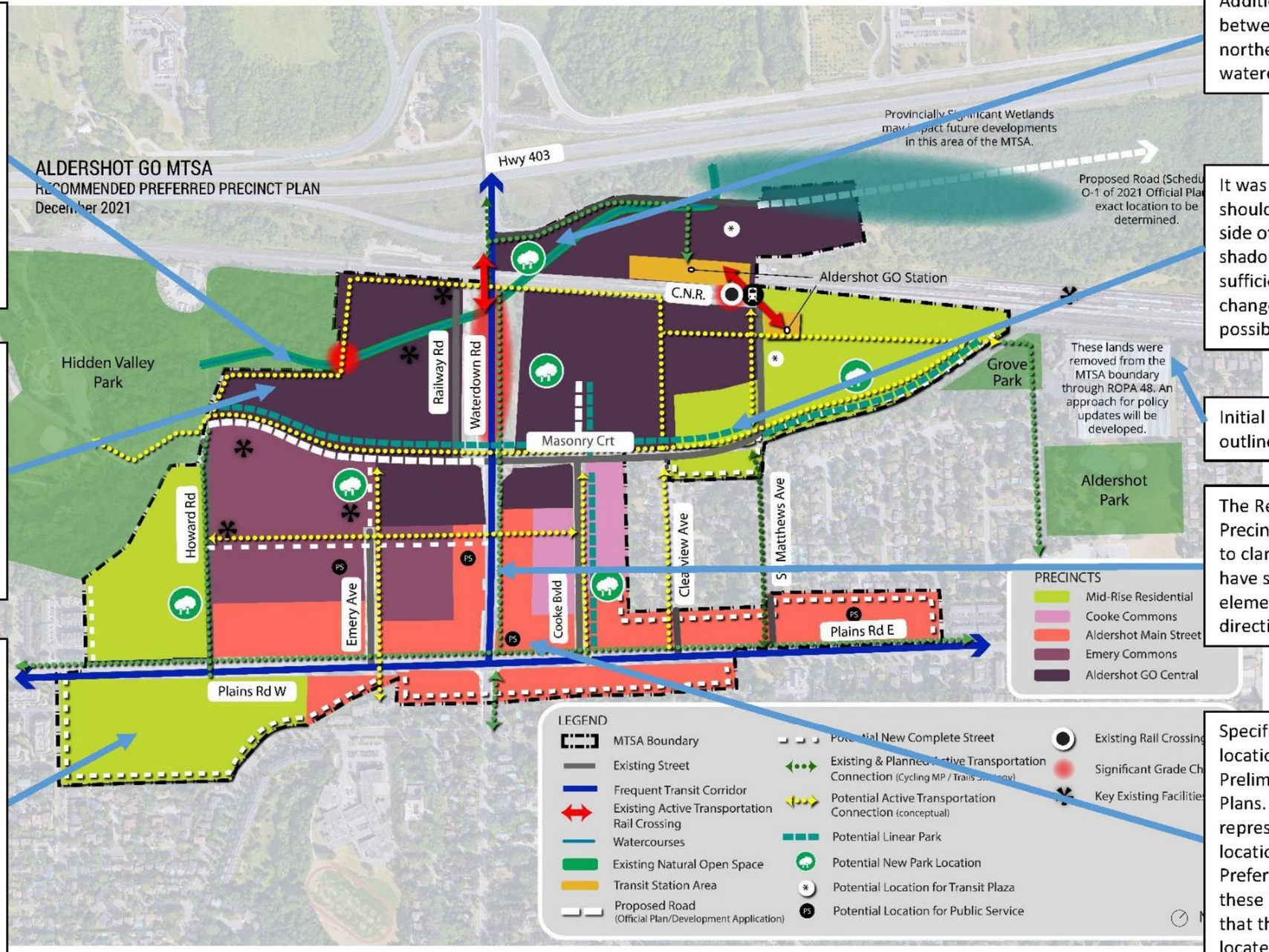
- The location of the potential active transportation trail in the northwest section of the Aldershot GO MTSA was reviewed to determine if there would be sufficient space to accommodate a trail in this location. As a result, the trail was shifted closer to the property line to accommodate development and provide a buffer to the natural heritage system.
- Many members of the public noted that there are existing townhouses and tall building developments located south of Plains Road West at the west end of the Aldershot GO MTSA. The Recommended Preferred Precinct Plan acknowledges that these lands are less likely to be redeveloped prior to 2051.
- Questions were raised on whether streets shown on the Preliminary Preferred Precinct Plan that did not also include the symbol for an existing/planned or potential active transportation corridor would also include cycling and pedestrian opportunities. The Recommended Preferred Precinct Plan has been revised to clarify that all streets will have some complete streets elements, in alignment with the direction of the IMP.

Figure 6-1: Aldershot Corners - Recommended Preferred Precinct Plan - Key Changes

The location of the potential active transportation trail in the northwest section of the Aldershot GO MTSA was reviewed to determine if there would be sufficient space to accommodate a trail in this location. As a result, the trail was shifted closer to the property line to accommodate development and provide a buffer to green open space.

The area north and west of Masonry Court was identified as a mid-rise residential area in the Preliminary Preferred Precinct Plan. Given that these lands are isolated from other mid-rise areas it was determined that these should be incorporated into the GO Central Precinct.

Feedback received through public engagement noted that that there are existing townhouses and tall building developments located south of Plains Road West at the west end of the Aldershot GO MTSA. The Recommended Preferred Precinct Plan acknowledges that these lands are less likely to be redeveloped within the lifespan of this plan.



Addition of potential park space between Waterdown Road, northern boundary and watercourse.

It was noted that linear parks should be located on the north side of the street to minimize shadows and allow trees sufficient sunlight to thrive. This change was made where possible throughout the plan.

Initial policy approach has been outlined in the Interim Report.

The Recommended Preferred Precinct Plan has been revised to clarify that all streets will have some complete streets elements, in alignment with the direction of the IMP.

Specific public service facility locations were noted on the Preliminary Preferred Precinct Plans. These were meant to represent potential locations. The Recommended Preferred Precinct Plan includes these locations but also notes that these facilities could be located in any precinct.

6.2.2 Aldershot Corners – GO MTSA Specific Policy Directions Outline

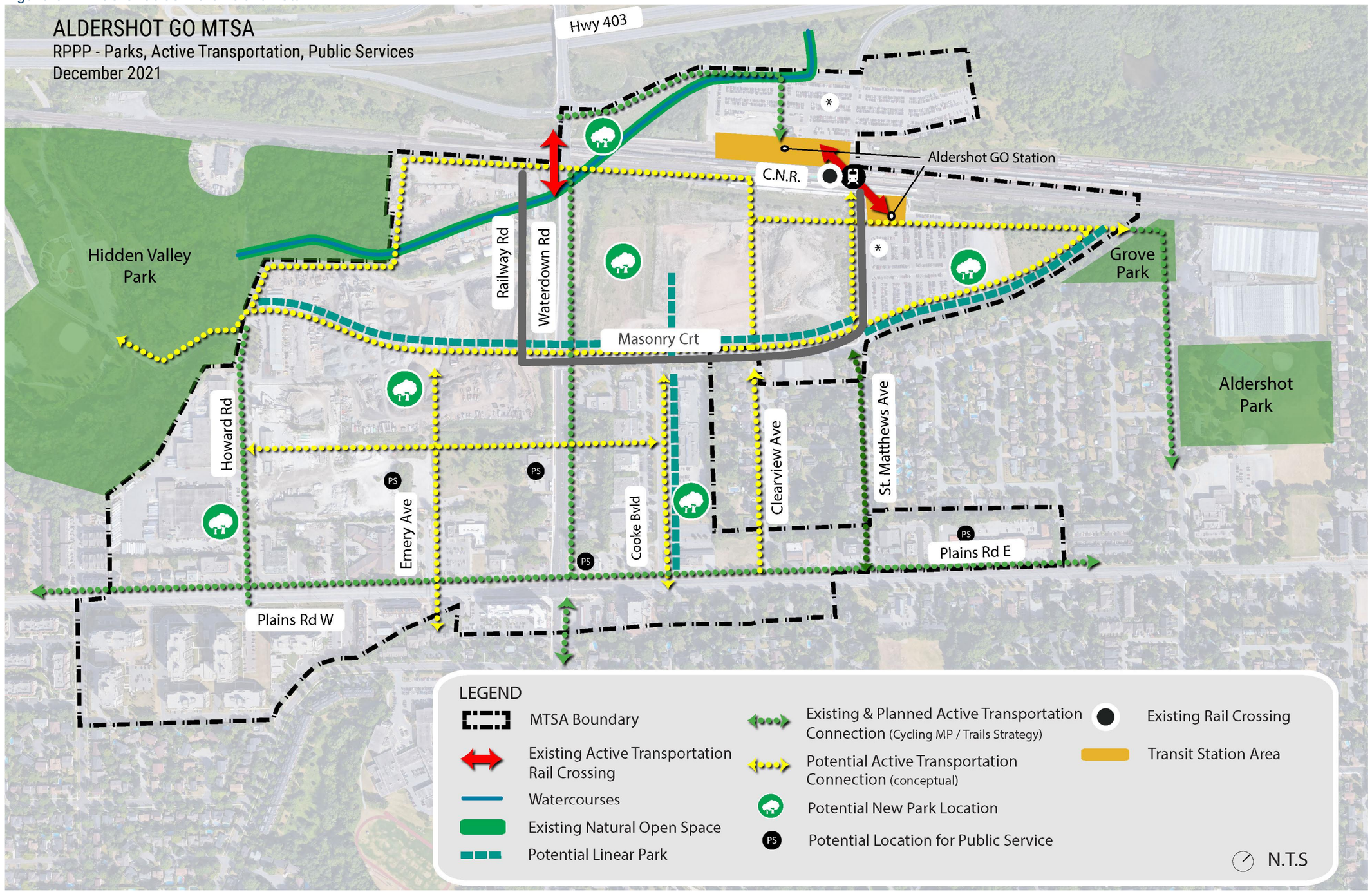
The MTSA specific policy directions have been divided into four topics that capture the various directions required for successful implementation of the precinct plans. These topics include:

- Community Building Policy Directions. This includes information pertaining to the public realm such as parks, open spaces and streetscapes as well as what is needed for public services and community facilities;
- Land Use and Built Form Policy Directions. This section speaks to what the permitted uses are, what the built form should look like and how its laid out as well as land use compatibility requirements;
- Mobility Policy Directions. This section looks at how people and goods move through the area including: pedestrians, cyclists, transit users, vehicles and goods movement and how best to anticipate the needs of the growing population as well as what infrastructure is needed; and,
- Infrastructure Policy Directions. This section speaks to what other city infrastructure needs may be more pertinent depending on where it is located, or which MTSA it falls within.

6.2.3 Community Building Policy Directions

Figure 6.2 and the following sections present the community building policy directions including the public realm; parks and open space and public facilities and community services for the Aldershot Corners MTSA. For each of the community building policy directions information is provided on a precinct by precinct basis. The street network is depicted in Figure 6.5.

Figure 6-2: Aldershot Corners Public Realm



6.2.3.1 Streetscape Character

Streets are important components of the public realm, connecting people and places and supporting the development of sustainable, economically vibrant, and complete communities. They help to formulate the first impressions of a neighbourhood and create a desirable location for attracting and retaining residents and businesses alike. The streetscape should reflect the characteristics of different street types.

New fine-grained and human-scaled street networks are introduced in the Aldershot Corners MTSA Precinct Plan. The design of these street networks and streetscapes reflects the "Complete Street" approach to create streets for all users – pedestrians, cyclists, transit services and motor vehicles – while supporting and enhancing the local neighbourhood context and character.

The policy directions for the character of the streetscapes will be aligned with the OP street classifications while providing an additional layer of public realm considerations. The following sections outline the desired streetscape character for street classification found in Aldershot Corners with reference to the specific streetscapes within the boundary.

Multi-Purpose Arterials

Waterdown Road and Plains Road in Aldershot Corners are considered Multi-Purpose Arterial Roads. These roads handle a high amount of vehicle traffic as well as other modes.

Plains Road - There is an opportunity to redefine Plains Road from a vehicle-oriented street to a major community avenue and civic boulevard. Enhancements to the public realm and streetscape can support this transition to a street network designed to support a variety of transportation modes and accommodate various activities. It is important to note that Plains Road is a key goods and movement corridor as designated through the IMP. Plains Road will need to be maintained as a truck/multi-modal corridor. Potential future considerations for Plains Road include:

- Extended public realm to accommodate cycling, pedestrian movement and retail activity such as patio space for businesses along the corridor.
- Large street trees planted with enough soil volume to allow for maturity.
- Use of pavers to delineate the various zones within the above curb public realm.
- Use of permeable pavers, bioswales or rain gardens strategically along the corridor for stormwater management.

Waterdown Road - Generous public amenity space should be considered at the four corners of Waterdown Road and Plains Road, providing opportunity for landmark elements and the installation of additional public art to complement the one currently located at the intersection. This would help to create an identity for the area and to convey the gateway expression to the surrounding Aldershot community.

Neighbourhood Connector

There is only one Neighbourhood Connector in the Aldershot MTSA boundary and that is the length of Howard Road on the west side of the MTSA. Howard Road provides a neighbourhood connection from Plains Road into the Mid-Rise Residential Precinct as well as Emery Commons and Aldershot Main Street Precincts. Streetscape considerations for Howard Avenue may include a promenade with staggered tree planting, double rows if possible enhance the urban forest canopy along this connector. Distinctive paving patterns and materials may be used, along with high-quality furnishings, wayfinding and placemaking markers, attractive lighting features and banners. These considerations will help to define a sense of character and identity for

the area as well as reflecting the importance of the public service nodes. Specific considerations for Waterdown Road may include:

- Large street trees planted with enough soil volume to allow for maturity to be reached.
- Consideration of raised median to allow for road environment tolerant plantings and vertical gateway or art elements.

Industrial Streets

Railway Road is the only Industrial Street in this MTSA which helps to serve the existing and future facilities between the rail corridor, Waterdown Road and the westerly extension of Masonry Court. This street, although providing general employment access, should still contain the basic complete streets elements when it is reconstructed.

Local Streets

The remainder of the streets within the MTSA are classified as Local Streets. These streets include: Cooke Boulevard; Clearview Avenue; Emery Avenue; Masonry Court; and, St. Matthews Avenue. Specific considerations are outlined below if applicable.

Cooke Boulevard - Cooke Boulevard is the key element of the street network in the Cooke Commons Precinct, considered a Woonerf Street (a shared street with traffic calming elements and slower speeds) with adjoining Laneways. To bolster the public realm and streetscape conditions of Cooke Boulevard, the future design should consider sufficient setbacks for the public realm in order to create sufficient space to accommodate vehicle travel lanes and activity areas on each side of the street. The current right-of-way may not be able to accommodate this; therefore, this may mean at the policy stage a new right of way width will be established.

Design considerations such as bollards, light posts, streetside planters and furnishings would help to define the public realm. Tree plantings would require large pits and soil cells to encourage mature tree growth, to add natural vibrancy to the Cooke Commons streetscape. Unit paving may be used to accent the public realm in order to create a unique sense of place and high-quality feel. On-street parking/loading would be limited in this area, and reserved for accessible parking spots and commercial loading zones in front of businesses.

Emery Avenue - Emery Avenue may have a similar treatment to the considerations for Cooke Boulevard in the sense that the public realm and streetscape elements are enhanced to accommodate increased pedestrian traffic, perhaps not to the extent of Cooke Boulevard but similar in nature. Street trees, furnishings, signage etc. are all improvements to be considered.

Masonry Court - The future revitalized Masonry Court design should provide improved accessibility and connectivity across the MTSA as well as foster efficient access to the GO Station site. This will help to integrate the precinct into the fabric of the surrounding neighbourhood and community. Individual developments will need to prepare block plans that show how the development complements and connects onto Masonry Court and into the community in order to avoid isolated developments.

Laneways

Laneways are not specifically listed in the OP classifications; therefore, this may require definition as an MTSA specific typology which may or may not be added to the OP in a future iteration. Rear laneways are important public access features which help to accommodate additional parking, back of house servicing and loading for future developments and will be considered during the ASP process. They are also used to complement and further extend the existing public street network and establish a finer grain of detail within the development blocks. Laneways should be considered in Cooke Commons, Emery Commons, and Aldershot GO Central precincts in relation to new developments.

6.2.3.2 Parks & Open Spaces

Future developments in Aldershot Corners present opportunities to establish a well-connected network of parks and open spaces, including new community and neighbourhood parks, village squares, transit plazas, natural open spaces and smaller public spaces. All would be strategically positioned throughout locations in the area, such as the four corners of Waterdown Road and Plains Road. The Planning Act states that the approval authority may impose as conditions of site plan approval, the dedication of 5 percent of the land area for residential purposes which would go towards the connected network. The Precinct Plan has identified the potential locations of future parks; however, configurations and boundaries will be confirmed through the development of the ASP for Aldershot Corners. As a first principle the City will be taking the land as dedication and not accepting cash-in-lieu in order to facilitate strengthening

the open space network. There may also be a need to revisit the park types as these intensification areas will require a different and unique type of park space that is better suited for an urban environment such as 'Urban Park.' The variety of parks and open spaces are described in Section 6.1.8 and are summarized in the table below.

Precinct	Neighbourhood Park	Community Park	Urban Park	Linear Park
Mid-Rise Residential	2 locations. One on Howard Road, one on the north end of Masonry Court. Complement the use of adjacent Hidden Valley Park and Grove Park.	None proposed	None proposed	Linear park located along the north side of Masonry Court through precinct. East of St. Matthews Boulevard Linear Park hugs the boundary leading into Grove Park.
Aldershot Main Street	None proposed	None proposed	A corner plaza/square at Waterdown Road and Plains Road would provide an opportunity to expand the active uses of the street.	Linear Park along the east side of Cooke Boulevard between Masonry Court and Plains Road.
Cooke Commons	None proposed	None proposed	1 location. Connected to the Woonerf Street, working in concert to create a new focal point of the community.	Linear Park along the east side of Cooke Boulevard between Masonry Court and Plains Road.

Precinct	Neighbourhood Park	Community Park	Urban Park	Linear Park
Emery Commons	None proposed	1 location. Community park will be designed as an integral linkage with the future public facilities in the area and act as a potential extension where appropriate.	None proposed	None proposed
Aldershot GO Central	1 location. Narrow parcel north of the watercourse, south of the South Service Road and east of Waterdown Road.	1 location. Associated with the townhouse development north of Masonry and west of Cooke Boulevard extension.	2 locations, north and south of the railway. Plazas will be a key destination in Aldershot Corners and will support the transportation needs for the station, as well as create a sense of place and arrival to Aldershot Corners. Collaboration with Metrolinx should be undertaken for the design of the Station Plazas. It could be integrated into new development or stand alone, and in either scenario should have a strong visual and physical connection to the station building.	Linear park located along the north side of Masonry Court through precinct.

Precinct	Neighbourhood Park	Community Park	Urban Park	Linear Park
Additional Policy Area - Former Aldershot Greenhouse Site	Potentially located as part of development.	None proposed	None proposed	Potential linear park connecting Grove Park to Aldershot Park through development. Providing community connection into the MTSA.

6.2.3.3 Public Facilities and Community Services

As noted in Section 5, there is a level of further study required to determine the number of public services and community facilities within the MTSAs. Locations on the map denoting 'Potential Location for Public Service' show locations which may be appropriate for future public services based on geographical location, density of population and proximity to services and facilities surrounding the MTSA. However, that is not to say that these spaces are limited to where they are noted on the map. Public services can be located in any of the precincts.

There will be a need for public services facilities to be maintained to a high standard to accommodate existing and future development. Currently on the map, locations are identified west of Emery Avenue in the Emery Commons Precinct as noted in the above parks section with the potential of having co-located services and facilities and serving as a community hub. There are two more in the Aldershot Main Street Precinct, one west of Waterdown Road and one east of St. Matthews Avenue, north of Plains Road East. Types of facilities and services and a more resolved location will be determined through further study.

6.2.4 Land Use and Built Form Policy Directions

This section describes the land use and built form policies for each of the precincts included in the Recommended Preferred Precinct Plan. For each of the land use and built form policy directions information is provided on a precinct by precinct basis.

