

This document addresses policies and schedules of the Burlington Official Plan, 2020 which are under appeal and do not conform to Regional Official Plan Amendment (ROPA) No. 48, but where matters of non-conformity may be resolved through modifications made by the Ontario Land Tribunal (OLT) for case number PL210040. These particular matters of non-conformity have been grouped under “Category 4a”, as outlined in report PL-30-22. The proposed modifications in this document do not represent the complete set of changes required to achieve full conformity with ROPA 48. Rather, only the non-discretionary elements of ROPA 48 which do not require additional local study or interpretation have been included for consideration through the OLT process at this time. Other areas of non-conformity are addressed in report PL-30-22.

To build an understanding of the nature of the proposed changes, the table below provides:

- the relevant items of ROPA 48 (columns 1, 2 and 3);
- an explanation of the effect of the amendment and why the Burlington Official Plan, 2020 does not conform (column 4); and
- proposed modifications to resolve areas non-conformity, for consideration through the OLT process for the Burlington Official Plan, 2020 (column 5).

Proposed modifications to policies and definitions are captured in Table A: Policy Analysis and proposed modifications to mapping are captured in Table B: Mapping Analysis. For ease of reference, proposed modifications relating to policies/mapping that are explicitly required under the *Planning Act* (section 16(16), Protected Major Transit Station Areas) have been flagged in green.

Upon further staff review, and after considering public, Council and agency comments, staff may identify changes to the proposed modifications which would inform the final recommendations. At the appropriate time, staff will prepare a tracked changes version of the Burlington Official Plan, including updated mapping and schedules, and any required changes to policy and schedule cross-references.

Notes:

This document was prepared by analyzing the changes to the Regional Official Plan (ROP) introduced through ROPA 48, as approved by the Minister of Municipal Affairs and Housing (MMAH) on November 10, 2021. Footnotes have been added to column 3 to indicate where a modification was made by the Minister, for initial reference purposes only. In the event of a conflict between this document and the details of ROPA 48, as [adopted by Halton Region](#) and as [modified/approved by the Province](#), the latter shall prevail.

Legend:

Red Underline: New Text ~~Strikethrough Highlight~~: Deleted Text ■ Planning Act – Protected Major Transit Station Areas

Table A: Policy Analysis

ROPA 48 Item	ROP Section	Approved Halton Regional Official Plan Amendment	Explanation	Proposed Burlington Official Plan, 2020 Modification
4	44	Is amended to read as follows: “The <i>Region's</i> primary role is to provide broad <i>policy</i> directions on strategic matters such as management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, <i>solid waste</i> management, transportation, and health and social services. Recognizing the above, the Local Municipalities are to deal with their local environments to best express their own individualities. The structuring of communities and neighbourhoods and the internal configuration <u>Local Urban Structure</u> of each of the Local Municipalities, for instance, are the responsibilities of the <u>Local Municipalities</u> as long as the overall planning vision for <i>Halton</i> and <i>policies</i> of this Plan, <u>including the Regional Urban Structure</u> , are adhered to.”	The introductory description of Section 2.3 The Urban Structure should be modified to specifically acknowledge the Regional Urban Structure in the intro.	2.3 The Urban Structure The City’s Urban Structure <u>adheres to the overall planning vision for Halton, including the Regional Urban structure and</u> elaborates on the Urban Area as identified in Schedule A: City System, of this Plan.
5	48	Is amended by deleting the reference to Intensification Areas and replacing it with a reference to <u>“Strategic Growth Areas.”</u>	ROPA 48 has replaced the term Intensification Areas with Strategic Growth Areas. “STRATEGIC GROWTH AREAS means lands identified by the <i>Region</i> or its Local Municipalities	2.1 Community Vision (4th paragraph) The building of intensification areas, <u>also known as Strategic Growth Areas</u> , around the City’s GO Stations, called Major Transit Station Areas (MTSAs), the Downtown, the Uptown Urban Centre, Mixed Use Nodes and Intensification