6.2.4.1 Integrated Framework for Development

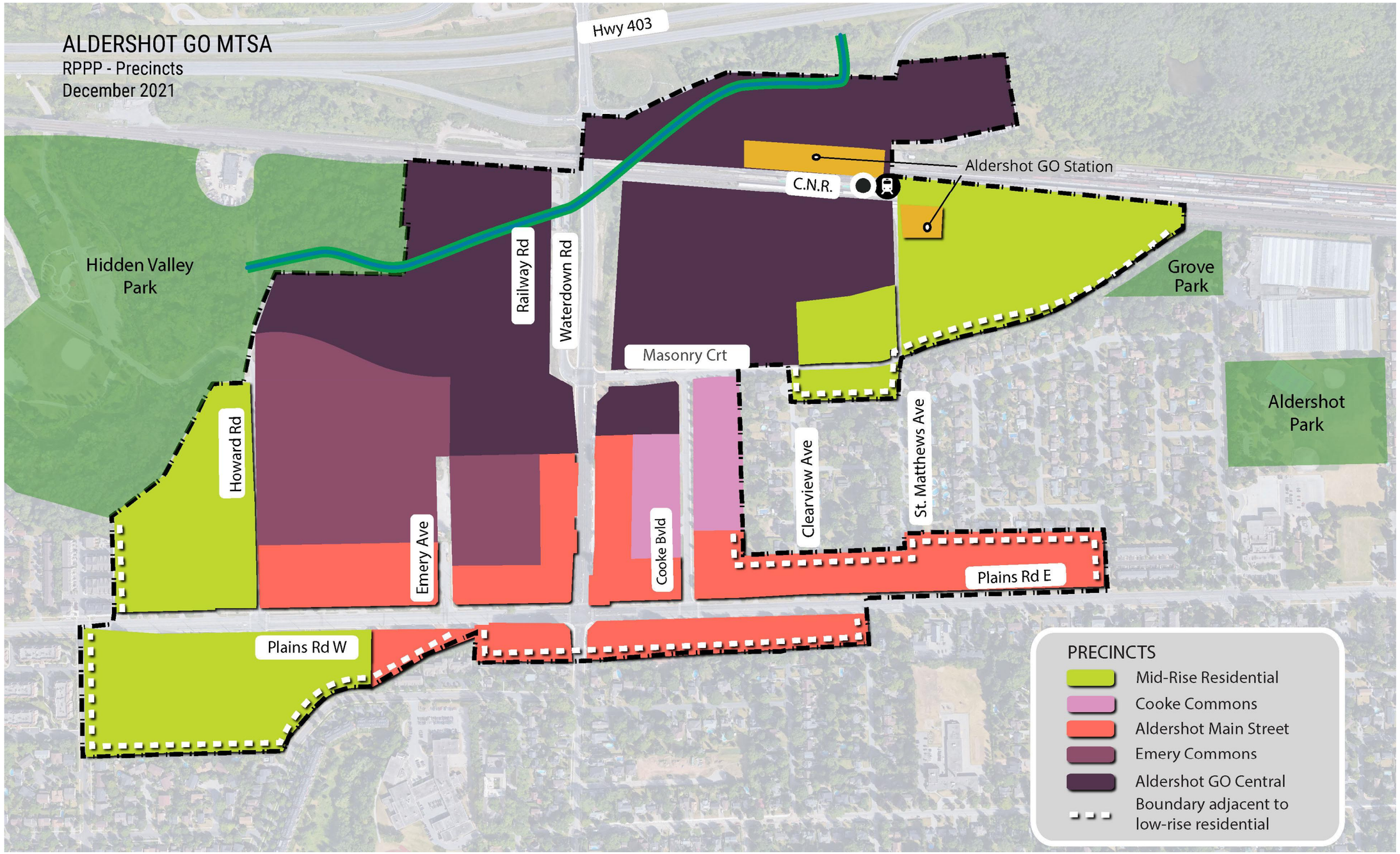
The Aldershot Corners Precinct Plan provides an integrated framework to guide future development and redevelopment within the MTSA. The area is currently an evolving area where new, denser forms of commercial, mixed-use and residential are infilling around the GO Station, along Plains Road and at its intersection with Waterdown Road. The use, built form and urban design directions are outlined as an integrated framework to guide built form, open space, and streetscape changes in the Aldershot Corners. The design directions also provide guidance for transitions between differing land uses and built forms, including consideration for adjacent residential neighbourhoods by controlling the form and height of buildings.

Mid-rise and tall building guidelines are reiterated from the City's existing guidance, including specific base, middle and top conditions. The directions ensure that parks and key open spaces are respected and considered in new development, and that the character of streets around the station area is maintained through appropriate built form. Heights of podiums are to frame streets and develop a streetwall. Guidance is provided for how buildings will look along a precinct's main corridors. Additional MTSA specific design guidance may be required and will be addressed through a later stage of this project.

Permitted Uses & Heights

The following permitted uses and minimum and maximum height ranges will apply for each precinct area within the Aldershot GO MTSA. Figure 6.3 shows the Recommended Preferred Precinct Plan. Appropriate policies and mechanisms will be developed through the area specific plans to require the development of sufficient employment, affordable housing, public service facilities and community amenities (grocery stores, services, retail) in exchange for considering permissions for residential permissions. Such residential permissions shall only be made available where individual sites have demonstrated how a proposed development will incrementally contribute to the achievement of those broader objectives, and those permissions will be commensurate with the proposed employment, affordable housing, public service facilities and community amenities on the individual site.

Figure 6-3: Aldershot Precincts Map



Precinct	Uses that May Be Permitted In Each Precinct	Height Range (see note above)
General	There are a variety of uses that will be permitted and encouraged throughout all of the precincts as they are mixed use in nature. Some limitations occur in the employment designations. Public service facilities will be permitted and encouraged in all precincts.	Varies
Low to Mid-Rise Residential	Low and Mid-rise residential buildings are the predominant built form and use for this precinct. Some mixed use will be located in this precinct as well. Permitted uses include apartments, stacked townhomes and street townhomes as well as street townhouses that form the base of mid-rise buildings. Parts of this precinct were a result of the Employment Conversions, therefore will require a replacement of the jobs previously located within those parcels.	Min 3 Max 11. Max 6 when adjacent to an existing low rise neighbourhood.
Aldershot Main Street	Low and Mid-rise mixed use buildings are the predominant built form and use for this precinct. Permitted uses include apartments with ground floor commercial uses including service commercial, retail commercial and office commercial uses. Development which fronts onto Plains Road and/or Waterdown Road shall include a ground floor commercial use. Stacked townhomes may be	Min 3 Max 6-11. Max 6 when property is adjacent to an existing neighbourhood.

Precinct	Uses that May Be Permitted In Each Precinct	Height Range (see note above)
	permitted as an ancillary use at the side or rear lot area. Parts of this precinct were a result of the Employment Conversions, therefore will require a replacement of the jobs previously located within those parcels.	
Cooke Commons	Tall and Mid-rise mixed use and residential buildings are the predominant built form and use for this precinct. Permitted uses include apartments, and mixed use buildings with ground floor retail commercial, service commercial or office commercial development. Development which fronts onto Cooke shall include a ground floor retail commercial use. Stacked townhomes may be permitted as an ancillary use at the side or rear lot area. Parts of this precinct were a result of the Employment Conversions, therefore will require a replacement of the jobs previously located within those parcels.	Min 6 Max 19
Emery Commons	Tallest to Mid-rise mixed use and residential buildings are the predominant built form and use for this precinct. Permitted uses include apartments, and mixed use buildings with ground floor retail commercial, service commercial or office commercial development. Mixed use	Min 6 Max 19* * Options may exist for more height in order to

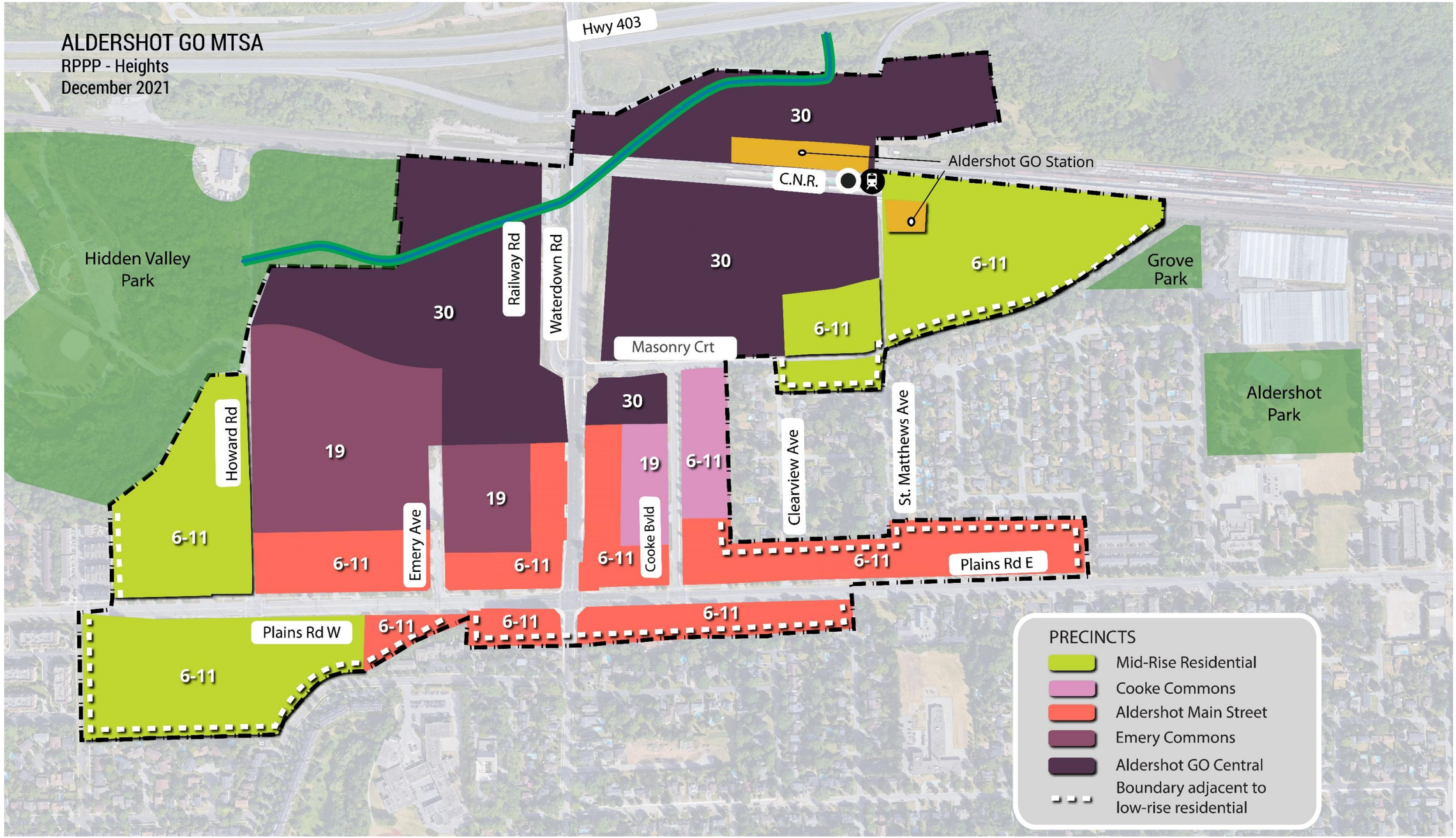
Precinct	Uses that May Be Permitted In Each Precinct	Height Range (see note above)
	development is required for any development fronting onto a new local street. Stacked townhomes may be permitted as an ancillary use at the side or rear lot area. Parts of this precinct were a result of the Employment Conversions, therefore will require a replacement of the jobs previously located within those parcels.	accommodate affordable housing.
Aldershot GO Central	Tall and Mid-rise mixed use, major office and residential buildings are the predominant built form and use for this precinct. Permitted uses include apartments, and mixed use buildings with ground floor retail commercial, service commercial or office commercial development Mixed use development is required for any development fronting onto a new local street. Stacked townhomes may be permitted as an ancillary use at the side or rear lot area. A special policy may be required to determine the minimum amount of Major Office to be included in this designation.	Min 6 Max 30

6.2.4.2 Character, Built Form and Height Transitions

Growth and intensification will be accommodated in a variety of building types and scales that are suitable and appropriate to the existing and planned context of the Aldershot MTSA areas. Built form and height transitions are important to consider when designing interfaces between complete streets, the public realm, and new development, to mitigate impacts from shadowing or wind and to ensure comfortable, pedestrian-friendly conditions are maintained at-grade. Typically, lower-scaled buildings, outdoor spaces, parks and streetscapes should be well-transitioned with future development.

To create a sustainable, liveable and vibrant new community, all development within Aldershot Corners should reflect the City of Burlington Tall Building Guidelines (2017) and the City of Burlington Design Guidelines for Mixed-Use and Residential Mid-rise Buildings (2019), compatible with the following additional policies related to each defined precinct. Refer to Figure 6.4 for a map depicting the maximum heights across the precincts.

Figure 6-4: Aldershot Heights



Mid-Rise Residential Precinct

The Mid-Rise Residential precinct will include a variety of low-rise and mid-rise building forms up to 11 storeys closer to main streets and along the rail corridor. One exception to this height restriction is the already existing development (Royal Gardens) south of Plains Road which are already 12 storeys. Other than this exception, Mid-Rise building heights along Plains Road West and east of St Matthews Avenue will gradually reduce from 11 storeys to 6 storeys to provide transition to the adjacent low-rise neighbourhoods.

The following transition provisions will apply:

- Provide appropriate transition when a proposed development is abutting the rear property lines of low-rise residential neighbourhood area, with considerations for:
  - Minimum 7.5-metre setback from the neighbourhood property line.
  - The built form to fit within a 45-degree angular plane projected from the property line.
  - Provide shadow analysis to ensure the proposed development meets the City of Burlington's Shadow Study Guidelines.
- Provide appropriate transition when the proposed development is fronting the existing low-rise residential neighbourhood, with considerations for:
  - Minimum 5-metre front yard setback from the property line.
  - Maximum 6 storey building height along Masonry Court.
- Provide appropriate transition when the proposed development is abutting an existing/planned park, with considerations for:
  - Minimum 5-metre setback from the parkland.
  - Maximum 6 storey building height along the park edge, considering the shadow impacts to allow for adequate sunlight on the park.

Aldershot Main Street Precinct

This Precinct will advance the Plains Road Village Vision and establish a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience along the frequent transit corridors (Waterdown Road and Plains Road E).

The prevailing building height along Plains Road is 9 storeys. Taller mid-rise buildings (11 storeys) will be located at the four-corners of the Waterdown Road and Plains Road intersection and will represent the height peak (11 storeys) for the Aldershot Main Street Precinct.

A continuous and consistent 3-storey streetwall will be established along Plains Road. Minimum 2-metre setbacks will be required above the 4th floor of buildings. A minimum 4.5-metre ground-floor height will provide space for active uses and multiple entrances at grade. Appropriate transitions will be required when development is abutting the existing low-rise residential neighborhood in the surrounding context.

- Maximum 6 storeys adjacent to existing low-rise neighbourhoods.
- Minimum 7.5-metre setback from the neighbourhood property line.
- The built form needs to fit within a 45-degree angular plane projected from the neighbourhood property line.
- Provide shadow analysis to ensure the proposed development meets the City of Burlington's Shadow Study Guidelines.

To ensure functional retail and commercial spaces are created, a wide range of approaches will be considered, including but not limited to establishing minimum floor height for the ground floor of buildings, and considering a minimum retail unit size.

Cooke Commons Precinct

Future development of Cooke Commons will serve as a unique retail and dining destination with a comfortable and vibrant pedestrian environment with active uses at the street level and increased emphasis on pedestrian and multi-modal movement. Policy directions will highlight unit size, floor heights etc. to ensure the uses can be accommodated in this precinct. A flexible street is being considered to provide opportunity for a community gathering space and potential to close for special events. Requirements for mixed-use buildings throughout the precinct will contribute towards the creation of lively, vibrant and people-oriented places.

Cooke Commons will be the focus of mid-rise built-form. Large, single-use buildings are to be avoided to better establish a fine-grained street frontage along Cooke Boulevard and Masonry Court. Podium heights will be low (3 storeys) to establish a pedestrian scale at the street level. Maximum building heights are 11 storeys in this precinct, with

3-metre stepbacks from the podium. Any proposed development with frontage along the proposed new park will require stepbacks to avoid shadow impacts.

Taller buildings can be permitted in the block that frames the Cooke Boulevard and Masonry Court intersection (southwest corner only). Building podiums will be required to reflect the village character of the precinct by establishing a 3-storey high continuous streetwall along both sides of Cooke Boulevard. Built form on the west side of Cooke Boulevard can include:

- Maximum 19 storeys when directly adjacent to the Aldershot GO Central precinct.
- Maximum 11 storeys along Cooke Boulevard.

Built form on the east side of Cooke Boulevard can include:

- Minimum 7.5-metre setback from the established neighbourhood property line.
- The built form needs to fit within a 45-degree angular plane, projected from the neighbourhood property line.
- Provide shadow analysis to demonstrate the proposed development meets the City of Burlington's Shadow Study Guidelines.
- Maximum 11 storeys along Cooke Boulevard transitioning to 6 stories adjacent to the low-rise neighbourhood to the east.

Emery Commons Precinct

The Emery Commons precinct is in a transitional area between the tower-concentrated Aldershot GO Central precinct, and the Mid-Rise Residential and Aldershot Main Street precincts. This mixed-use precinct will accommodate a concentration of residential, retail, employment and commercial uses in buildings with varying heights contributing towards the creation of lively, vibrant and people-oriented places Emery Commons is envisioned to be a new Community Hub for Aldershot MTSA. The maximum height limit of 19 stories is in place in order to accomplish a number of larger community benefits including affordable housing and public service facilities. It is appropriate within this area, and in the existing context to allow for additional height. It will be critical to have appropriate transitions from the built form to parks and open spaces, Mid-Rise Residential and Aldershot Main Street which are lower density-built forms. A variety of built form is permitted in this precinct, including stacked townhomes, mid-rise, tall and tallest buildings, with a higher concentration of residential uses permitted.

The maximum building height in the Emery Commons precinct is 19 storeys. The peak of height is located in the precinct's north portion, where it is adjacent to the Aldershot GO Central precinct, and gradually transitions down from the peak to a lower mid-rise built form.

Low-rise and mid-rise (6 to 8-storey) buildings are the preferred built form where future development is adjacent to the proposed park. Well-positioned and proportioned development will help to define the edge of public amenities, provide appropriate transitions and minimize shadow impacts.

Aldershot GO Central Precinct

The Aldershot GO Central precinct is a focus area for the MTSA area's highest density. This precinct is the preeminent destination for Major Office, affordable housing and urban format retail within Aldershot Corners and the focus of the tallest buildings (maximum 30 stories) close to the GO station.

Built-form transition is very important in this precinct, to ensure increased density is also met with streetscape design that creates a pedestrian-focused area for travelers to arrive in, find amenities, and enjoy outdoor spaces. Tallest buildings should be located along the rail corridor, where shadows will have the least impact. The height peak of 30 storeys is where Waterdown Road intersects the rail line. Building height descends from this peak. Tall buildings at the Hidden Valley Park interface will be at a height range of 15-20 storeys.

The tallest buildings are focused in close proximity to the Aldershot GO Station, north and south of the rail line and along Masonry Court. The base building should be emphasized where tall buildings are proposed around the Aldershot GO Station Plaza. There is particular emphasis on the need to design a functional, safe and accessible transit plaza with enhanced pedestrian orientation and enhanced spaces for people waiting for transit at the plaza and along key transit access points. Office and commercial uses (including Major Office) should be prioritized near the Aldershot GO Station to encourage areas of employment within walking distance of the station. These uses can be accommodated in building podiums, with residential uses above in building towers.

Within the Aldershot GO Central precinct, towers can reach a maximum height of 30 storeys. Though tall buildings will concentrate in this precinct, mid-rise and low-rise built

form should also be considered when the development is adjacent to the park and natural corridor, to create a buffer for built-form transition. Podium-to-tower stepbacks and lower 11 story buildings should facilitate an ease in transition with existing natural spaces, the Provincially Significant Wetlands, as well as existing low-rise residential buildings and the approved townhouse block currently in development in the precinct.

The prevailing built form along Masonry Court near Hidden Valley Park should be mid-rise. Where tall buildings are proposed, a deeper stepback should be required from the podium. Maximum podium heights should not exceed 4 storeys.

Additional Policy Area - Former Aldershot Greenhouses Ltd.

Although not within the MTSA boundary, the area to the east of Grove Park and north of Aldershot Park still requires policy direction. The Former Aldershot Greenhouses property was removed from the MTSA boundary through ROPA48. This process will aim to provide direction to support small-scale intensification of the site in order to achieve connections to Grove Park and Aldershot Park (if possible) and ensure protection of the CN Yard operations north of the site. Heights in this area cannot be treated the same as the heights within the MTSA boundary due to its proximity to the existing low-rise residential neighbourhood. Heights and densities in this area require an additional level of sensitivity and thoughtful transitions will need to be considered in order to blend seamlessly into the surrounding context.

6.2.4.3 Land Use Compatibility

Further work is required to complete a thorough analysis of the specifics of land use compatibility in Aldershot. The Land Use Compatibility technical study is still underway and the results of that work will be pulled forth into the ASP policies. There is also an additional layer of study required with the individual developers and developments that are in close proximity to key existing facilities in order to determine the impacts and mitigation measures needed to complete construction.

There are a couple of initial notes in terms of proximity to the rail line and CN works yard. Aldershot GO Central runs alongside the rail line as well as the Mid-Rise Residential precinct. Mid-Rise Residential precinct and the Former Aldershot Greenhouses site run alongside the CN works yard. Yards often result in noises and vibrations that are frequent and of longer duration. Typical setbacks are desirable for new development especially from a freight yard. A setback of 300 metres between a

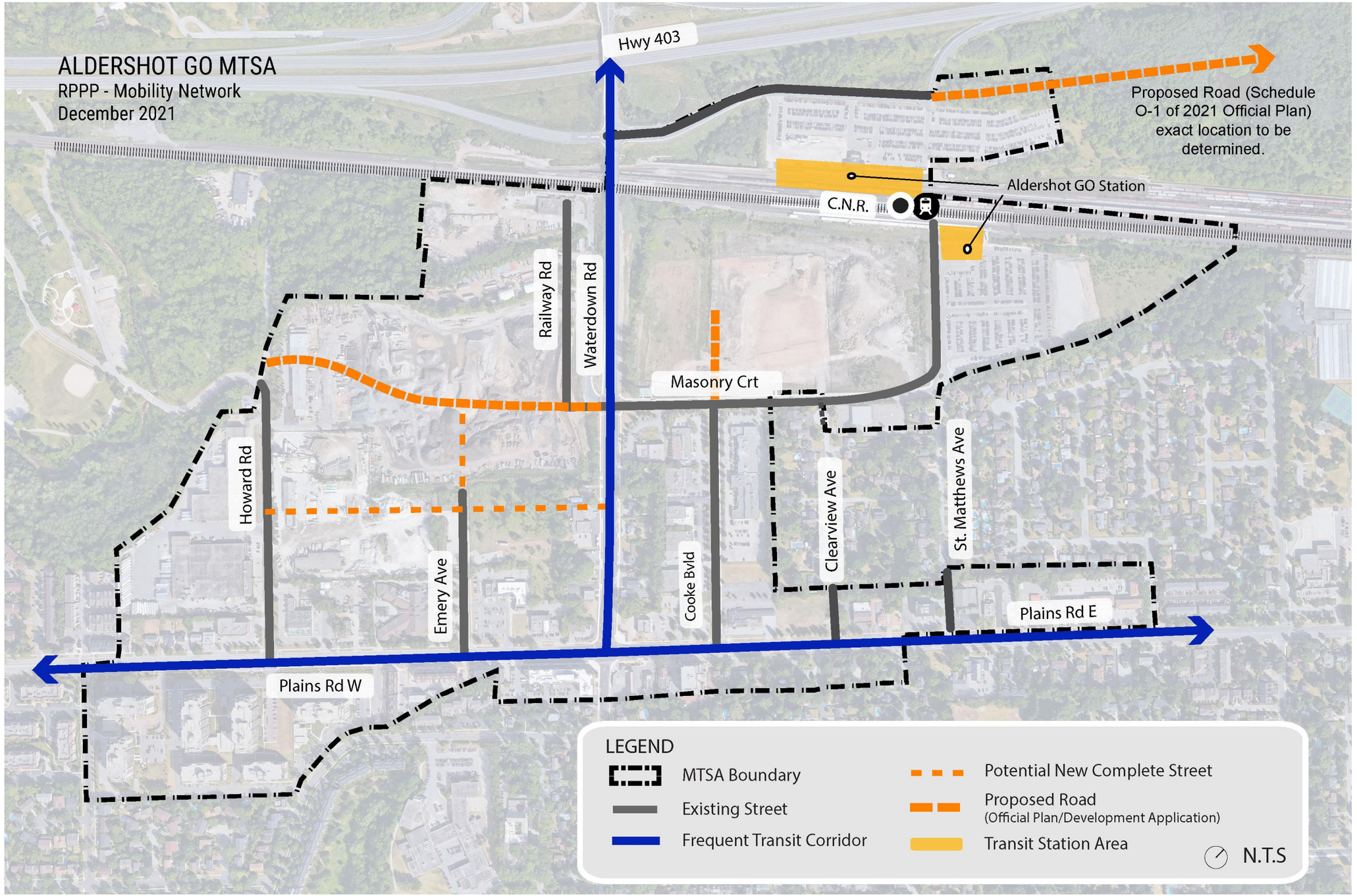
freight rail yard and any new residential development is typically recommended. Setbacks must be measured from the mutual property line to the building face. This would limit the use of this setback area for residential development. Noise walls or berms should be investigated and noise and vibration studies completed for these sites in order to determine appropriate setbacks and measures as required to negate issues with land use compatibility. The Land Use Compatibility study will look broadly at mitigating compatibility that individual sites cannot accomplish.

One other thing to note in Aldershot Corners is the proximity to the future 407 Transitway alignment where some lands may need to be protected and which may also require setbacks and have certain limitations on developable lands until such time that the 407 Transitway Study is fully complete.

6.2.5 Mobility Policy Directions

Figure 6.5 presents the mobility network for the Aldershot Corners. The following sections describe the existing road network and the proposed policy directions. For each of the mobility directions information is provided on a precinct by precinct basis.

Figure 6-5: Aldershot Road Network



6.2.5.1 Existing Network

The Aldershot Corners MTSA straddles Waterdown Road, primarily between Plains Road and Highway 403. The Aldershot MTSA is connected to the rest of Burlington by two multi purpose arterial roadways, Plains Road and Waterdown Road. Plains Road is an east/west multi purpose arterial roadway that connects the Aldershot Corners MTSA to west Aldershot (Bayview) and beyond to the City of Hamilton to the west, and to east Aldershot (La Salle) and beyond to the QEW/Freeman Interchange easterly to central Burlington. Within the Aldershot Corners MTSA, Plains Road currently consists of a five-lane cross-section and is utilized as a transit and goods movement corridor. The corridor is identified as a spine cycling route and future bus rapid transit corridor (dedicated lanes) through the IMP. Waterdown Road is a north/south multi purpose arterial roadway that crosses Highway 403 and connects the Aldershot Corners MTSA to North Aldershot and beyond to Waterdown (City of Hamilton) to the north. Within the Aldershot Corners MTSA, Waterdown Road currently has a five-lane cross-section, painted buffered bikeways and is a truck corridor from Plains Road to Masonry Count and a four-lane cross-section, painted buffered bikeways and is a significant goods movement corridor as it provides direct access to Highway 403. Through the MTSA, Waterdown Road is proposed to be a bus rapid transit corridor (optimized performance) and an on-street cycling spine (protected bikeway).

The remaining street network within the Aldershot Corners MTSA is made up of an incomplete grid network (due to undeveloped lands) of neighbourhood collectors and local roadways. Howard Road and Lasalle Park Road are neighbourhood collectors, while the remaining streets within the Aldershot Corners MTSA are local roadways, most of which are cul-de-sacs.

The Aldershot Corners MTSA contains one major signalized intersection, Plains Road at Waterdown Road, which is proposed to become a protected intersection for cyclists.

The Aldershot Corners MTSA accesses/egresses Highway 403 via ramp terminals on Waterdown Road and via a dedicated on-ramp at the Aldershot GO Station.

6.2.5.2 Future Street Network

The existing road network will be maintained within Aldershot Corners, no roads are envisioned to be removed. Proposed and planned roads are depicted in the Recommended Preferred Precinct Plan and originate from the city's OP or from development applications that have been approved by the City.

As noted in the Streetscape Character section, five different types of new streets are identified in the street network to respond to their existing and planned local context, with different widths of right-of-way, functions to play different roles. It is noted that all of these street types will contain some complete streets elements to improve mobility for all.

1. Multi-Purpose Arterial: Main or major thoroughfare to the community that serves as a travel route for regional and intercommunity travel. It is a central corridor for intensification and provides a connection to other mixed-use intensification areas. Also acts as an important public transit and goods and delivery route that also allows for the promotion of walking and cycling as transportation options
    - Multi-Purpose Arterials: Waterdown Road, Plains Road
2. Neighbourhood Connector: Serves as an inter-community travel route which provides a link to arterial and local streets. It accommodates a high level of pedestrian and cycling activity and a moderate level of vehicular traffic; and accommodates a moderate level of capacity for people moving. It also connects residential neighbourhoods to parks.
    - Neighbourhood Connectors: Howard Road
3. Industrial Street: Serves the needs for local employment movement such as property access and goods movement. They play a major role in serving city-wide traffic movement, provide access to employment lands, including industrial, office and commercial use related to property access. They generally accommodate a low level of people-moving capacity.
    - Industrial Streets: Railway Road
4. Local Street: Tree-lined streets with sidewalk on both sides to support a high level of pedestrian movement and to accommodate neighbourhood/local vehicle access and circulation needs.
    - Local Streets: Cooke Boulevard; Clearview Avenue; Emery Avenue; Masonry Court; and, St. Matthews Avenue

5. Laneway: The privately-owned but publicly-accessible laneways and mid-block connection walkways, which serve to improve connectivity, and complement and further extend the public realm.
    - Multiple Proposed

6.2.6 Infrastructure Policy Directions

The Aldershot Corners MTSA is currently fully serviced with water and sanitary connections available. Within future development and redevelopment, stormwater management should be contained within the site and the use of low impact development (LIDs) is encouraged. Within the Aldershot Corners MTSA the floodplain constraints should be considered at the individual site level and in consultation with Conservation Halton. A Functional Servicing Study is underway to evaluate the future servicing needs of the MTSA.

6.3 Appleby Gateway MTSA Recommended Preferred Precinct Plan and Policy Directions

The Preliminary Preferred Precinct Plan for Appleby Gateway was the subject of consultation in the Fall of 2021. A number of comments were received and this section presents the resulting Recommended Preferred Precinct Plan. This chapter presents the Recommended Preferred Precinct Plan and the changes made as well as policies specific to Appleby Gateway.

6.3.1 Recommended Preferred Precinct Plan

As a result of the fall 2021 consultation events, a number of themes were identified (highlighted in Section 4) and specific comments were reviewed to determine whether changes were required to the Preliminary Preferred Precinct Plans. The following key changes were made to the Preliminary Preferred Precinct Plan for Appleby Gateway:

- Potential new active transportation connections from the South Service Road westward to Appleby (north of existing gas station/drive through restaurant access).
- Specific public service facility locations were noted on the Preliminary Preferred Precinct Plans. These were meant to represent potential locations. The Recommended Preferred Precinct Plan includes these locations but also notes that these facilities could be located in any precinct.
- Many members of the public noted that there are existing low-rise residential neighbourhoods south of Fairview Street within the MTSA. The Recommended Preferred Precinct Plan acknowledges that these lands are less likely to be re-developed within the time frame of the ASP and will be denoted by a new precinct: Low to Mid Rise Residential.
- Questions were raised on whether streets shown on the Preliminary Preferred Precinct Plan that did not also include the symbol for an existing/planned or potential active transportation corridor would also include cycling and pedestrian opportunities. The Recommended Preferred Precinct Plan has been revised to clarify that all streets will have some complete streets elements.

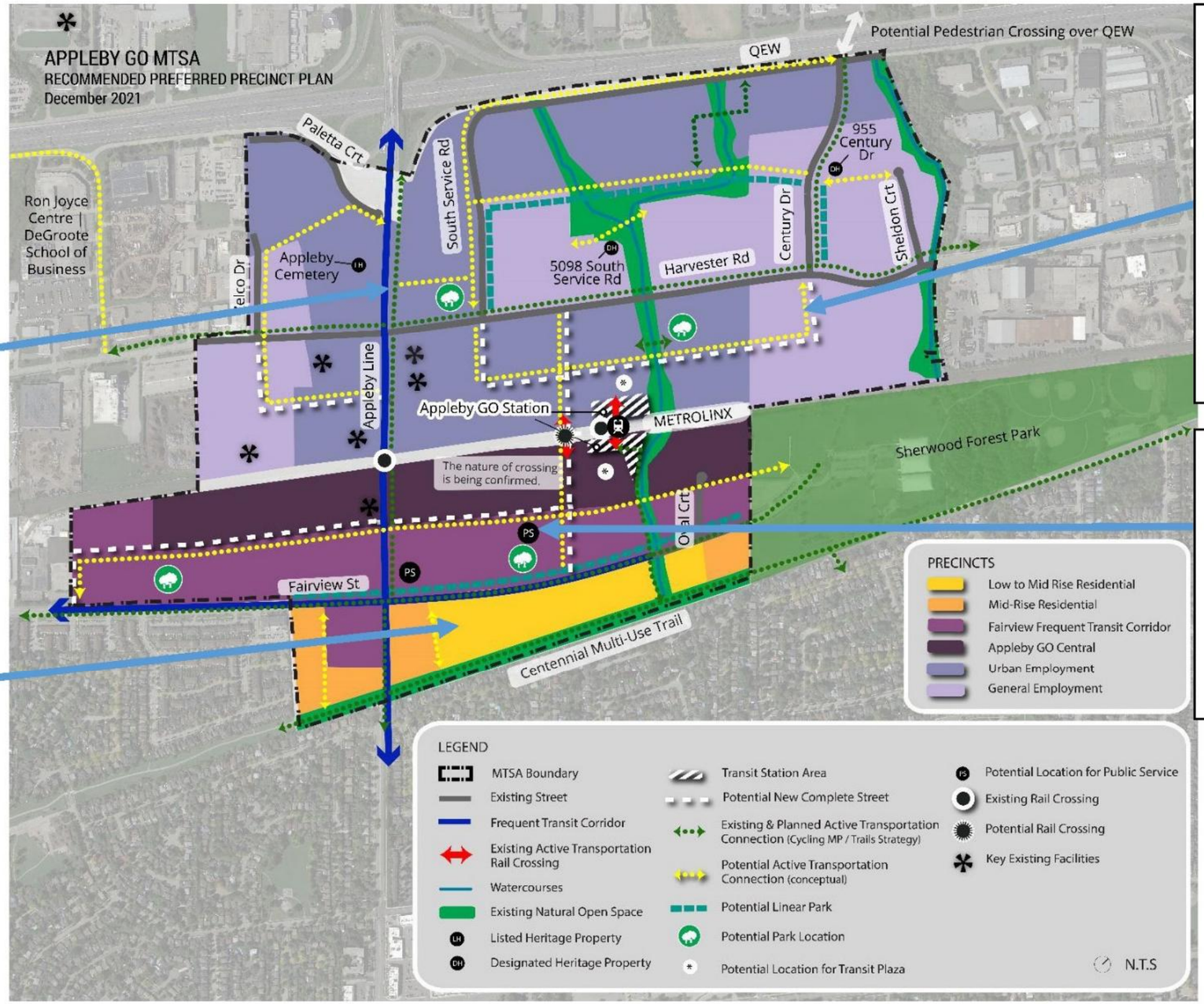
Figure 6.6 highlights the Recommended Preferred Precinct Plan for Appleby Gateway incorporating the above noted changes.

Section 3 identified the potential for two additional objectives. These additional items focus on attracting higher density major office uses in proximity to the GO station and creating safe streets for pedestrians and cyclists. These added objectives will be carried forth into the ASP for Appleby.

Figure 6-6: Recommended Precinct Plan Changes for Appleby

Potential new active transportation connections from the South Service Road westward to Appleby (north of existing gas station/drive through restaurant access).

Feedback received through public engagement noted that there are existing low-rise residential neighbourhoods south of Fairview Street within the MTSA. The Recommended Preferred Precinct Plan acknowledges that these lands are less likely to be re-developed within the time frame of the ASP and will be denoted by a new precinct: Low to Mid Rise Residential.



Questions were raised on whether streets shown on the Preliminary Preferred Precinct Plan that did not also include the symbol for an existing/planned or potential active transportation corridor would also include cycling and pedestrian opportunities. The Recommended Preferred Precinct Plan has been revised to clarify that all streets will have some complete streets elements.

Specific public service facility locations were noted on the Preliminary Preferred Precinct Plans. These were meant to represent potential locations. The Recommended Preferred Precinct Plan includes these locations but also notes that these facilities could be located in any precinct.

6.3.2 Appleby Gateway MTSA Specific Policy Directions Outline

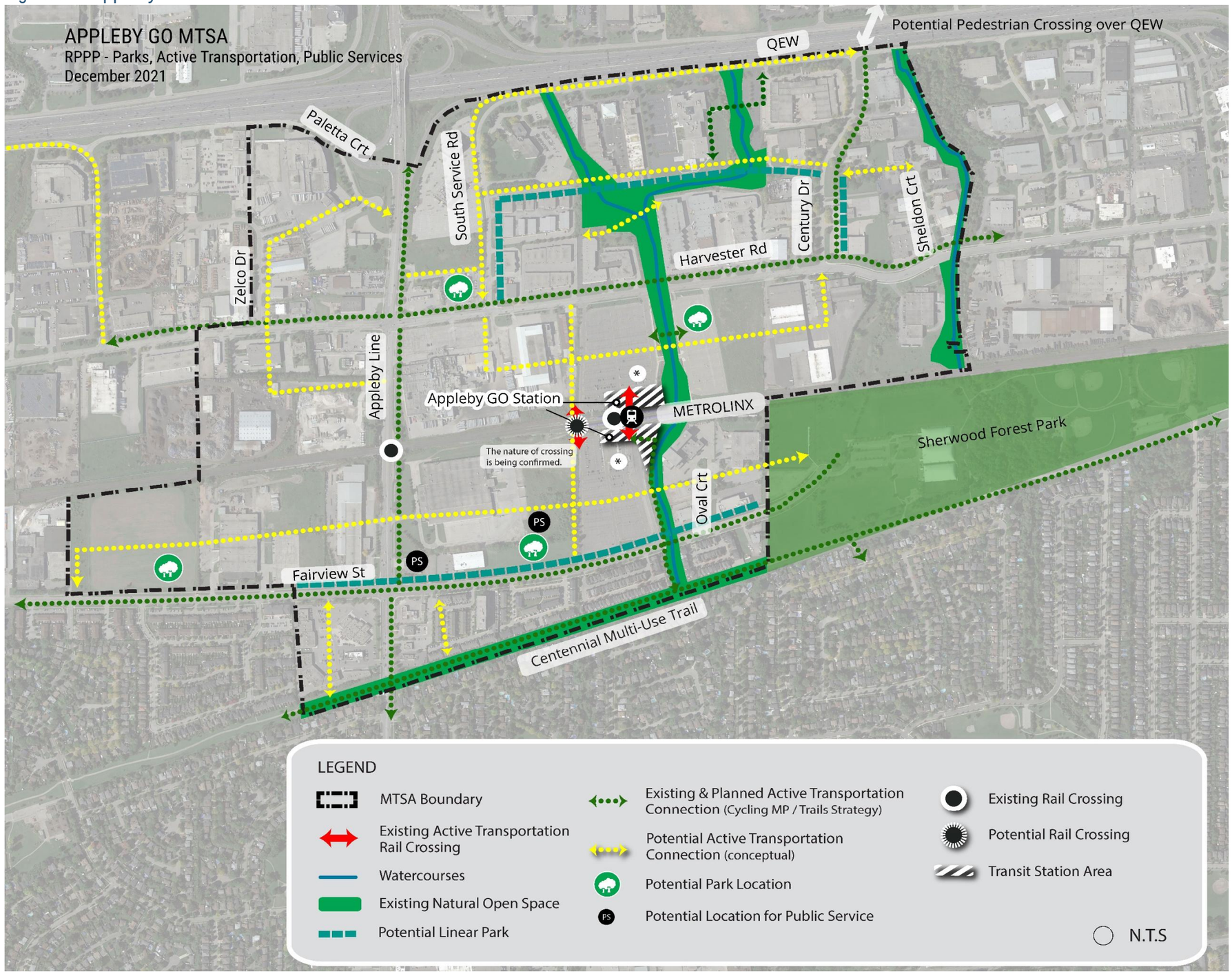
The MTSA specific policy directions have been divided into four topics that capture the various directions required for successful implementation of the precinct plans. These topics include:

- Community Building Policy Directions. This includes information pertaining to the public realm such as parks, open spaces and streetscapes as well as what is needed for public services and community facilities;
- Land Use and Built Form Policy Directions. This section speaks to what the permitted uses are, what the built form should look like and how it's laid out as well as land use compatibility requirements;
- Mobility Policy Directions. This section looks at how people and goods move through the site including pedestrians, cyclists, transit users, vehicles and goods movement and how best to anticipate the needs of the growing population as well as what infrastructure is needed; and,
- Infrastructure Policy Directions. This section speaks to what other city infrastructure needs may be more pertinent depending on where it is located, or which MTSA it falls within.

6.3.3 Community Building Policy Directions

Figure 6.7 and the following sections present the community building policy directions including streetscapes and public realm; parks and open space and public facilities and community services for the Appleby Gateway MTSA. For each of the community building policy directions information is provided on a precinct by precinct basis.

Figure 6-7: Appleby Public Realm and Services



6.3.3.1 Streetscape Character

The following sections outline the desired streetscape character for each precinct street classification found in Appleby Gateway with reference to the specific streetscapes within the boundary.

Major Arterials

There is one Major Arterial in the Appleby Gateway MTSA, and it entails the section of Appleby Line north of Fairview Road.

Appleby Line - A north-south street that connects to the QEW and Appleby community. Streetscape considerations will be the same as the approach described in Mid-Rise Residential precinct. Appleby Line is one of the key elements of the street network in this MTSA. This portion of Appleby Line, due to its proximity to the employment lands as well as the rail and highway lend itself to subtler streetscaping treatments such as street trees, sidewalks set back from the edge of the road, and provision of active transportation elements along the corridor in order to foster complete streets.

The streetscape should be formal in character, creating a sense of gateway and entrance. Locate a series of iconic vertical features and plantings on raised centre medians. The right-of-way should also accommodate a wide landscaped strip, with large street trees, street furniture and transit amenities (e.g., benches/shelters) which also integrate bio-retention facilities. The future development should provide a continuous streetwall to create a sense of enclosure and a human-scaled building base.

Special design consideration should be given to the intersection of Appleby Line and Fairview Street with landmark elements and public amenities to foster sense of place and identity.

Multi-Purpose Arterial

Fairview Road and the portion of Harvester Road east of Appleby Line are classified as Multi-Purpose Arterials.

Fairview Street - Fairview Street connects across the MTSA and terminates at Sherwood Forest Park. Streetscape considerations for Fairview Street should reflect this connection to the natural environment through enhanced street trees, wide pedestrian pathways/sidewalks, boulevard plantings. Building setbacks for planting as well as the

proposed Linear Park will also foster the sense of a greener street that allows for all types of modal movement.

Harvester Road - Harvester Road provides an east-west linkage across the MTSA and is bordered by both types of employment precincts. Streetscape considerations for this portion of Harvester include: A wide multi-use path should be located along the corridor to accommodate the movement of pedestrians and cyclists as well as an attractive bikeway and bicycle parking; Plant large street trees with appropriate soil volumes to achieve mature canopy; Integration of bio-retention facilities within the planted boulevard as well as other green infrastructure such as rain gardens.

Urban Avenue

There is only one Urban Avenue in Appleby Gateway and it is the portion of Appleby Line south of Fairview Street.