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			<p>within the Urban Area that are to be the focus for accommodating population and employment <i>intensification</i> and higher-density mixed uses in a more compact built form. <i>Strategic Growth Areas</i> include <i>Urban Growth Centres, Major Transit Station Areas, Regional Nodes, Regional Corridors, and Local Nodes</i> as identified in Local Official Plans.”</p> <p>A new Strategic Growth Area definition should be introduced and recognize that Intensification areas are considered Strategic Growth Areas.</p>	<p>Corridors and other key locations will help ensure Burlington continues to be a thriving, vibrant 21st century city that easily supports and connects people of all ages and abilities to the places they live, work and play. Development in these areas will promote connected, walkable, transit-oriented communities that offer convenient access to employment opportunities, a full range of housing, public service facilities including schools and parks, and convenient access to various daily needs like shopping, services, and supports for residents throughout their entire lives.</p>
8	51.3 [New]	<p>A new Section 51.3 is added to read as follows:</p> <p><u>“Within the Urban Area designation as shown on Map 1, this Plan defines a Regional Urban Structure consisting of the following:</u></p> <p><u>(1) Strategic Growth Areas that are subject to policies and/or conditions for development as described in Section 78 to 82.2 of this Plan and which are identified below and shown on Map 1H:</u></p> <p><u>a) Urban Growth Centres;</u></p> <p><u>b) Major Transit Station Areas;</u></p> <p><u>c) Proposed Major Transit Stations;</u></p> <p><u>d) Primary Regional Nodes;</u></p> <p><u>e) Secondary Regional Nodes; and,</u></p> <p><u>f) Regional Corridors</u></p> <p><u>The detailed boundaries of Urban Growth Centres and Major Transit Station Areas are identified on Map 6.</u></p> <p><u>(2) Regional Employment Areas that are subject to policies and/or conditions for development as described in Section 83 to 83.2 of this Plan and which are shown on Map 1H.</u></p> <p><u>(3) The Built-Up Area as shown on Map 1H and the Designated Greenfield Area, consisting of lands within the Urban Area outside of the Built-Up Area, which are subject to specific targets and policies of this Plan.”</u></p>	<p>Mapping updates to implement the ROPA 48 UGC/MTSA boundaries and identification of Primary and Secondary Regional Nodes.</p> <p>Recognize that the Region has applied the Provincial boundaries and concepts related to Strategic Growth Areas – UGCs and MTSAs. and that the Regional Urban Structure is implementing the Provincial direction of a hierarchy of strategic growth areas. This then supports the City’s local urban structure.</p> <p>The Region has introduced through ROPA 48 a Regional Urban Structure hierarchy of Primary and Secondary Regional Nodes. The OP will need to include references to these areas – Uptown Urban Centre is identified as a Primary Regional Node and the Downtown Urban Centre has been identified as a Secondary Regional Node. Primary and Secondary Regional Nodes are not delineated but will be identified by symbol on the schedules. Changes to the schedule to implement.</p> <p>All mapping must be revised to reflect the Regional Employment Areas.</p> <p>References to Regional Corridors will be implemented, however, ROPA 49 is intended to provide further policy direction related to Regional Corridors.</p>	<p>2.2.3 Provincial Plan Boundaries and Concepts Growth Plan for the Greater Golden Horseshoe</p> <p>d) The Provincial Growth Plan as amended, was prepared to provide a framework for building stronger, prosperous communities, by better managing growth first to 2031, and subsequently through revised growth forecasts to 2041. The Plan guides decisions on a wide range of issues – intensification, transportation, infrastructure planning, land use planning, urban form, housing, natural heritage and resource protection in the interest of promoting economic prosperity. <u>The Regional Official Plan furthers the objectives of the Growth Plan direction that establishes a Regional Urban Structure hierarchy of Strategic Growth Areas that direct population and employment growth within the Urban Areas through mixed use intensification that is supportive of the role and function as set out in the policies and schedules of the Urban Structure, Growth Framework, and land use policies of this Plan.</u></p> <p>2.2.3 d) iii) Urban Growth Centre</p> <p>The boundary of the Downtown Urban Growth Centre, referred to in the Provincial Growth Plan, and depicted <u>delineated</u> in the Regional Official Plan and this Plan, identifies the area that will be planned to achieve, by 2031 or earlier, a minimum density target of 200 residents and jobs combined per hectare.</p> <p>2.2.3 d) iv) Major Transit Station Area</p> <p><u>The final delineation of Major Transit Station Areas (MTSAs) boundaries and minimum density targets will be established by the Region of Halton through the municipal comprehensive review in keeping with the policies of the Provincial Growth Plan. The boundaries and minimum density targets of the Protected Major Transit Station Areas identified in Section 2.2.5 of this Plan, referred to in the Provincial Growth Plan and in accordance with the Planning Act, and delineated in the Regional Official Plan and this Plan, identifies the areas around any existing or planned higher order transit station.</u></p>