Appleby Line - This portion of Appleby line helps to serve trips from a regional travel perspective as well as between communities. This corridor will likely be less intense than north of Fairview Street. The streetscape should support mixed use intensification areas, and allow for a streetscape lined with street trees, landscaping and pedestrian amenities to foster pedestrian movement and comfort such as seating, signage and lighting.

Industrial Connector

There are a few Industrial Connectors within the MTSA including: South Service Road and Harvester Road west of Appleby Line.

Harvester Road - The streetscape considerations for Harvester Road will be of a similar treatment to that described earlier in the Multi-Purpose Arterial section, however the emphasis will align with employment and goods movement. These roads still should have pedestrian and cycling amenities and street trees. The corridor will allow for active transportation movement but will have less focus on gathering.

South Service Road - The south service road ebbs and flows from Harvester Road and runs alongside the QEW. The streetscape considerations along this corridor should be similar to that of Harvester Road with street trees and active transportation amenities which allow for the safe and efficient movement of people through the corridor with less emphasis on gathering.

Industrial Streets

Industrial Streets are a minimized version of the Industrial Connectors and allow for property access and movement through and to employment areas. These roads will have street trees and minor pedestrian amenities such as sidewalks and bikeways. Zelco Drive, Century Drive and Sheldon Court are all Industrial Streets.

Local Streets

Oval Court is a current local street within the MTSA.

Oval Court - Oval Court will become the access to some of the taller buildings in the MTSA. Traffic will accommodate the local residents in the future development blocks. The streetscape therefore has the capacity to create an enhanced public realm with wide sidewalks, mature street trees and spill out capacity for restaurant patios.

Proposed Streets

Proposed streets within the MTSA look to break up the development blocks into smaller more manageable parcels and to create another option for traffic through the site. Proposed new streets are located parallel to Harvester north of the railway. There are also proposed new streets south of the railway parallel to Fairview Street. A north south road is envisioned to connect Harvester Road south to Fairview Street over a new railway crossing. A north south road is envisioned to extend South Service Road to the potential new street parallel to Harvester Road.

New streets within the employment area should be classified as Industrial Streets. These streets should promote animated and comfortable streetscapes and support for public transit and alternative transportation. They should be defined by office and industrial uses at the street edges. The streetscape should also help to create a safe and comfortable environment for pedestrians and cyclists while accommodating large vehicle movement. The attractive streetscape will help to attract investment and employment expansion.

Future development should address the street frontage with main entrances facing towards the sidewalk. Shared driveway access is encouraged to further support a defined street edge and to minimize curb cuts.

New streets within the other precincts that contain residential should be classified as Local Streets. In either case they should be treated with a similar treatment to that explained above.

The new network of streets including existing and proposed new streets should provide improved accessibility and connectivity to the GO Station site, by having regard for the barriers identified and avoiding dead-end street configurations. Laneways, walkways and mid-block connections are encouraged to complement and further extend the existing public street network, establishing a fine-grained network of streets and blocks. This will help to integrate the precinct into the fabric of the surrounding neighbourhood and community.

6.3.3.2 Parks & Open Spaces

Descriptions of the various park typologies can be found in the Section 6.1.8. The table below summarizes the locations of the various parks throughout Appleby Gateway.

Precinct	Neighbourhood Park	Community Park	Urban Park	Linear Park
Low to Mid-Rise & Mid-Rise Residential	None proposed	None proposed	Potential squares, courts, parkettes encouraged through redevelopment.	None proposed
Fairview Frequent Transit Corridor	2 locations. Located north of Fairview Street one on either side of Appleby Line. Locations establish a link to Sherwood Forest Park. These parks will provide important passive use and informal recreational and social space for people living within walking distance of the park and complement the use of adjacent park.	None proposed	Potential squares, courts, parkettes encouraged through redevelopment. High potential at corner of Fairview Street and Appleby Line.	Linear Park along the north side of Fairview Street through the precinct.

Precinct	Neighbourhood Park	Community Park	Urban Park	Linear Park
Urban Employment	None proposed	None proposed	3 locations including the Station Plaza One is located on the north side of Harvester Road adjacent to the Appleby Line intersection. The second is located on the east side of Harvester Road, it will connect to existing natural heritage system and the Appleby GO Station Plaza. The two locations would most likely follow an urban park philosophy which provide a gathering / rest area for employment areas.	None proposed
General Employment	None proposed	None proposed	None proposed	Linear Park bordering South Service Road, connecting across the watercourse parallel to the AT link and along the east of Century Drive.

Precinct	Neighbourhood Park	Community Park	Urban Park	Linear Park
Appleby GO Central	None proposed	None proposed	1 station plaza	None proposed

Appleby GO Central Precinct

A GO Station Plaza should be provided on both east and west sides of the railway in the Appleby GO Central precinct. The Station Plaza will be a key destination in Appleby Gateway MTSA and will support the transportation needs for the station, as well as create a sense of place and arrival to the Appleby Gateway MTSA. The station plaza could be integrated into the new development or stand alone, and in either scenario should have a strong visual and physical connection to the station building. The size of the station plaza itself is still to be determined, but should include weather-protected and appropriately-scaled waiting areas to accommodate for taxi and pick-up/drop-off.

The interface between the plaza and parking facilities should be considered. The design of this interface should minimize and mitigate conflicts between pedestrian/cyclist movement and vehicular circulation to create a safe and pedestrian-friendly environment.

The interface between the plaza and existing natural heritage systems should also be considered. Potential active transportation from the plaza links it to Sherwood Forest Park and the existing natural heritage systems, offering interactive and immersive opportunities with the natural ecosystem. Passive recreation activities should be considered along this natural corridor and interpretive elements such as educational signage should be included in design considerations. Any future development along this natural corridor should engage environmental consultants in conducting impact studies and assessments to ensure sufficient setbacks are provided and impacts to the ecosystem are mitigated.

6.3.3.3 Public Facilities and Community Services

As noted in Section 5, there is a level of further study required to determine the number of public services and community facilities. Locations on the map denoting 'Potential Location for Public Service' show locations which may be appropriate for future public services based on geographical location, density of population and proximity to services and facilities surrounding the MTSA. However, that is not to say that these spaces are limited to where they are noted on the map. Public services can be located in any of the precincts.

There will be a need for public services facilities to be maintained to a high standard to accommodate existing and future development. Currently on the map, two potential public service facility locations are shown north of Fairview Street, east of Appleby in the Fairview Frequent Corridor precinct. Types of facilities and services and a more resolved location will be determined through further study.

6.3.4 Land Use and Built Form Policy Directions

This section describes the land use and built form policies for each of the precincts included in the Recommended Preferred Precinct Plan. For each of the land use and built form policy directions information is provided on a precinct by precinct basis.

6.3.4.1 Integrated Framework for Development

The Appleby GO MTSA Precinct Plan (Appleby Gateway) defines a series of new areas for development within the MTSA. The area is currently an evolving area where new, denser forms of commercial, mixed-use and residential uses are infilling around the GO Transit Station, along Harvester Road and at its intersection with Appleby Line and Fairview Street. The built form and urban design directions are outlined as an integrated framework for development to guide built form, open space, and streetscape changes in the Appleby Gateway. The direction will speak to transitions between differing land uses and built forms with considerations for protecting stable residential neighbourhoods and controlling the form and height of buildings all in support of the vision for Appleby Gateway.

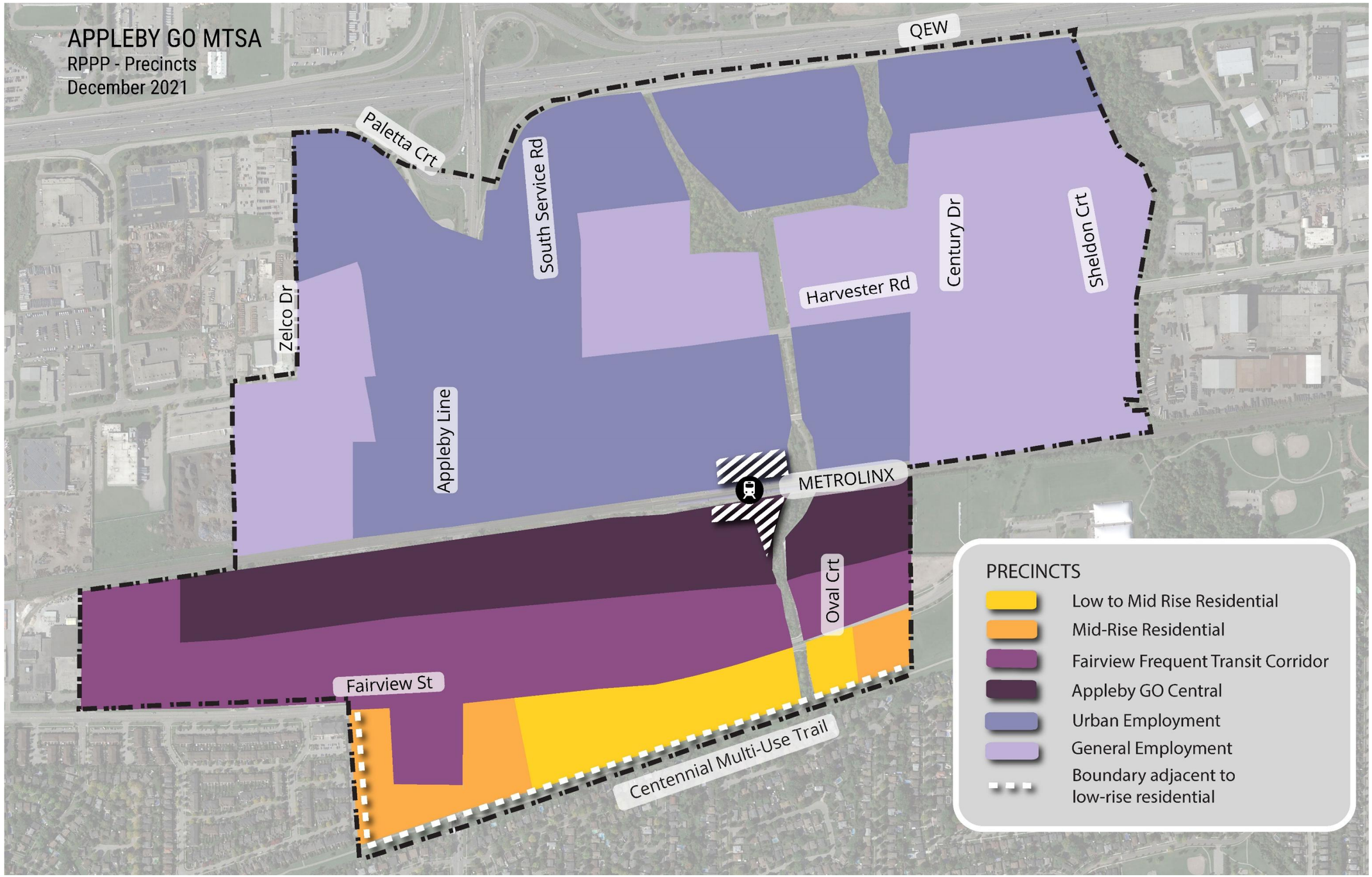
Mid-rise and tall building guidelines are reiterated from the City's existing guidance, including specific base, middle and top conditions. The directions ensure that parks and key open spaces are respected and considered in new development, and that the

character of streets around the station area is maintained through appropriate built form. Heights of podiums and street walls are to frame boulevards, streets, avenues and streets, providing guidance to how buildings will look along the Precinct's main corridors.

Permitted Uses & Heights

The following permitted uses and minimum and maximum height range will apply for each precinct area within the Appleby GO MTSA. Figure 6.8 shows the Recommended Preferred Precinct Plan. Appropriate policies and mechanisms will be developed through the area specific plans to require the development of sufficient employment, affordable housing, public service facilities and community amenities (grocery stores, services, retail) in exchange for considering permissions for residential permissions. Such residential permissions shall only be made available where individual sites have demonstrated how a proposed development will incrementally contribute to the achievement of those broader objectives, and those permissions will be commensurate with the proposed employment, affordable housing, public service facilities and community amenities on the individual site.

Figure 6-8: Appleby Precincts



Precinct	Uses that May Be Permitted	Height Range (see note above)
General	There are a variety of uses that will be permitted and encouraged throughout all of the precincts as they are mixed use in nature. Some limitations occur in the employment designations. Public service facilities will be permitted and encouraged in all precincts.	Varies
Low to Mid-Rise Residential	Low-Rise residential buildings are the predominant built form and use for this precinct. Permitted uses include, low apartments, stacked townhomes and street townhomes.	Min 2 Max 6
Mid-Rise Residential	Low and Mid-rise residential buildings are the predominant built form and use for this precinct. Permitted uses include apartments, stacked townhomes and street townhomes.	Min 2 Max 11. Max 6 where adjacent to an existing low-rise residential neighbourhood.
Fairview Frequent Transit Corridor	Residential, retail and commercial uses along planned transit corridor. Tall mixed use buildings.	Min 6 Max 19
Appleby GO Central	Tall and Mid-rise residential, retail and commercial	Min 6

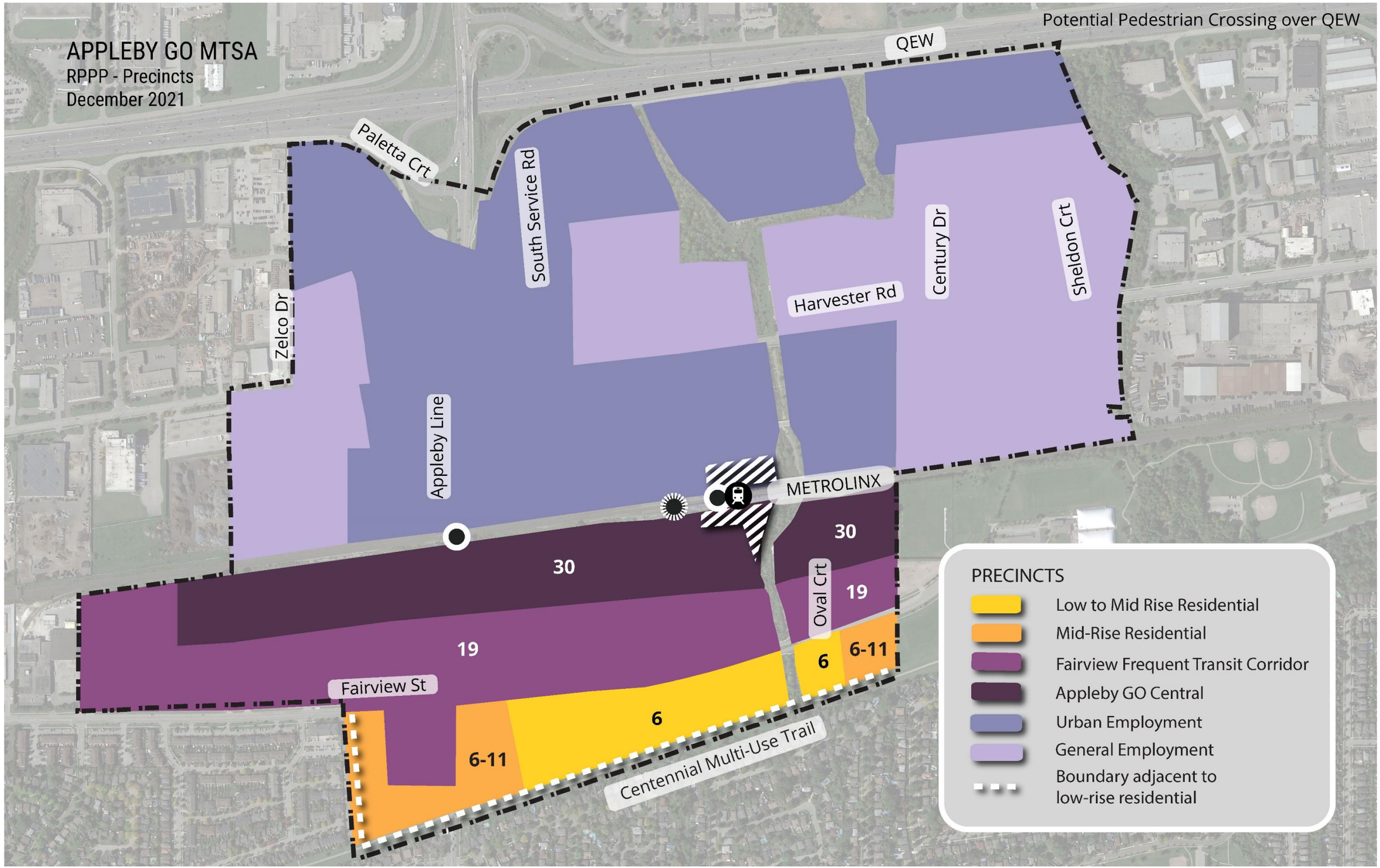
Precinct	Uses that May Be Permitted	Height Range (see note above)
	development (tallest/densest precinct). North-east corner of property at Appleby and Fairview south of the railway is required to maintain and employment function (747 Appleby Line, 711 Appleby Line, 504 Fairview Street and 5091 Fairview Street).	Max 30
Urban Employment	Range of appropriate uses include but are not limited to: Offices (major), research and development, IT technology, industrial, manufacturing and business/economic activities. However it is also important to maintain flexibility for existing uses and existing permissions.	Min 3 No max height limit for major office uses to encourage opportunities for major office development and maintain flexibility of employment uses.
General Employment	Low-rise light industrial to office uses. Mixed-use development with office and employment, Major office	Min 1 No max height limit for major office uses to encourage opportunities for major office development and maintain flexibility of employment uses.

6.3.4.2 Character, Built Form and Height Transitions

Growth and intensification will be accommodated in a variety of building types and scales that are suitable and appropriate to the existing and planned context of the Appleby Gateway MTSA areas. Built form and height transitions are important to consider when designing interfaces between complete streets, the public realm, and new development, to mitigate impacts from shadowing or wind and to ensure comfortable, pedestrian-friendly conditions are maintained at-grade. Typically, lower-scaled buildings, outdoor spaces, parks and streetscapes should be well-transitioned with future development.

To create a sustainable, livable and vibrant new community, all residential and mixed-use development within Appleby Gateway should reflect the City of Burlington Tall Building Guidelines (2017) and the City of Burlington Design Guidelines for Mixed-Use and Residential Mid-rise Buildings (2019), congruent with the following additional policies related to each defined precinct. Refer to Figure 6.9 for a map depicting the maximum heights across the MTSA.

Figure 6-9: Appleby Heights



Low to Mid Rise Residential Precinct

The Low to Mid-rise Residential precinct will include a majority of low-rise and some mid-rise building forms up to 6 storeys closer to Fairview Street. Lower rise-built forms should be used and a tiering down should be implemented as development becomes closer to the Centennial Multi-Use Trail corridor and subsequently the low-rise forms on either side of that active transportation corridor.

Mid-Rise Residential Precinct

The Mid-rise Residential precinct will include a variety of low-rise and mid-rise building forms up to 11 storeys closer to the main streets of Fairview Street and Appleby Line. Mid-rise building height along Fairview Street and east of Oval Court will gradually reduce from 11 storeys to 6 storeys to provide transition to the adjacent low-rise neighbourhoods and Sherwood Forest Park.

The following transition provisions will apply:

- Provide appropriate transition when the proposed development is abutting the rear property lines of the existing neighbourhood, with considerations for:
  - Minimum 7.5-metre setback from the neighbourhood property line.
  - The built form to fit within a 45-degree angular plane projected from the neighbourhood property line.
  - Provide shadow analysis to ensure the proposed development meets the City of Burlington's Shadow Study Guidelines.
- Provide appropriate transition when the proposed development is fronting the existing low-rise neighbourhood, with considerations for:
  - Minimum 5-metre front yard setback from the property line.
- Provide appropriate transition when the proposed development is abutting the existing/planned park, with considerations for:
  - Minimum 5-metre setback from the parkland.
  - Maximum 6 storey building height along the park edge, considering the shadow impacts to allow for adequate sunlight on the park.

Fairview Frequent Transit Corridor Precinct

This Precinct will establish a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience along the frequent transit corridor of Fairview Street.

The prevailing building height along Fairview Street is mid-rise. Tall buildings (19 storeys) will be located at three of the four-corners of the Fairview Street and Appleby Line intersection and will represent the height peak (19 storeys) for the Fairview Frequent Transit Corridor precinct.

A continuous and consistent streetwall will be established along Fairview Street. Minimum 3-metre setbacks will be required above the streetwall. A minimum 4.5-metre ground-floor height will provide space for active uses and multiple entrances at grade. Appropriate transitions will be required when development is abutting the existing low-rise neighborhood and parkland in the surrounding context. The following built-form considerations are required:

- Range of 6 storeys directly abutting Fairview street. Where 19 storeys are proposed at the intersection, a podium height of up to 6 storeys should be implemented.
- Maximum 6 storeys where adjacent to existing low-rise condition.
- Minimum 7.5-metre setback from the neighbourhood property line.
- The built form needs to fit within a 45-degree angular plane projected from the neighbourhood property line.
- Provide shadow analysis to ensure the proposed development meets the City of Burlington's Shadow Study Guidelines.

To ensure functional retail and commercial spaces are created, a wide range of approaches will be considered, including but not limited to establishing minimum floor height for the ground floor of buildings, and considering a minimum retail unit size.

Urban Employment Precinct

The Urban Employment Precinct will grow to accommodate more intensive office and employment uses in a variety of built forms. The following built-form considerations are required:

- A continuous streetwall is encouraged along Appleby Line, Harvester Road and proposed new north-south Street, with minimum 3-metre setback above the 4th floor.
- The siting of the buildings should address the public street and consider dual frontage when the buildings are proposed next to the QEW and Natural Open Spaces.

General Employment Precinct

The General Employment Precinct will provide a broad range of light industrial to office uses with a mix of office and lower-rise employment-built form. The General Employment precinct will fill in the Urban Employment area by providing sensitive development around the existing natural heritage systems and watercourses, as well as borders for the Appleby Gateway MTSA area that transition to existing low-rise neighbourhoods on the north and south sides. Taller built form will be located along Harvester Road and the proposed new north-south street – which also runs across the Urban Employment precinct – creating built-form transition between precincts. There are two listed heritage properties located in the General Employment precinct at 5089 South Service Road and 955 Century Drive (Designated), future development should provide appropriate transition. The following built-form considerations are required:

- Ensure appropriate built form and transitions is provided to the adjacent developments as well as natural open spaces.
- Dual frontage should be considered when the buildings are proposed next to the natural open spaces.
- On sites adjacent to heritage sites and buildings, new development should be compatible and complementary in character, materials, and colour.

Appleby GO Central Precinct

The Appleby GO Central Precinct is a focus area for the MTSA area's highest density. This precinct is the preeminent destination for Major Office, affordable housing and urban format retail in this MTSA focusing the tallest buildings (maximum 30 stories) close to the GO station.

Built-form transition is very important in this precinct, to ensure increased density is also met with streetscape design that creates a pedestrian-focused area for travelers to arrive in, find amenities, and enjoy outdoor spaces. Tallest buildings should be located

along the rail corridor, where shadows will have the least impact. The height peak of 30 storeys is where Appleby Line intersects the rail line. Building height descends from this peak. Tall buildings should provide sufficient setbacks with reduced heights at the Sherwood Forest Park for appropriate transitions and to minimize shadow impact.

Tallest buildings are focused in close proximity to the Appleby GO Transit Station, east and west of the rail line and along the potential new streets that divide the Appleby GO Central and Fairview Frequent Transit Corridor precincts. The base of buildings should be emphasized where tall buildings are proposed around the Aldershot GO Station Plaza. There is particular emphasis on the need to design a functional, safe and accessible transit plaza with enhanced pedestrian orientation and enhanced spaces for people waiting for transit at the plaza and along key transit access points. Office and commercial uses should be prioritized near the Appleby GO Transit Station to encourage areas of employment within walking distance of the station. These uses can be accommodated in building podiums, with residential uses above in building towers.

Within the Appleby GO Central precinct, towers can reach a maximum height of 30 storeys. Though tall buildings will concentrate in this precinct, mid-rise and low-rise built form should also be considered when the development is adjacent to the park and natural corridor, to create a buffer for built-form transition. Podium-to-tower stepbacks and lower 11-storey buildings should facilitate an ease in transition with existing natural heritage systems, as well as existing low-rise residential buildings in the adjacent Fairview Frequent Transit Corridor precinct.

6.3.4.3 Land Use Compatibility

Further work is required to complete a thorough analysis of the specifics of land use compatibility in Appleby. The Land Use Compatibility technical study is still underway and the results of that work will be pulled forth into the ASP policies. There is also an additional layer of study required with the individual developers and developments that are in close proximity to key existing facilities in order to determine the impacts and mitigation measures needed to complete construction. There are however a number of identified key existing facilities along Appleby Line as well as the rail line which may have impacts on how development and redevelopment occurs.

6.3.5 Mobility Policy Directions

Figure 6.10 presents the mobility network for the Appleby Gateway MTSA. The following sections describe the existing road network and the proposed policy directions. For each of the mobility directions information is provided on a precinct by precinct basis.

6.3.5.1 Existing Network

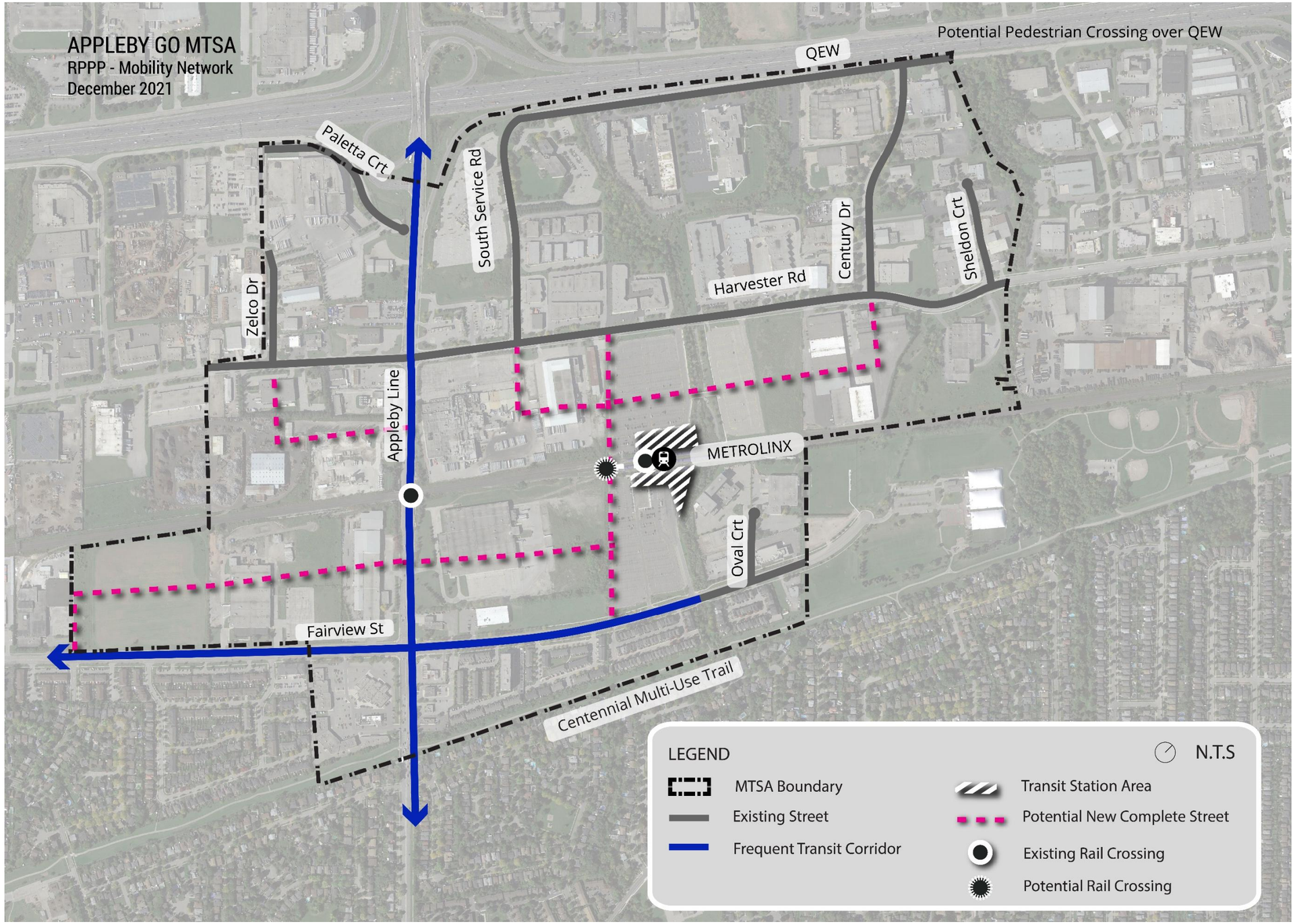
The Appleby Gateway MTSA straddles the rail line and is bordered by the QEW to the north and the Centennial Multi-use Trail on the south side. The Appleby Gateway MTSA has two main east/west/south arterial roadways, Fairview Street and Harvester Road. Fairview Street is a multi-purpose arterial roadway that connects the Appleby GO MTSA to the central part of the City of Burlington. Within the Appleby GO MTSA, Fairview Street currently has a 5-lane cross-section to the west, which narrows to 4 lanes to the east. It is a truck corridor; however, it is also proposed to have bus rapid transit on dedicated lanes, and an on-street protected bikeway.

Appleby Line is a major arterial street under the jurisdiction of Halton Region (Regional Road 20). It extends northerly from Lakeshore Road beyond the northerly city limits. It provides access to the Queen Elizabeth Way via a full interchange. Appleby Line provides street access to Appleby GO via Harvester Road and Fairview Street.

Harvester Road is an east-west industrial connector and multi-purpose arterial street under the jurisdiction of the City of Burlington. It begins at Guelph Line and extends through the majority of the City of Burlington before ending at Burloak Drive approximately 1.5 kilometres east of Appleby GO. It also creates a connection to Oakville as well as to a future bridge that connects Harvester Road across to Wyecroft Road. Harvester Road currently provides access to numerous commercial/industrial land uses south of the Queen Elizabeth Way.

Fairview Street is an east-west multi-purpose arterial under the jurisdiction of the City of Burlington. Plains Road East transitions to Fairview Street west of the Queen Elizabeth Way and extends eastwards before ending approximately 500 metres east of Appleby GO.

Figure 6-10: Appleby Gateway Road Network



6.3.5.2 Future Street Network

The existing road network will be maintained within Appleby Gateway, no roads are envisioned to be removed. Proposed and planned roads are depicted in the Recommended Preferred Precinct Plan and originate from the city's OP or from development applications that have been approved by the City.

Five different types of new streets are identified in the planned public realm and street network to respond to their existing and planned local context, with different widths of right-of-way, characters, and functions to play different roles. It is noted that all of these street types will contain some complete streets elements to improve mobility for all.

1. Major Arterial: Carries high volumes of traffic over long distances connecting urban areas in different municipalities. It distributes traffic to and from provincial freeways and highway and functions as a major infrastructure corridor accommodating auto and all truck traffic, higher order transit, high occupancy vehicle lanes and active transportation facilities.
   - Major Arterial: Appleby Line (north of Fairview Street)
2. Multi-purpose Arterial: Served by public transit, where re-urbanization is encouraged to create new housing and shopping/employment opportunities, improve the public realm, promote mixed-use development, and promote walking and cycling as transportation options.
   - Multi-Purpose Arterial: Fairview Street
3. Urban Avenue: Serve regional and intercommunity travel and function as high priority streets for safe transit, walking and cycling facilities, such as cycling facilities separated from the vehicular traffic; and accommodate a moderate to high degree of people-moving capacity.
   - Urban Avenue: Appleby Line (south of Fairview Street)
4. Industrial Connector: Serves inter-regional goods movement demands, linking arterial and industrial streets. They provide access to employment lands, including industrial, office and commercial uses as well as accommodate a goods movement network and high levels of truck traffic, and moderate levels of vehicular traffic with higher volumes during peak periods.
   - Industrial Connector: South Service Road, Harvester Road (west of Appleby Line)
5. Industrial Streets: Serve local movements as well as goods movement. They are not intended to play a major role in serving city-wide traffic movement, and link to

Industrial Connectors. They provide access to employment lands, including industrial, office and commercial uses and function is primarily related to property access;

- Industrial Streets: Zelco Drive, Century Drive and Sheldon Court

6. Local Streets: These streets serve low speed local movement needs and are not intended to play a major role in serving city-wide traffic movement, and link to neighbourhood connectors. They accommodate low volumes of vehicular traffic providing property access, with a high priority on safe pedestrian and cycling movement, and include a sidewalk on at least one side of the street.
   - Local Streets: Oval Court
7. Laneway: The privately-owned but publicly-accessible laneways and mid-block connection walkways, which serve to improve connectivity, and complement and further extend the public realm. These will be implemented through the development of the blocks.
   - Multiple proposed

6.3.6 Infrastructure Policy Directions

The Appleby Gateway MTSA is fully serviced with water and sanitary connections available. Within future development and redevelopment, stormwater management should be contained within the site and the use of low impact development (LIDs) is encouraged. Within the Appleby Gateway MTSA the floodplain constraints should be considered at the individual site level and in consultation with Conservation Halton. A Functional Servicing Study is underway to evaluate the future servicing needs of the MTSA.

6.4 Burlington Junction UGC / MTSA Recommended Preferred Precinct Plan and Policy Directions

The Preliminary Preferred Precinct Plan for Burlington Junction was the subject of consultation in the fall of 2021. A number of comments were received and this section presents the resulting Recommended Preferred Precinct Plan. This chapter presents the Recommended Preferred Precinct Plan and the changes made as well as policy directions specific to Burlington Junction.

6.4.1 Recommended Preferred Precinct Plan

As a result of the fall 2021 consultation events, a number of themes were identified (highlighted in Section 4) and specific comments were reviewed to determine whether changes were required to the Preliminary Preferred Precinct Plans. The following key changes were made to the Preliminary Preferred Precinct Plan for Burlington Junction:

- It was noted that linear parks should be on the north side of the street to minimize shadows. This change was made where possible; however, the linear park along the mid-block transportation connection remain on the south side of the street to reflect the potential that it can be integrated into proposed development.
- Specific public service facility locations were noted on the Preliminary Preferred Precinct Plans. These were meant to represent potential locations. The Recommended Preferred Precinct Plan includes these locations but also notes that these facilities are encouraged to be located in any precinct and all precincts.
- Questions were raised on whether streets shown on the Preliminary Preferred Precinct Plan that did not also include the symbol for an existing/planned or potential active transportation corridor would also include cycling and pedestrian opportunities. The Recommended Preferred Precinct Plan has been revised to clarify that all streets will have some complete streets elements.
- The Preliminary Preferred Precinct Plan identified the lands north of the rail line at the east end of the UGC/MTSA as mid-rise residential. Concern was raised about showing existing low-rise residential as mid-rise. Portions of the precinct south of Queensway Drive will be denoted as a new low to mid rise precinct. The Recommended Precinct Plan acknowledges the lands in this area that are already

built out at a lower mid-rise height and unlikely to see further development prior to 2051.

- Irregular shaped lots on the northern side of the Metrolinx rail corridor which straddle the watercourse were initially identified as Mid-Rise Residential. It was thought that due to its location isolated at a more significant distance from the single current entrance to the area north of the rail. It was identified that there are significant opportunities to enhance connections across the rail and to the remainder of the area north of the rail. Given that these sites are adjacent to the Burlington GO Central precinct that it should be incorporated as part of that precinct. There is also the potential to add a public open space as well as an active transportation connection through the parcel as well as connections across the rail.

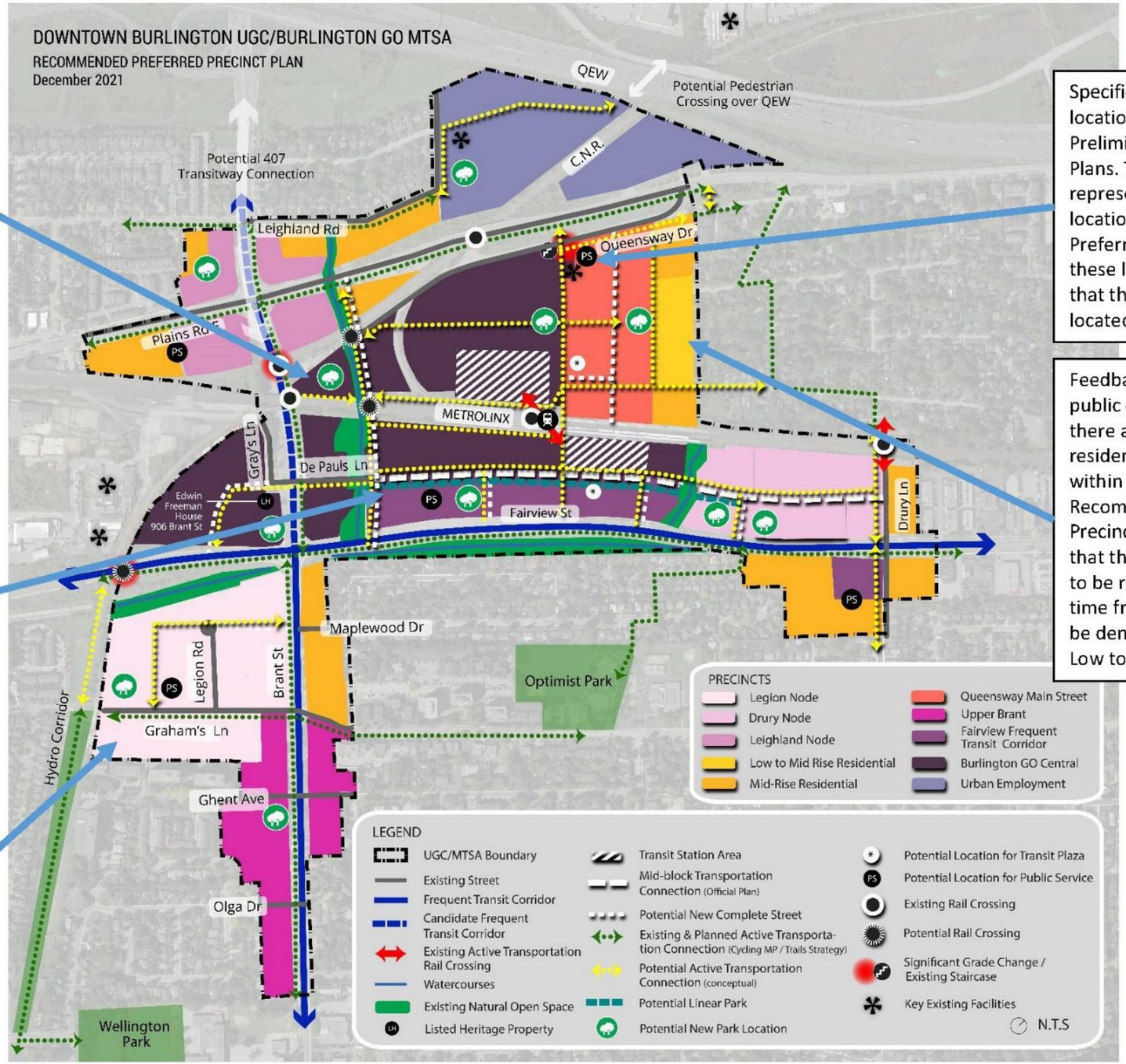
Figure 6.11 highlights the Recommended Preferred Precinct Plan for Burlington Junction incorporating the above noted changes.

Figure 6-11: Burlington Rec Preferred Precinct Plan

Irregular shaped lots on the northern side of the Metrolinx rail corridor which straddle the watercourse were initially identified as Mid-Rise Residential. Given the location and adjacency to the Burlington GO Central precinct the area has now been identified as such. There is also the potential to add a public open space as well as an active transportation connection through the parcel as well.

It was noted that linear parks should be on the north side of the street to minimize shadows. This change was made where possible; however the linear park along the mid-block transportation connection was left on the south side of the street to reflect potential that it can be integrated into proposed development.

Identification of the need to create a new 'Legion Node' which is to accommodate a new community hub with affordable housing and public service facilities.



Specific public service facility locations were noted on the Preliminary Preferred Precinct Plans. These were meant to represent potential locations. The Recommended Preferred Precinct Plan includes these locations but also notes that these facilities could be located in any precinct.

Feedback received through public engagement noted that there are existing low-rise residential neighbourhoods within the MTSA. The Recommended Preferred Precinct Plan acknowledges that these lands are less likely to be re-developed within the time frame of the ASP and will be denoted by a new precinct: Low to Mid Rise Residential.

6.4.2 Burlington Junction – UGC / MTSA Specific Policy Directions Outline

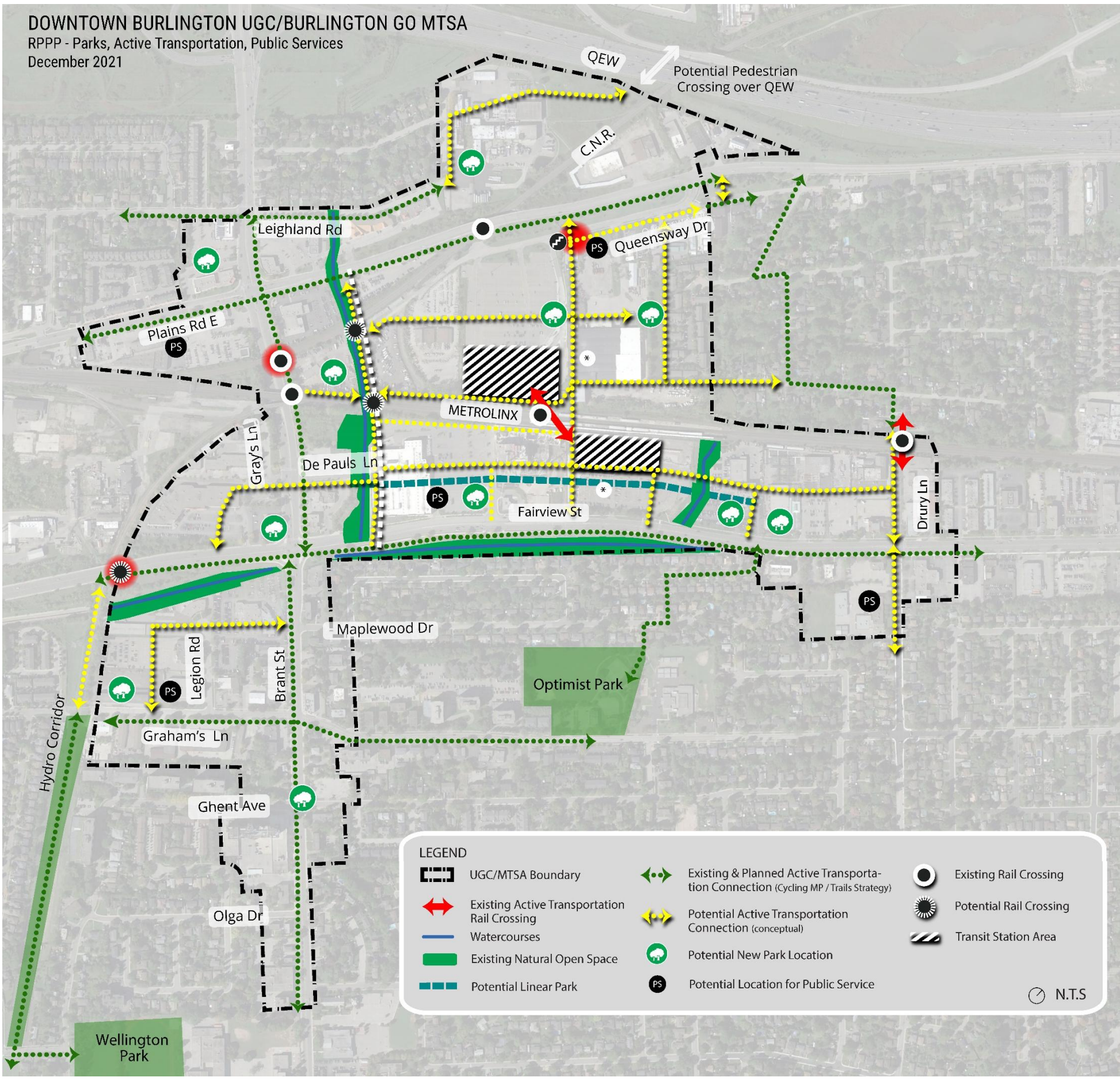
The UGC/MTSA specific policy directions have been divided into four topics that capture the various directions required for successful implementation of the precinct plans. These topics include:

- Community Building Policy Directions. This includes information pertaining to the public realm such as parks, open spaces and streetscapes as well as what is needed for public services and community facilities;
- Land Use and Built Form Policy Directions. This section speaks to what the permitted uses are, what the built form should look like and how its laid out as well as land use compatibility requirements;
- Mobility Policy Directions. This section looks at how people and goods move through the site including pedestrians, cyclists, transit users, vehicles and goods movement and how best to anticipate the needs of the growing population as well as what infrastructure is needed; and,
- Infrastructure Policy Directions. This section speaks to what other city infrastructure needs may be more pertinent depending on where it is located, or which MTSA it falls within.