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				<p>2.3.1 Mixed Use Intensification Areas</p> <p>c) Mixed Use <i>Intensification Areas</i> include the city's existing <u>Uptown Urban Centre identified as a Primary Regional Node and Downtown</u> urban centres <u>identified as a Secondary Regional Node, emerging MTSAs Protected Major Transit Station Areas</u> and other mixed use nodes and <i>intensification corridors</i>. This organization reinforces that while all areas are considered <u>part of the Strategic Growth Areas intensification areas</u>, each has an important and distinct role.</p> <p>2.3.1 f) Urban Centres / Regional Nodes"</p> <p>The Downtown Urban Centre, <u>identified as a Secondary Regional Node</u>, will continue to develop <u>at a scale appropriate to its context</u> as the city's <u>historic downtown area centre</u>, taking advantage of the unique qualities that contribute to its distinct identity.</p> <p>2.3.1 g):</p> <p>The Uptown Urban Centre, <u>identified as a Primary Regional Node</u>, will continue to develop as an important destination for <u>accommodating growth in a transit-supportive, high density manner including</u> a wide variety of uses in north-east Burlington, including mixed uses, residential as well as designated <i>employment</i> lands.</p>																		
11	55.3 [New]	<p>A new Section 55.3 is added to read as follows:</p> <p><u>"The Regional Structure also sets out targets that apply to Strategic Growth Areas as contained in Table 2b, including:</u></p> <p>a) <u>specific minimum density targets, planned to be achieved by 2031 or earlier for Urban Growth Centres and beyond the 2051 planning horizon of this Plan for other Strategic Growth Areas; and</u></p> <p>b) <u>general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term.</u></p> <p><u>The general targets for an overall proportion of residents and jobs in Strategic Growth Areas may be refined by the Local Municipalities, subject to Regional approval, and provided the change does not compromise the overall intent of the Region's growth strategy."</u></p>	<p>ROPA 48 has introduced new targets that apply to strategic growth areas, including minimum density targets for UGCs and Protected MTSA as well as an overall proportional target for residents and jobs to be planned for within Primary Regional Nodes. In the Burlington Official Plan, that would include the Uptown Urban Centre.</p>	<p>New Section 2.2.5</p> <p><u>2.2.5 Strategic Growth Area Targets</u></p> <p><u>The Regional Official Plan established targets that apply to Strategic Growth Areas contained in Table 2b of the Regional Official Plan. The targets are planned to be achieved by 2031 or earlier for Urban Growth Centres and beyond the 2051 planning horizon for Strategic Growth Areas. Table 2b further established general targets for an overall proportion of residents and jobs to be planned for and achieved beyond the horizon of this plan.</u></p> <table border="1" data-bbox="2023 1413 2915 1870"> <thead> <tr> <th rowspan="2">Strategic Growth Area</th> <th rowspan="2">Minimum Density Target (Residents and Jobs Combined per Hectare)</th> <th colspan="2">General Target Proportion of Residents and Jobs</th> </tr> <tr> <th>Residents</th> <th>Jobs</th> </tr> </thead> <tbody> <tr> <td><u>Downtown Burlington Urban Growth Centre/Burlington GO MTSA ***</u></td> <td><u>200</u></td> <td><u>~65%</u></td> <td><u>~35%</u></td> </tr> <tr> <td><u>Appleby GO MTSA ***</u></td> <td><u>120</u></td> <td><u>~40</u></td> <td><u>~60</u></td> </tr> <tr> <td><u>Aldershot GO</u></td> <td><u>150</u></td> <td><u>~80</u></td> <td><u>~20</u></td> </tr> </tbody> </table>	Strategic Growth Area	Minimum Density Target (Residents and Jobs Combined per Hectare)	General Target Proportion of Residents and Jobs		Residents	Jobs	<u>Downtown Burlington Urban Growth Centre/Burlington GO MTSA ***</u>	<u>200</u>	<u>~65%</u>	<u>~35%</u>	<u>Appleby GO MTSA ***</u>	<u>120</u>	<u>~40</u>	<u>~60</u>	<u>Aldershot GO</u>	<u>150</u>	<u>~80</u>	<u>~20</u>