6.4.3 Community Building Policy Directions

The following sections present the community building policy directions including streetscapes and public realm; parks and open space and public facilities and community services for the Burlington Junction. For each of the community building policy directions information is provided on a precinct by precinct basis. Refer to Figure 6.12 for the map depicting the public realm and services in this UGC/MTSA.

Figure 6-12: Burlington Public Realm and Services



6.4.3.1 Streetscape Character

The following sections outline the desired streetscape character for each precinct street classification found in Burlington Junction with reference to the specific streetscapes within the boundary.

Major Arterial

There is one Major Arterial in the UGC/MTSA: Brant Street north of Fairview Street.

Brant Street - Brant Street plays an important role as a main linkage into Burlington Junction. It is also considered a Frequent Transit Corridor. It has an approximate right-of-way width of 36 metres which narrows outside of the precinct plan as you travel south. Brant Street has two classifications in the boundary, the first is Major Arterial. Streetscape considerations for Brant Street within this classification include: a formalized streetscape that helps to establish a gateway and entrance character; planting of large street trees and decorative plantings, street furniture and transit amenities (e.g., benches/shelters); integration of bio-retention facilities; pedestrian zones on either side of the street; building setbacks from the property line to provide landscaped transitional space for signage and extension of active uses at-grade; potentially use of iconic vertical features and plantings within raised centre medians. All future redevelopment should address the street frontage with main entrances facing towards the sidewalk and aim to provide a continuous streetwall to create a sense of enclosure. Special design consideration should be made for the four corners at the Brant Street and Plains Road East intersection, by emphasizing landmark streetscape elements and to foster a sense of place and identity.

Due to the nature of the proposed shifts in use and residential intensification, there will need to be a re-evaluation of the function of this portion of Brant and perhaps a shift in classification to continue the Main Street typology north as required.

Multi-Purpose Arterial

There is one Multi-Purpose Arterial within Burlington Junction: Fairview Street.

Fairview Street - Fairview Street creates an east-west connection across the UGC/MTSA. Fairview Street should aim to enhance and complete the connected multi-use path located along the southern side of the corridor. Fairview should accommodate pedestrians and cyclists by providing a necessary link across and through the UGC/MTSA

with connections to Burlington GO Station. Opportunities should be investigated along Fairview Street to help accommodate the bike infrastructure as well as incorporate naturalized stormwater control measures. Tree planting along the route, double rows if space permits, help to create a substantial urban forest canopy as well as shade and other microclimatic benefits. Building 'front yard' setbacks will be required to emphasize the pedestrian priority and movement of this particular streetscape.

Main Street

Brant Street south of Fairview Street is the only Main Street within this UGC/MTSA.

Brant Street - As noted in the previous section that speaks to Brant Street, it plays an important role as a gateway into the area. The considerations will be similar to that already suggested above with the following additions. The portion of Brant street north of Fairview Street is more about the timely connection into the UGC/MTSA, it was discussed earlier under the Major Arterials section. The Main Street portion of Brant Street should foster something more intimate with a public realm that is pedestrian oriented, mixed-use supportive with street oriented buildings to create a sense of enclosure. The curb to curb width should be slightly narrower to achieve this 'main street' feel and also allow for spillover of ground floor businesses such as restaurant and cafe patios as well as retail sidewalk displays. The formalized character set out above should continue south along this Main Street, and there should be a greater frequency of street furniture and other amenities. Bio-retention may still be used, however it might be in a more subtle capacity such as the use of permeable pavers, or smaller rain gardens / bioswales. The streetscape design should maintain a village main street character and be consistent with the City of Burlington's Downtown Streetscape Guidelines.

Industrial Connector

Currently, Plains Road East is the only Industrial Connector within Burlington Junction. There will be a need to transition Plains Road East from Industrial Connector to another classification due to the evolution of the area to a mixed use residential context as a result of employment land conversion.

Plains Road East - Plains Road East runs along the northern section of Burlington Junction. A significant portion of this street is raised, mostly as you pass Brant Street travelling east towards and over the C.N.R. Railway. It provides connections from the

Urban Employment precinct across to the Leighland Node and into additional employment areas outside the UGC/MTSA boundary. It connects a range of prestige employment uses (including offices) in a compact built form which occur along Plains Road East and the railway and will also connect the future mixed use neighbourhood that surrounds the Plains Road East and Brant Street with the Leighland Node and Mid-Rise Residential. The streetscape should help to create a safe and comfortable environment for pedestrians and cyclists for those who live and work along the corridor while accommodating large vehicle movement. Streetscape considerations may include: landform, planting and street trees to provide a visual and physical separation between the heavily used roadway and the pedestrians and cycling facilities; potential use of bio-retention facilities that can be integrated into the design of the planted landscape zone; pedestrian clearway on both sides of the streets; setbacks from the property line for new development to provide a landscaped transitional space for signage and extension of active uses at-grade; buildings fronting on the street where appropriate to the use; special design considerations for the area below the railway bridge, to enhance safety and comfort for pedestrian movement (e.g. pedestrian scale lighting and public art); and, considerations for a landscape buffer on the south side of the street to provide visual interest and animate the street edge.

Neighbourhood Connector

Ghent Avenue and Grahams Lane are currently identified as Neighbourhood Connectors in Burlington Junction. They are largely used to connect the more major roads into the local network. Active transportation infrastructure and amenities should be provided along these corridors (sidewalks, bikeways) as well as street trees for shade and wind protection. Bioswales and other bio-retention infrastructure should be considered to help mitigate stormwater on site rather than diverting it into the underground infrastructure. Signage and lighting should be considered along these routes to help increase and enhance the safety and comfort for users at night and during the winter months.

Queensway Drive and the street that will centre the Queensway Main Street Precinct should also be considered Neighbourhood Connectors as they will provide access to significant areas of redevelopment.

Industrial Streets

Truman Street is an Industrial Street located at the very top of the UGC/MTSA boundary. It connects to Leighland Road and provides local access to the private roadways for the Urban Employment precinct. It also separates the existing residential uses and employment uses in this area. It also has frontage onto the proposed future park in this precinct. Streetscape considerations include: the use of bio-retention facilities into the planted area along the corridor, wide multi-use path located where Leighland Road and Truman Street meet, to accommodate the movement of pedestrians and cyclists; planting of large street trees, double row where space allows, to create a substantial canopy. Travelled portion of the road should still allow for goods and large vehicle movement for access into the employment area.

Local Streets

Local streets include: Olga Drive, Maplewood Drive, Legion Street, Grays Lane, DePauls Lane, Drury Lane, and Leighland Road. For the most part they will have the same treatment including; public realm and streetscape enhancements to accommodate increased pedestrian traffic, street trees, furnishings, signage etc. are all improvements which may be considered. These streets will accommodate the local residents in the future development blocks as well as existing traffic movements. The streetscape also has capacity to create an enhanced public realm with wide sidewalks, mature street trees and spill out capacity for restaurant patios, where appropriate. Streets with specific considerations are outlined below:

Drury Lane - Drury Lane within the Drury Node precinct will act as a vibrant gateway that is well-served by public transit and close to the Burlington GO Transit station. It will support a variety of uses including residential, employment and public services. Drury Lane runs north/south on the eastern edge of the Burlington Junction and is designated as a Local Street. It connects to a pedestrian railway crossing to the north, and low-rise residential neighbourhoods to the south. Streetscape considerations include: bio-retention facilities integrated into a planted landscape zone; wide multi-use path running along Drury Lane, to accommodate the movement of pedestrians and cyclists; planting of large street trees, double rows where space allows to create a substantial canopy; special design consideration should be given to the area where the street connects to the pedestrian railway crossing.

Leighland Road - Leighland Node is another gateway into the UGC/MTSA. Leighland Road is a Local Street that should emphasize and highlight local pedestrian and cycling

movement featuring connections to a proposed park in the Urban Employment precinct. The right-of-way should include sidewalks on both sides, active transportation infrastructure along the southern side and street trees along both sides at a minimum. Signage and furnishings should be placed at an interval appropriate for the level of intensity and use.

Proposed and Planned Streets

New streets within this UGC/MTSA are proposed to break up the large development blocks to improve permeability and access. This is especially important in the areas that are targeted for higher density. As noted many times before, new streets will include at least some complete street elements for an enhanced network.

A planned new street (identified in the OP) is to run east-west and parallel to Fairview Street, just south of the railway and links to Drury Lane. This section of street should be designed to complement the adjacent linear park to the south as well as several planned parks south of its alignment. This road will require a new crossing over the creek as well. This section of road will connect highly intensified blocks as well as providing another link to the GO station. Wide pedestrian realm and cycling connections are important in order to foster a commuter cycling option. Trees and landscaped setbacks should also be employed to provide a separation. Buildings should have public entrances facing the street in order to create an animated environment. This planned street is most likely to be a Neighbourhood Connector due to its presumed intensity of use.

A number of smaller streets are proposed throughout the UGC/MTSA including several which connect to or intersect the planned new street noted previously. There are also other connections in other parts of the UGC/MTSA that break up larger blocks in the Burlington GO Central Precinct, Mid-Rise Residential Precinct, Queensway Main Street Precinct and Drury Node Precinct. These smaller streets are anticipated to be Local Streets which function to create access to the development blocks. Basic streetscape elements should include sidewalks on both sides, bikeways, street trees and minor bio-retention facilities along the right-of-way.

Additional considerations include:

- Building setbacks in order to provide a landscaped transitional space for signage and extension of active uses at-grade;
- A landscaped strip with street trees and street furniture;

- Having future development address the street frontage with main entrances facing towards the sidewalk; and,
- Shared driveway access is encouraged to further support a defined street edge and to minimize curb cuts and conflicts with the public realm.

The new street that connects Queensway Drive south should have a special treatment. It may be considered a Woonerf Street (a shared street with traffic calming elements and slower speeds) with adjoining future laneways. To bolster the public realm and streetscape conditions the future design should consider sufficient setbacks, in order to create space to accommodate the necessary travel lanes and activity areas on each side of the street allowing for spillover from adjacent ground floor businesses such as restaurants, cafes and retail. Street design should allow for the area to seamlessly transform into space used for events, gatherings, shows and celebrations. Landscape considerations such as bollards, light posts, streetside planters and furnishings would help to define the street edge. Tree plantings would require large pits and soil cells to encourage mature tree growth, to add natural vibrancy to the streetscape. Unit paving would create a unique sense of place and high-quality feel to the public realm. On-street parking would be limited in this area, and reserved for accessible parking spots and commercial loading zones in front of businesses. Rear laneways and mid-block connections should be incorporated into the network to accommodate additional parking needs for businesses, and encourage back-of-house servicing and loading.

The proposed street network (existing, planned, proposed) design should provide improved accessibility and connectivity to the station on both the north and south side, by having regard for the barriers identified and avoiding dead-end street configurations. Laneways, walkways and mid-block connections are encouraged to complement and further extend the existing public street network, establishing a fine-grained network of streets and blocks. This will help to integrate the precinct into the fabric of the surrounding neighbourhood and community.

6.4.3.2 Parks & Open Spaces

Park typologies for the various proposed park spaces can be reviewed in Section 6.1.8. The table below outlines the location of the various proposed parks and if there are additional policy considerations than those stated in the descriptions of the parks. The Preliminary Preferred Precinct Plan identified the need for more significant parkland and open space. It should be noted that these are initial proposed locations for parks and

additional parks may be identified as part of the ASP process in order to provide for the current and future residents and employees in the area.

Precinct	Neighbourhood Park	Community Park	Urban Park	Linear Park
Low to Mid-Rise & Mid-Rise Residential	None proposed	None proposed	Parkettes, plazas or courts potentially as part of redevelopment	None proposed
Fairview Frequent Transit Corridor	1 location. Proposed to be north of Fairview Street fronting on the new east-west street and provides a safe and comfortable connection to the Transit Plaza.	None proposed	1 location, station plaza	Linear park located along the south side of the planned new street within the precinct.

Precinct	Neighbourhood Park	Community Park	Urban Park	Linear Park
Urban Employment	1 location. Located in the north of the UGC/MTSA, next to an existing neighbourhood. It will provide social space and amenity for employees and residents. It also serves as a buffer to help the transition between employment uses and residential uses.	None proposed	None proposed	None proposed
Drury Node	None proposed	None proposed	2 locations. Located north of Fairview street straddling either side of proposed connector street. New parks addresse the proposed new street and provides breathing room on a busy Frequent Transit Corridor, which will be defined by a continuous mid-rise street wall.	Linear Park along the north side of the planned street within the precinct.

Precinct	Neighbourhood Park	Community Park	Urban Park	Linear Park
Leighland Node	1 location Planned as focal point for community's local residents. Provide a link between the various developments.	None proposed	None proposed	None proposed
Legion Node	1 location. Located north of Graham's Lane, adjacent to the hydro corridor. The park will provide important recreational and social space for people living within walking distance of the park and complement the use of adjacent existing natural heritage systems, as areas for passive recreation and informal and programmed activities.	None proposed	None proposed	None proposed

Precinct	Neighbourhood Park	Community Park	Urban Park	Linear Park
Queensway Main Street	None proposed	None proposed	2 locations, including station plaza. Located east of the proposed street. This urban square would be connected to the new street, working in concert to create a new focal point of the community. It should include both hardscape and softscape features, with a pattern and material of pavement that is compatible with the Queensway Main Street. The interface between the plaza and parking facilities should also be considered. The design of this interface should minimize and mitigate conflicts between pedestrian/cyclist movement and vehicular circulation to create a safe and pedestrian-friendly environment.	None proposed

Precinct	Neighbourhood Park	Community Park	Urban Park	Linear Park
Upper Brant			1 location. This plaza / square will be near the intersection of Brant Street and Ghent Avenue, providing a common green space and gathering space, and a new focal point along Brant Street.	
Burlington GO Central	1 location. located in the triangular parcel to the east of Brant and to the west of Burlington GO Station, west of the watercourse, potentially providing a natural expansion to this natural corridor.		2 locations. One location adjacent to Burlington GO Station, the other was located on the northwest corner of the Brant Street and Fairview Street intersection, which positions it as an accessible and attractive destination at this major intersection.	

6.4.3.3 Public Facilities and Community Services

As noted in Section 5, further study is required to determine the number of public services and community facilities. Locations on the map denoting 'Potential Location for Public Service' show locations which may be appropriate for future public services based on geographical location, density of population and proximity to services and facilities surrounding the UGC/MTSA. However that is not to say that these spaces are limited to where they are noted on the map. Public services are a permitted use in any of the precincts. This is particularly critical to support and encourage and plan for significant public service facilities in this precinct plan given that this is the City's Urban Growth Centre and will accommodate significant amounts of growth and intensification.

There will be a need for public services facilities to be maintained to a high standard to accommodate existing and future development. Currently on the map, two potential public service facility locations are identified: south of Fairview Street in the area west of Brant Street and in the area north of Fairview Street in the Fairview Frequent Transit Corridor precinct. Types of facilities and services and a more resolved location will be determined through further study.

6.4.4 Land use and Built Form Policy Directions

This section describes the land use and built form policies for each of the precincts included in the Recommended Preferred Precinct Plan. For each of the land use and built form policy directions information is provided on a precinct by precinct basis.

6.4.4.1 Integrated Framework for Development

The Burlington Junction UGC/MTSA Precinct Plan defines a series of new areas for development within the UGC/MTSA. The built form and urban design directions are outlined as an integrated framework for development to guide built form, open space, and streetscape changes in the Burlington Junction. The direction will speak to transitions between differing land uses, with considerations for protecting stable residential neighbourhoods and controlling the form and height of buildings.

Mid-rise and tall building guidelines are reiterated from the City's existing policies, including specific base, middle and top conditions. The directions ensure that parks and key open spaces are respected and considered in new development, and that the character of streets around the station area is maintained through consistent built form.

Heights of podiums and street walls are to frame boulevards, streets, avenues and streets, providing guidance to how buildings will look along the UGC/MTSAs main corridors.

Permitted Uses & Heights

The following permitted uses and minimum and maximum height range will apply for each precinct area within the Burlington Junction UGC/MTSA. Figure 6.13 shows the Recommended Preferred Precinct Plan. Appropriate policies and mechanisms will be developed through the area specific plans to require the development of sufficient employment, affordable housing, public service facilities and community amenities (grocery stores, services, retail) in exchange for considering permissions for residential permissions. Such residential permissions shall only be made available where individual sites have demonstrated how a proposed development will incrementally contribute to the achievement of those broader objectives, and those permissions will be commensurate with the proposed employment, affordable housing, public service facilities and community amenities on the individual site.

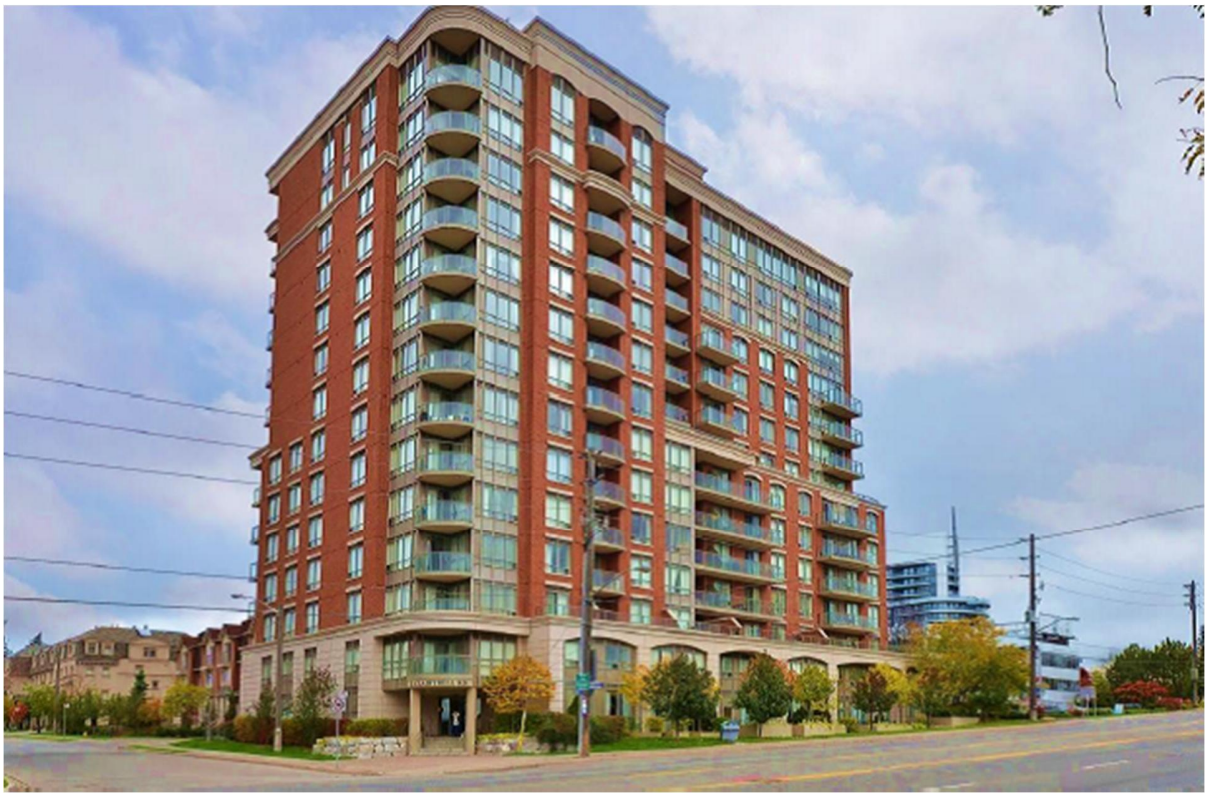
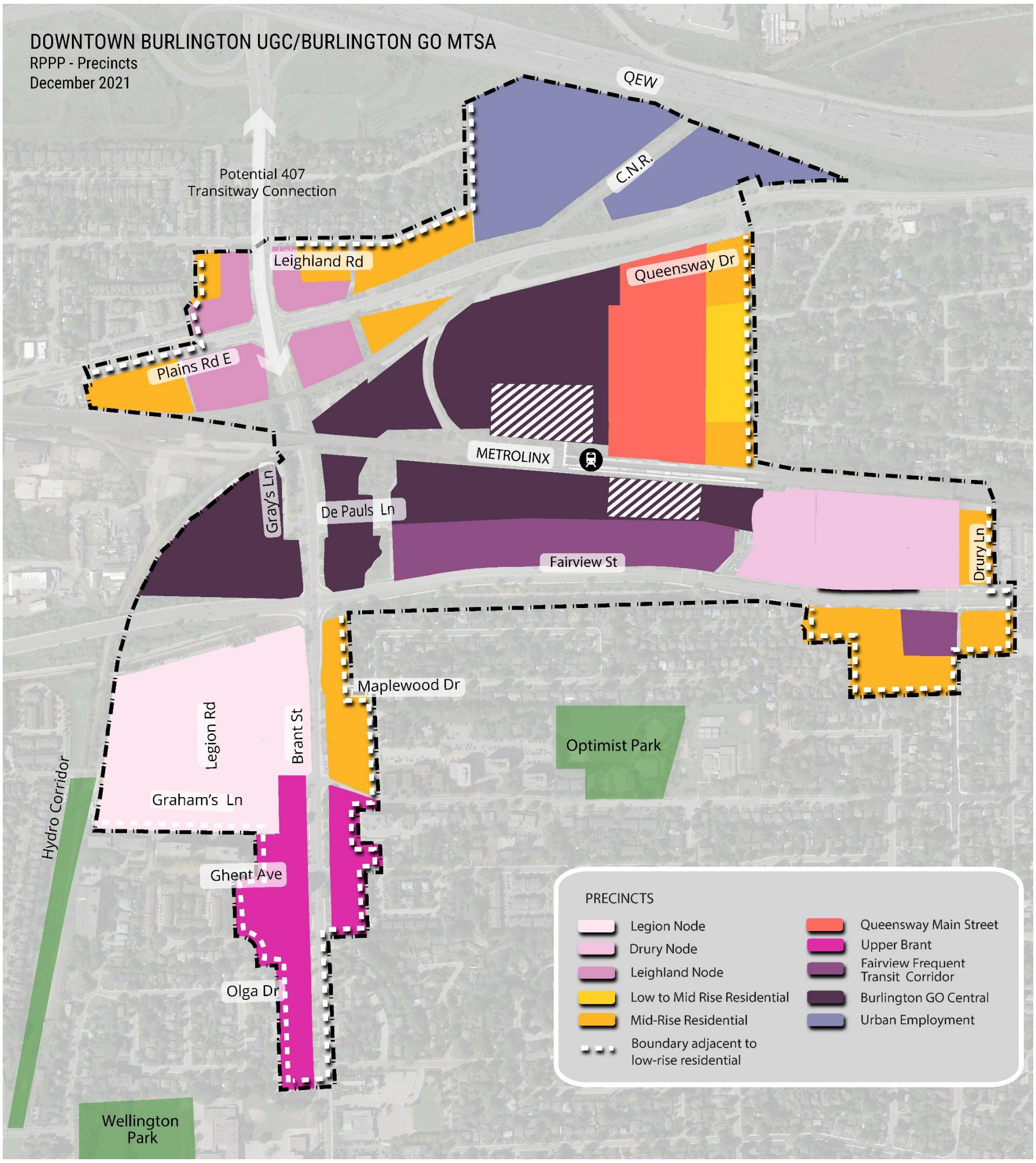


Figure 6-13: Burlington Precincts



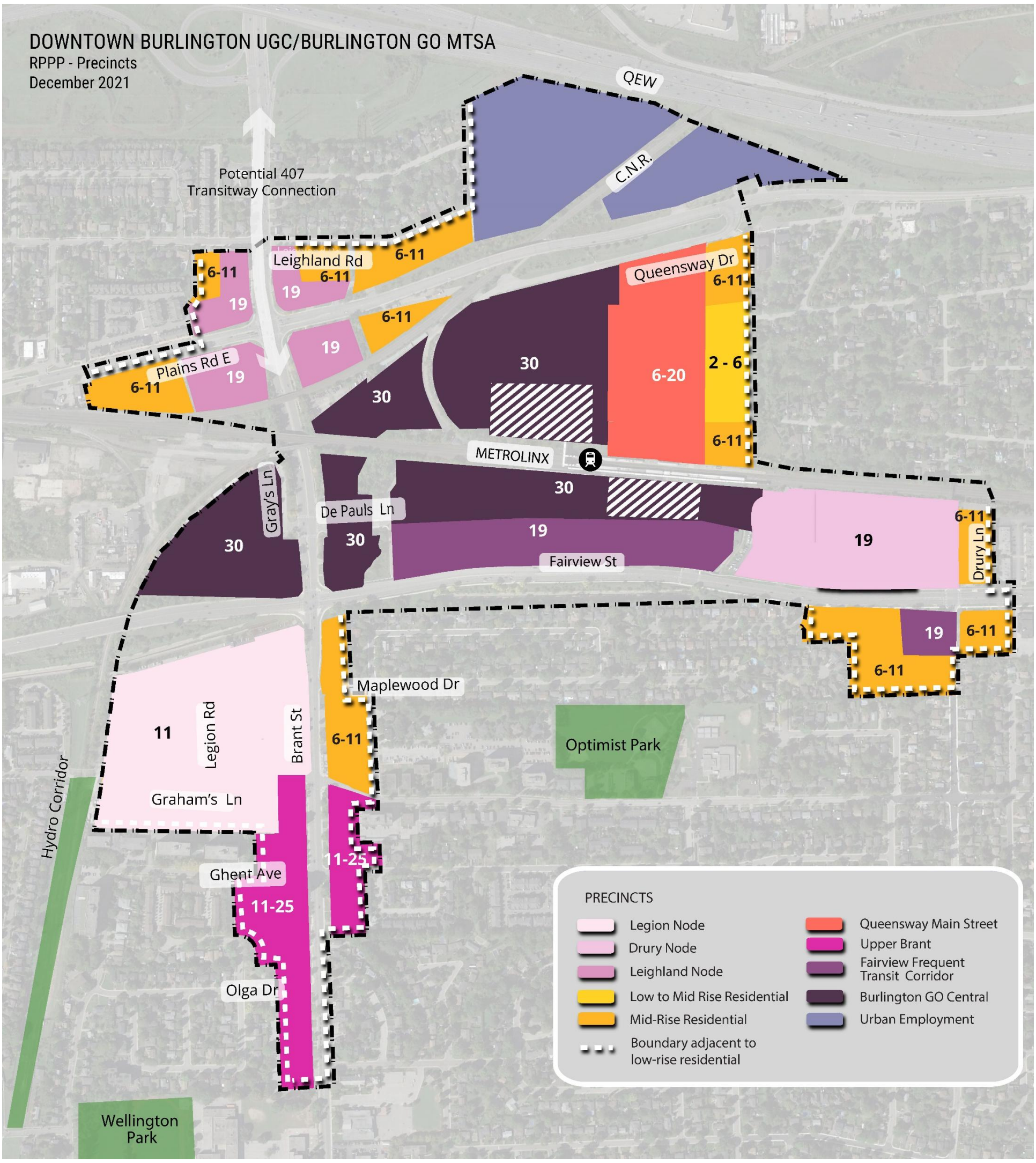
Precinct	Uses That May Be Permitted	Height Range (see note above)
General	There are a variety of uses that will be permitted and encouraged throughout all of the precincts as they are mixed use in nature. Some limitations occur in the employment designations. Public service facilities will be permitted and encouraged in all precincts.	Varies
Low to Mid-Rise Residential	Low and Mid-rise residential buildings are the predominant built form and use for this precinct. Some mixed use will be located in this precinct as well. Permitted uses include apartments, stacked townhomes and street townhomes as well as street townhouses that form the base of mid-rise buildings.	Min 2 Max 6
Mid-Rise Residential	Low and Mid-rise residential buildings are the predominant built form and use for this precinct. Permitted uses include	Min 3 Max 11.

Precinct	Uses That May Be Permitted	Height Range (see note above)
	apartments, stacked townhomes and street townhomes.	Max 6 when adjacent to an existing low rise neighbourhood.
Fairview Frequent Transit Corridor	Tall and Mid-rise main street style (ground floor retail/commercial, upper floor residential), mixed-use development, stacked townhomes. Affordable housing.	Min 6 Max 19
Drury Node	Tall and Mid-rise mixed-use development. Affordable housing.	Min 6 Max height to be determined. Work is still underway to consider the appropriate height for this node giving consideration to current applications.
Leighland Node	Tall and Mid-rise mixed-use development with retail and commercial service, and stacked residential townhomes. Affordable housing.	Min Max 19
Legion Node	Low, Mid-Rise and Tall Buildings with Community Hub function including a	Min 3 Max 11*

Precinct	Uses That May Be Permitted	Height Range (see note above)
	wide range of public service facilities, commercial uses with affordable housing. Parts of this precinct were a result of the Employment Conversions, therefore will require a replacement of the jobs previously located within those parcels.	* Options may exist for more height in order to accommodate affordable housing.
Burlington GO Central	Tall and Mid-rise residential, and stacked townhomes. Retail, commercial and major office. Affordable housing.	Min 3-6 Max 30
Queensway Main Street	Tall and Mid-rise residential, retail and commercial development, stacked townhomes. Affordable housing.	Min 6 Max 11 throughout and 20 + at strategic locations. Max 6 when adjacent to existing low rise neighbourhoods.
Upper Brant	Mixed-use area, with tall, mid-rise residential and stacked townhomes. Low rise feel will be maintained	Min 3 Max 11-25

Precinct	Uses That May Be Permitted	Height Range (see note above)
	along Brant Street for pedestrians with 3rd storey setbacks. Affordable housing.	
Urban Employment	Range of appropriate uses include but are not limited to: Offices (major), research and development, IT technology, industrial, manufacturing and business/economic activities. However it is also important to maintain flexibility for existing uses and existing permissions.	Min 3 No max height limit for major office uses to encourage opportunities for major office development and maintain flexibility of employment uses.

Figure 6-14: Burlington Heights



6.4.4.2 Character, Built Form and Height Transitions

Growth and intensification will be accommodated in a variety of building types and scales that are suitable and appropriate to the existing and planned context of the Burlington Junction UGC/MTSA areas. Built form and height transitions are important to consider when designing interfaces between complete streets, the public realm, and new development, to mitigate impacts from shadowing or wind and to ensure comfortable, pedestrian-friendly conditions are maintained at-grade. Typically, lower-scaled buildings, outdoor spaces, parks and streetscapes should be well-transitioned with future development.

To create a sustainable, livable and vibrant new community, all development within Burlington Junction should reflect the City of Burlington Tall Building Guidelines (2017) and the City of Burlington Design Guidelines for Mixed-Use and Residential Mid-rise Buildings (2019), congruent with the following additional policies related to each defined precinct. Refer to Figure 6.14 for a map of maximum heights in this UGC/MTSA.

Mid-Rise Residential Precinct

The Mid-rise Residential precinct is scattered across Burlington Junction. It will include a variety of low-rise and mid-rise building forms up to 11 storeys. The height peak of 11 storeys will frame main streets, such as Plains Road East, Queensway Drive, Brant Street, Fairview Street, and along the rail corridor. Mid-rise building height along Fairview Street, Drury Lane, Plains Road East and Leighland Road will gradually reduce from 11 storeys to 6 storeys and lower to provide the necessary angular plane transition to the adjacent low-rise neighbourhoods.

The following transition provisions will apply:

1. Provide appropriate transition when the proposed development is abutting the rear property lines of the existing neighbourhood, with considerations for:
   1.1. Minimum 7.5-metre setback from the neighbourhood property line.
   1.2. The built form to fit within a 45-degree angular plane projected from the neighbourhood property line.
   1.3. Provide shadow analysis to ensure the proposed development meets the City of Burlington's Shadow Study Guidelines.
2. Provide appropriate transition when the proposed development is fronting the existing low-rise neighbourhood, with considerations for:

2.1. Minimum 5-metre front yard setback from the property line.

3. Provide appropriate transition when the proposed development is abutting the existing/planned park, with considerations for:
   3.1. Minimum 5-metre setback from any parkland or natural heritage system elements.
   3.2. Maximum 6 storey building height along the park edge, considering the shadow impacts to allow for adequate sunlight on the park.

Fairview Frequent Transit Corridor Precinct

The Fairview Frequent Transit Corridor will accommodate a significant concentration of residential, retail, employment and commercial uses. The podium and at-grade characteristics in new development are important to establishing a vibrant, lively, and people-oriented location that is serviced by frequent and diverse modes of transport. This will be supported by a continuous retail frontage and main-street pedestrian experience along the frequent transit corridor of Fairview Street, along with setback treatments that allow for patio spaces, public open space, and enhanced tree canopies.

The prevailing built form along Fairview Street is mid-rise. Tall buildings (19 storeys) will be located nearest to the Burlington GO Central Precinct and will represent the height peak (19 storeys) for the Fairview Frequent Transit Corridor precinct.

A continuous and consistent 6 storey streetwall will be established along Fairview Street within the first 10 metres per OPA 119. Minimum 3-metre setbacks will be required above the 6th floor of buildings. A minimum 4.5-metre ground-floor height will provide space for active uses and multiple entrances at grade. Appropriate transitions will be required when development is abutting the existing low-rise neighborhood and parkland in the surrounding context. The following built-form considerations are required:

1. Maximum 6 storeys across the street from the existing low-rise neighbourhoods.
2. Minimum 7.5-metre setback from the adjacent property line.
3. The built form needs to fit within a 45-degree angular plane projected from the adjacent property line.
4. Provide shadow analysis to ensure the proposed development meets the City of Burlington's Shadow Study Guidelines.

To ensure functional retail and commercial spaces are created, a wide range of approaches will be considered, including but not limited to establishing minimum floor height for the ground floor of buildings, and considering a minimum retail unit size.

Drury Node Precinct

The Drury Node precinct is an entryway into the Burlington Junction UGC/MTSA from the northwest along Fairview Street and from the northeast of Drury Lane and the railway crossing. The precinct is surrounded by the railway corridor, existing creek block, existing low-rise neighbourhoods north of the rail line, and the Mid-Rise Residential precinct. This mixed-use precinct will provide a wide range of housing options with a variety of building heights. An appropriate built form should be provided to respond to the surrounding context and the maximum heights will be determined through subsequent stages of the project. The following built-form considerations are required:

1. Tall buildings are to be located in the northwest portion of the precinct where the boundary is closest to the Burlington GO Central Precinct.
2. The peak of the height is along the railway corridor, and gradually decreases to the east and to the south to provide a transition to the mid-rise form on the east and south edges of the precinct.
3. Mid-rise buildings will define Fairview Street and Drury Lane, with a maximum height of 6 storeys within the first 10 metres from the right-of-way per OPA 119. appropriate built form transitions, to respond to the existing neighbourhood on the south side of Fairview Street and on the east side of Drury Lane.
4. Special design consideration should be given to the intersections of Drury Lane and Fairview Street and the pedestrian railway crossing, where taller mid-rise buildings could be permitted to address the key location.
5. An appropriate built form should be provided along the creek block to prevent wind and shadow impacts that would negatively affect the natural heritage system.

Leighland Node Precinct

The Leighland Node precinct is an entryway into the Burlington Junction from the north, connecting Highway 403 and Brant Street – a Main Street and Frequent Transit Corridor of Burlington Downtown. This gateway location and the key intersection of Brant Street and Plains Road East provide opportunities for public service facilities as well as retail

and service commercial us within land landmark buildings. The following built-form considerations are required:

1. Tall buildings are to be located at the four corners of the major intersection of Brant Street and Plains Road East, as well as along the railway corridor.
2. Maximum 19-storey building height, with heights gradually decreasing towards adjacent Mid-Rise Residential precincts to provide transition.
3. Encourage ground floor retail and service commercial uses which will accommodate the community.
4. Generous setbacks are to be provided in future built form along the four-corner landmark location, to accommodate a small square/plaza and encourage social interactions at-grade and allow for spillover from at grade uses.

An appropriate built form and landscape buffer should be provided along the natural heritage system to create a "green" interface and prevent adverse impacts.

Legion Node Precinct

The Legion Node Precinct, which represents former city employment lands that were converted, presents an opportunity for ground oriented housing units as well as some ground floor retail and commercial units. This new community hub will better balance affordable and mixed income housing, while at the same retaining of rental housing.

Maximum height for this precinct is 11 storeys (north side of Grahams Lane) with appropriate transitions to open spaces, Graham's Lane and existing residential (outside of the UGC/MTSA).

Existing employment/jobs will be retained through the creation of new uses serving this area including community facilities, retail and service commercial uses.

There is a requirement in this precinct specifically for policy direction to require block planning for future development plans. There is still a lot to learn about this particular area, and as a community hub connecting the downtown and Burlington Junction, comprehensive planning of this community node will be critical.

Technical work is and will continue for this area and the study but further consideration will be required within this area despite the guidance afforded by the ASP related to height, form, use etc.

Burlington GO Central Precinct

The Burlington GO Central precinct is a focus area for the UGC/MTSA area's highest density. This precinct is the preeminent destination for Major Office, affordable housing and urban format retail in this UGC/MTSA focusing the tallest buildings (maximum 30 stories) close to the GO station.

Built-form transition is very important in this precinct, to ensure increased density is also met with streetscape design that creates a pedestrian-focused area for travelers to arrive in, find amenities, and enjoy outdoor spaces. Tallest buildings should be located along the rail corridor, where shadows will have the least impact. Tall buildings at the interface of parks and natural heritage systems will provide sufficient setback with reduced height to provide a transition and minimize shadow impacts. The northwest corner of Brant Street and Fairview Street will have a maximum of 6 storeys building height within the first 10 metres along both streets, to ensure property transitions with surrounding conditions and create pedestrian-scaled built form.

Tallest buildings are focused in close proximity to the Burlington GO Transit Station, east and west of the rail line and along the potential new streets that divide the Burlington GO Central and Fairview Frequent Transit Corridor precincts. The base of tall buildings should be designed with particular emphasis where tall buildings are proposed around the Burlington GO Station Plaza, and a maximum podium height of 6 storeys should frame the west side of Brant Street to appropriately transition from Upper Brant precinct. There is particular emphasis on the need to design a functional, safe and accessible transit plaza with enhanced pedestrian orientation and enhanced spaces for people waiting for transit at the plaza and along key transit access points. Office and commercial uses should be prioritized near the Burlington GO Transit Station to encourage areas of employment within walking distance of the station. These uses can be accommodated in building podiums, with residential uses above in building towers.

Within the Burlington GO Central precinct, towers can reach a maximum height of 30 storeys. Though tall buildings will concentrate in this precinct, mid-rise and low-rise built form should also be considered when the development is adjacent to the park and natural corridor, to create a buffer for built-form transition. Podium-to-tower stepbacks and lower 11-storey buildings should facilitate an ease in transition to adjacent existing natural heritage systems and creek blocks, as well as existing low-rise residential buildings in adjacent neighbourhoods.

Queensway Main Street Precinct

Future development of the Queensway Main Street precinct will serve as a unique retail and commercial destination with a comfortable and vibrant pedestrian environment with active uses at the street level and increased emphasis on pedestrian and multi-modal movement. A new potential north-south flexible street is being considered to provide opportunity for a community gathering space and potential to close for special events. Mixed-use buildings throughout the precinct contribute towards the creation of lively, vibrant and people-oriented places.

Queensway Main Street will be the focus of mid-rise built-form. Large, single-use buildings are to be avoided to better establish a fine-grained street frontage along the new potential flexible street. Podium heights of 3 storeys can establish a streetwall throughout the precinct, with 3-metre stepbacks from the podium. Maximum building heights are 11 storeys fronting the flexible street and throughout this precinct, with potential to accommodate taller building (20+ storeys) at strategic locations. Any proposed development with frontage along the proposed new park will require stepbacks to avoid shadow impacts, and new development will be scaled appropriately to provide transitions to existing neighbourhoods to the east and parks, public realm and public service facilities.

Taller buildings can be permitted in the blocks that frame Queensway Drive and the rail line, as well as the intersection of the new potential flexible street and Queensway Drive. Building podiums will be required to reflect the character of the precinct by establishing a 3-storey high continuous streetwall along both sides of the new flexible street. Built form can include:

1. Maximum 20+ storeys when adjacent to the Burlington GO Central precinct.
2. Maximum 6 storeys along the new potential flexible street.
3. Minimum 7.5-metre setback from the neighbourhood property line.
4. The built form needs to fit within a 45-degree angular plane, projected from the neighbourhood property line.
5. Provide shadow analysis to demonstrate the proposed development meets the City of Burlington's Shadow Study Guidelines.
6. Maximum 11 storeys throughout transitioning to 6 stories and further to achieve the appropriate angular plane adjacent to the Low to Mid-Rise and Mid-Rise Residential precincts and low-rise neighbourhood to the east.

Upper Brant Precinct

The Upper Brant Precinct is a connecting point between the Burlington Junction UGC/MTSA and the Downtown area. A diverse built form could be found in this area to respond to the different characters of the surrounding context. The following built-form considerations are required:

1. Tall buildings are to be located in the northern portion of the precinct.
2. Maximum 25-storey building height, with heights gradually decreasing to a maximum 11-storey building height toward the south part of the precinct.
3. Setbacks above the 3rd floor of a building abutting Brant Street are required to preserve the village feel and pedestrian scale along Brant Street.
4. Appropriate transitions should be provided when new development abuts existing low-rise neighborhoods.
5. Minimum 7.5-metres rear yard setback from the neighbourhood property line.
6. The built form needs to fit within a 45-degree angular plane, projected from the neighbourhood property line.
7. Provide shadow analysis to demonstrate the proposed development meets the City of Burlington's Shadow Study Guidelines.
8. 3-storey building base will be required when new development is adjacent to the potential new park.

Urban Employment Precinct

The Urban Employment precinct will continue to support existing employment and grow to accommodate more intensive office and prestige employment uses in mid-rise built form. The maximum building height will be 11 storeys in this precinct, representing the height peak along the QEW, the railway and Plains Road East. The secondary height will be located along the south-western portions of the precinct on Truman Street, with a maximum of 6 storeys and a minimum of 4 storeys. To generate smooth built-form transitions, building heights will not exceed 6 storeys when abutting existing low-rise neighbourhoods, employment areas, the Mid-Rise Residential precinct and future parks. The following built-form considerations are required:

1. Appropriate transitions should be provided when new development abuts existing low-rise neighbourhoods.
2. Minimum 7.5-metre setback from the neighbourhood property line.

3. A lower building base should be provided when new development abuts the proposed future park.
4. Siting of buildings should address the public street.
5. The siting of the buildings should address the public street and consider dual frontage when the buildings are proposed next to the QEW and proposed parks and open spaces.
6. A 45-degree angular plane will be applied from the boundary of the natural open space as per the mid-rise guideline, to ensure an appropriate built form and transition provided to the adjacent developments.
7. Provide shadow analysis to demonstrate the proposed development meets the City of Burlington's Shadow Study Guidelines.

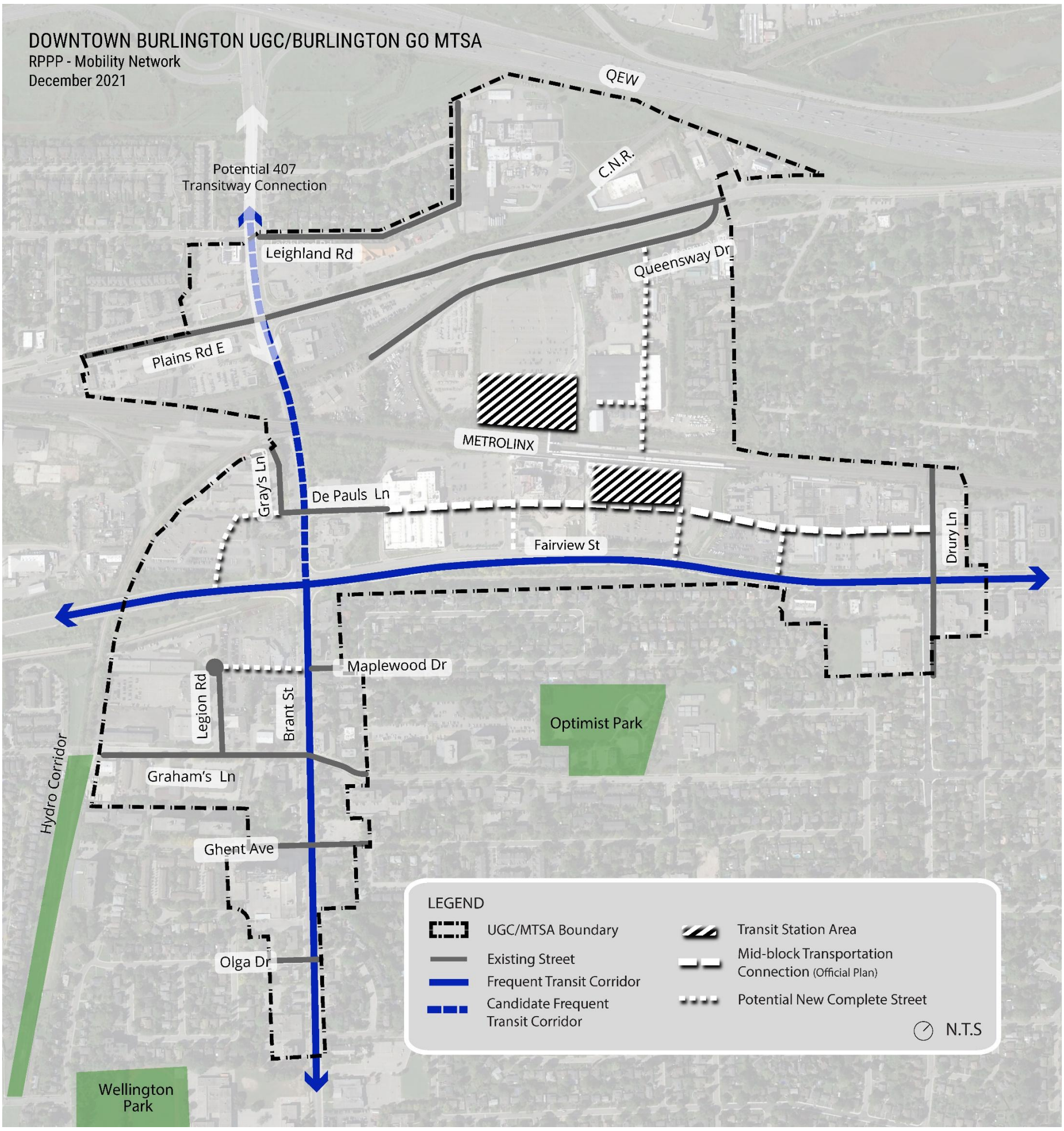
6.4.4.3 Land Use Compatibility

Further work is required to complete a thorough analysis of the specifics of land use compatibility in Burlington. The Land Use Compatibility technical study is still underway and the results of that work will be pulled forth into the ASP policies. There is also an additional layer of study required with the individual developers and developments that are in close proximity to key existing facilities in order to determine the impacts and mitigation measures needed to complete construction. The existing key facilities within the adjacent to the UGC/MTSA may have implications on development as well as the multiple rail corridors, proximity to the QEW and the potential future 407 BRT Transitway Connection. Further study may be a requirement of development applications within the Burlington Junction UGC/MTSA.

6.4.5 Mobility Policy Directions

Figure 6.15 presents the mobility network for Burlington Junction. The following sections describe the existing road network and the proposed policy directions. For each of the mobility directions information is provided on a precinct by precinct basis.

Figure 6-15: Burlington Road Network



6.4.5.1 Existing Network

The Burlington Junction UGC/MTSA area is the gateway to Downtown Burlington. It is integrated in a web of transportation routes and connections, with multiple rail lines and access to the QEW. Plains Road East and Fairview Street operate as the main east-west corridors through the UGC/MTSA area, while Brant Street has the dual purpose of a gateway and main avenue running north-south. While the area is currently underdeveloped, the Burlington Junction UGC/MTSA Precinct Plan proposed a number of Potential New Streets to create a finer-grained network of streets, with a more densely built form to accommodate the range of uses proposed in this area. The proposed streets will enhance the experience of arriving and exiting the Downtown Burlington area by GO transit, and create an attractive destination for residents and visitors.

The proposed network will incorporate active transportation and multi-use paths, to encourage pedestrian and bicycle access in, to and through the Burlington GO transit area. The plan reflects and respects the existing natural heritage systems and creates connections between them and proposed new parks to encourage their use and enjoyment. The Burlington Junction UGC/MTSA area will have a Complete Streets network to serve generations to come.

Brant Street is the main north-south street through the study area. To the north, Brant Street extends up to Dundas Street, providing connections into a number of residential subdivisions. To the south, Brant extends into downtown Burlington, terminating at Lakeshore Road.

Fairview Street is the main east-west street through the study area. To the west, Fairview Street connects to the QEW at a full interchange and continues towards Aldershot and downtown Hamilton as Plains Road. To the east, Fairview Street connects to Guelph Line, Walkers Line, and Appleby Line, and also connects directly to the Appleby GO Station and the Appleby Gateway MTSA.

Plains Road East is a secondary east-west street through the study area located to the immediate south of the QEW / Highway 403 corridor. To the west, Plains Road West connects to Fairview Street to the immediate east of the QEW. To the east, Plains Road East connects to Guelph Line and then continues further east to Harvester Road.

6.4.5.2 Complete Street Network

The existing road network will be maintained within Burlington Junction, no roads are envisioned to be removed. Proposed and planned roads are depicted in the Recommended Preferred Precinct Plan and originate from the city's OP or from development applications that have been approved by the City.

As noted in the Streetscape Character section, eight different types of new streets are identified in the planned public realm and street network to respond to their existing and planned local context, with different widths of right-of-way, characters, functions to play different roles. It is noted that all of these street types will contain some complete streets elements to improve mobility for all.

1. Major Arterial:
   - Major Arterial: Brant Street (north of Fairview Street)
2. Multi-purpose Arterial:
   Main or major thoroughfare to the community that serves as a travel route for regional and intercommunity travel. Provides an opportunity to showcase the identity of the precinct and to create a welcoming and inviting landscape expression. It is a central corridor for intensification and provides a connection to other mixed-use intensification areas. Also acts as an important served by public transit and goods and delivery route that also allows for the promotion of walking and cycling as transportation options, where re-urbanization is encouraged to create new housing and shopping/employment opportunities, improve the public realm, promote mixed-use development, and promote walking and cycling as transportation options.
   - Multi-Purpose Arterials: Fairview Street
3. Main Street:
   Serves the Downtown UGC and the corridor that connects the Downtown to Burlington Junction UGC/MTSA. It features a pedestrian-oriented public realm and street-oriented buildings and accommodates high levels of pedestrian, cycling and transit activity. Typically, there are moderate levels of vehicular traffic as well as narrower rights-of-way.
   - Main Street: Brant Street (south of Fairview), Queensway Drive
4. Neighbourhood Connector:
   Serves as an inter-community travel route which provides a link to arterial and local streets. It accommodates a high level of pedestrian and cycling activity and a

moderate level of vehicular traffic; and accommodates a moderate level of capacity for people moving. It also connects residential neighbourhoods to parks.

- Neighbourhood Connectors: Ghent Avenue and Grahams Lane

5. Industrial Street:
   Serves the needs for local employment movement such as property access and goods movement. They play a major role in serving city-wide traffic movement, provide access to employment lands, including industrial, office and commercial use related to property access. They generally accommodate a low level of people-moving capacity.
   - Industrial Streets: Truman Street
6. Local Street:
   Tree-lined streets with sidewalk on both sides to support a high level of pedestrian movement and to accommodate neighbourhood/local vehicle access and circulation needs.
   - Local Streets: Olga Drive, Maplewood, Legion Street, Grays Lane DePauls Lane, Drury Lane, Queensway Drive, Leighland Road.
7. Laneway:
   The privately-owned but publicly-accessible laneways and mid-block connection walkways, which serve to improve connectivity, and complement and further extend the public realm.
   - Multiple Proposed

6.4.6 Infrastructure Policy Directions

The Burlington Junction UGC/MTSA is fully serviced with water and sanitary connections available. Within future development and redevelopment, stormwater management should be contained within the site and the use of low impact development (LIDs) is encouraged. Within the UGC/MTSA the floodplain constraints should be considered at the individual site level and in consultation with Conservation Halton. A Functional Servicing Study is underway to evaluate the future servicing needs of the UGC/MTSA.

6.5 Policy Directions Summary Table

A summary of the general and specific policy directions are outlined in the table below:

Policy Area	Policy Direction for the Area-Specific Plans
Climate Change & Sustainability	General Directions: · Specific policies will be developed to encourage innovative measures to help reduce development impacts on the changing climate and promote sustainability through design. Climate change policies have the opportunity to give as well as get direction from: Climate Resilient Burlington Plan, Corporate Energy and Emissions Management Plan, Climate Action Plan, Sustainable Building and Development Guidelines and Burlington's Strategic Plan.

Policy Area	Policy Direction for the Area-Specific Plans
Land Use Compatibility	General Directions: · Any new proposed sensitive development which is within 1000 metres of an existing Class 3 industrial facility, 300 metres of an existing Class 2 industrial facility or 70 metres of an existing Class 1 industrial facility shall be subject to the Province's D-6 Guidelines for Land Use Compatibility. · No new residential development is permitted within a 30-metre setback of a principal or secondary main line / active heavy rail right-of-way · All proposed development located adjacent to and within the Ministry of Transportation Ontario's (MTO) permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval. · Supporting studies at the site level shall be required to address air, noise, vibration or other compatibility concerns. · The Land Use Compatibility technical study is still underway and the results of that work will be pulled forth into the ASP policies. Aldershot GO: · Consideration for mitigation measures from the CN works yard and future 407 Transitway Appleby GO: · There is an additional layer of study required with the individual developers and developments that are in close proximity to key existing facilities in order to determine the impacts and mitigation measures needed to complete construction. Burlington GO: · The existing key facilities within the adjacent to the UGC/MTSA may have implications on development as well as the multiple rail corridors, proximity to the QEW and the potential future 407 BRT Transitway Connection. Further study may be a requirement of development applications within the Burlington Junction UGC/MTSA.

Policy Area	Policy Direction for the Area-Specific Plans
Public Service & Community Facilities	General Directions: · The following list includes services and facilities which may be considered as part of the ASP work: schools, child care, human and social services, community services, community centres, recreation facilities, parks and open space, and emergency services. · Public service facilities will be permitted in all precincts.

Policy Area	Policy Direction for the Area-Specific Plans
Transportation & Roads	General Directions: · The road hierarchy and typologies in the Burlington Official Plan will be incorporated into the ASPs for each MTSA. Any new typologies identified for the MTSAs based on the work completed to date and the ongoing Transportation Study will be added, · The street networks will be designed using a complete street philosophy. Existing auto oriented roadways which enter the plan area will be rebalanced to allow comfortable travel for users of every mode. · The new street networks will be created to be highly permeable, with shorter blocks and frequent crossings. The street network will connect seamlessly to parks and other off-street trails to provide opportunities for safe, efficient and flexible pedestrian travel options. · The street networks will be designed to control traffic speeds while promoting safe, attractive environments for users of all modes. Special attention will be paid to ensuring the safety of vulnerable users (i.e. pedestrians and cyclists). · Planning and development will be based on the principle of transit-oriented development, where active transportation is supported through safe, well-designed and direct connections between and amongst component uses and transit stations. · Trail networks will be planned and developed to facilitate direct connections while creating recreational opportunities. · Secure long-term and short-term bicycle parking and end-of-trip facilities will be provided. · Upon completion of the plan, consideration should be given to developing a winter maintenance strategy that prioritizes active transportation routes and flexible streets
Cultural Heritage	Cultural heritage resources and areas of Archaeological Potential within each MTSA will be mapped. Policies from the City's Official Plan will be incorporated into the ASPs for each MTSA for the conservation of these resources.

Policy Area	Policy Direction for the Area-Specific Plans
Natural Heritage	Policies to protect natural heritage will align with those found in the city's existing frameworks (Official Plan etc.). Additional policies may be included in the ASPs to provide additional direction required to realize the vision for the MTSAs and bring to life a system wide approach to the natural heritage network.
Natural Hazards	ASP policies will help implement the conclusions of the Flooding and Natural Hazard assessments completed to date and will also suggest innovative ways of capturing, slowing and storing stormwater on site to lessen the burden on the infrastructure and natural watercourses which may exceed the capacity during a major event.
Implementation	Development Approvals, Master Plans, Zoning By-law will act as tools as well as Phasing and Financial tools.
Heights & Transitions	A schedule will be produced as part of the Area Specific Plans to visually demonstrate the maximum heights in storeys in each precinct. Detailed policies will be included to guide transitions between the permitted building heights. Tall and mid-rise building heights policies will be aligned with existing city guidelines and additional policies will be recommended as well as those specific to building transitions.

Policy Area	Policy Direction for the Area-Specific Plans
Employment Areas & Major Offices	Compatibility of land use uses will be considered by evaluating uses may need to be maintained as employment uses as per the Official Plan's designation and their overall function. Ratio that we need to plan to achieve for ROPA 48 The Growth Plan Policy 2.2.5.14 directs that the ASP's can have policies that ensure a minimum level of employment is planned for each MTSA which is equal or greater than the number of jobs currently occupied. The minimum employment can be achieved with the installment of public service facilities, as well as other ground floor service commercial or retail uses in mixed use buildings. Specifying locations for major offices in each MTSA through identification of minimum lot size, transit connections (future and existing, parking and visibility of the site) will be undertaken through the development of the ASPs to support achieving the policy direction of ROPA 48.

Community Building - Streetscape, Parks & Open Space, Public Facilities	Aldershot GO: · Policies will reflect complete streets · Policies will include direction for the character of the streetscapes will be aligned with the OP street classifications while providing an additional layer of public realm considerations. · Policies on public open spaces will provide direction for well-connected networks of open spaces of neighbourhood parks, village squares, transit plazas, natural open spaces and public spaces. · Neighbourhod Parks, Privately Owned, publicly accessible open spaces, linear parks policy directions are provided for their form and utility · Locations are identified west of Emery Avenue in the Emery Commons Precinct as noted in the above parks section with the potential of having co-located services and facilities. There are two more in the Aldershot Main Street Precinct, one west of Waterdown Road and one east of St. Matthews Avenue, north of Plains Road East. Types of facilities and services and a more resolved location will be determined through further study. Appleby GO: · Proposed streets are located parallel to Harvester and located north of the railway and south of the railway parallel to Fairview Street with a north south road connector between Harvester and Fairview over a new railway crossing · Policies on public open spaces, privately owned/publicly accessible open spaces, and linear parks will be included to make all spaces user friendly · Open space design considerations include two potential parks, station plaza, natural open space & natural heritage properties · There is a level of further study required to determine the number of public services and community facilities. Potential locations are found on the map for Appleby. Burlington GO:

Policy Area	Policy Direction for the Area-Specific Plans
	· A number of smaller streets are proposed throughout the MTSA including several which connect to or intersect the planned new street · Policies on public open spaces, privately owned/publicly accessible open spaces, and linear parks will be includes to define the areas for connectivity and functionality of the spaces · Two potential public service facility locations are identified: south of Plains Road, west of Brant Street and north of Fairview Street in the Fairview Frequent Transit Corridor precinct. Types of facilities and services and a more resolved location will be determined through further study.
Land Use & Built Form	General Directions: · To create a sustainable, liveable and vibrant new community, all development within areas should reflect the City of Burlington Tall Building Guidelines (2017) and the City of Burlington Design Guidelines for Mixed-Use and Residential Mid-rise Buildings (2019), and policies of the ASP. Aldershot GO: · Policies for permitted uses and height ranges (minimum and maximum by storeys) is provided by precinct Appleby GO: · Policies for permitted uses and height ranges (minimum and maximum by storeys) is provided by precinct Burlington GO: · Policies for permitted uses and height ranges (minimum and maximum by storeys) is provided by precinct

Policy Area	Policy Direction for the Area-Specific Plans
Mobility	Aldershot GO: · The future street network will consist of: Multi-purpose Arterial, Neighbourhood Connector, Industrial Street, Local Street and Laneways. Each street type has specific purposes, locations and right-of-way widths identified in the respective report section. Appleby GO: · The existing road network will be maintained within Appleby Gateway, no roads are envisioned to be removed. · The future street network will consist of: Major Arterial, Multi-purpose Arterial, Urban Avenue, Industrial Connector, Industrial Streets, Local Streets, Laneway. Each street type has specific purposes, locations and right-of-way widths identified in the respective report section. Burlington GO: · The existing road network will be maintained within Burlington Junction, no roads are envisioned to be removed. · The future street network will consist of: Major Arterial, Multi-purpose Arterial, Main Street, Industrial Connector, Neighbourhood Connector, Industrial Street, Local Street, Laneway
Infrastructure	General Directions: · To ensure adequate integration between development and infrastructure planning the ASP may include policies requiring that development applications be supported by site servicing studies. · Additional policy directions may be identified through the ongoing Functional Servicing Study. · Fully serviced water and sanitary connections are available. · Stormwater should be contained within the site with encouragement for LIDs where possible. · Floodplain constraints should be considered at the individual site level in consultation with Conversation Halton.

7 Next Steps and Conclusions

This Interim Report presents the Recommended Preferred Precinct Plans and policy directions, laying the foundation for the development of Area Specific Plans for the three MTSAs. The next steps in the process will include completing the ongoing technical studies that need to be incorporated into the ASPs including:

- The Transportation Study;
- Land Use Compatibility Study;
- Functional Servicing Study;
- Community and Public Service Facilities Assessment;
- Market Analysis and Financial Analysis; and,
- The Phase 2 Flood Hazard and Scoped Stormwater Management Assessment.

With this information in hand, the ASPs be developed by spring 2022. The ASPs will include land use, transportation, parks, open space and natural heritage, cultural heritage resource schedules. Following the direction in this report, supplemented by the ongoing technical work, specific policies will be drafted to guide future development in these MTSAs. Consultation on the ASPs will occur in spring 2022. Once the ASPs are complete the City will prepare amendments to the Official Plan and Zoning By-law to implement these policies into the municipal planning framework. Urban design guidelines will also be prepared to provide additional guidance to those wishing to develop within the MTSAs. Work will be completed by the end of 2022.