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13	Table 2b [New]	<p data-bbox="484 566 1392 598">A new Table 2b is added to read as follows:</p> <p data-bbox="484 626 1392 659"><u>Table 2b Strategic Growth Area Targets</u></p> <table border="1" data-bbox="484 681 1404 1816"> <thead> <tr> <th data-bbox="484 681 842 854" rowspan="2"><u>Strategic Growth Area</u></th> <th data-bbox="842 681 1106 854" rowspan="2"><u>Minimum Density Target* (Residents and Jobs Combined Per Hectare)</u></th> <th colspan="2" data-bbox="1106 681 1404 774"><u>General Target Proportion of Residents & Jobs**</u></th> </tr> <tr> <th data-bbox="1106 774 1268 854"><u>Residents</u></th> <th data-bbox="1268 774 1404 854"><u>Jobs</u></th> </tr> </thead> <tbody> <tr> <td colspan="4" data-bbox="484 883 1404 955"><u>Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor</u></td> </tr> <tr> <td data-bbox="484 955 842 1024"><u>Midtown Oakville /</u></td> <td data-bbox="842 955 1106 1024">200</td> <td data-bbox="1106 955 1268 1024">~65%</td> <td data-bbox="1268 955 1404 1024">~35%</td> </tr> <tr> <td data-bbox="484 1024 842 1092"><u>Oakville GO***</u></td> <td data-bbox="842 1024 1106 1092"></td> <td data-bbox="1106 1024 1268 1092"></td> <td data-bbox="1268 1024 1404 1092"></td> </tr> <tr> <td data-bbox="484 1092 842 1165"><u>Downtown Burlington / Burlington GO***</u></td> <td data-bbox="842 1092 1106 1165">200</td> <td data-bbox="1106 1092 1268 1165">~65%</td> <td data-bbox="1268 1092 1404 1165">~35%</td> </tr> <tr> <td colspan="4" data-bbox="484 1193 1404 1266"><u>Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor</u></td> </tr> <tr> <td data-bbox="484 1266 842 1338"><u>Downtown Milton / Milton GO***</u></td> <td data-bbox="842 1266 1106 1338">200</td> <td data-bbox="1106 1266 1268 1338">~80%</td> <td data-bbox="1268 1266 1404 1338">~20%</td> </tr> <tr> <td colspan="4" data-bbox="484 1366 1404 1439"><u>Major Transit Station Areas on a Priority Transit Corridor</u></td> </tr> <tr> <td data-bbox="484 1439 842 1507"><u>Bronte GO***</u></td> <td data-bbox="842 1439 1106 1507">150</td> <td data-bbox="1106 1439 1268 1507">~40%</td> <td data-bbox="1268 1439 1404 1507">~60%</td> </tr> <tr> <td data-bbox="484 1507 842 1580"><u>Appleby GO***</u></td> <td data-bbox="842 1507 1106 1580">120***</td> <td data-bbox="1106 1507 1268 1580">~40%</td> <td data-bbox="1268 1507 1404 1580">~60%</td> </tr> <tr> <td colspan="4" data-bbox="484 1608 1404 1681"><u>Major Transit Station Areas on a Commuter Rail Corridor</u></td> </tr> <tr> <td data-bbox="484 1681 842 1749"><u>Aldershot GO***</u></td> <td data-bbox="842 1681 1106 1749">150</td> <td data-bbox="1106 1681 1268 1749">~80%</td> <td data-bbox="1268 1681 1404 1749">~20%</td> </tr> <tr> <td data-bbox="484 1749 842 1816"><u>Georgetown GO****</u></td> <td data-bbox="842 1749 1106 1816">TBD</td> <td data-bbox="1106 1749 1268 1816">TBD</td> <td data-bbox="1268 1749 1404 1816">TBD</td> </tr> <tr> <td data-bbox="484 1816 842 1888"><u>Acton GO****</u></td> <td data-bbox="842 1816 1106 1888">TBD</td> <td data-bbox="1106 1816 1268 1888">TBD</td> <td data-bbox="1268 1816 1404 1888">TBD</td> </tr> </tbody> </table>	<u>Strategic Growth Area</u>	<u>Minimum Density Target* (Residents and Jobs Combined Per Hectare)</u>	<u>General Target Proportion of Residents & Jobs**</u>		<u>Residents</u>	<u>Jobs</u>	<u>Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor</u>				<u>Midtown Oakville /</u>	200	~65%	~35%	<u>Oakville GO***</u>				<u>Downtown Burlington / Burlington GO***</u>	200	~65%	~35%	<u>Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor</u>				<u>Downtown Milton / Milton GO***</u>	200	~80%	~20%	<u>Major Transit Station Areas on a Priority Transit Corridor</u>				<u>Bronte GO***</u>	150	~40%	~60%	<u>Appleby GO***</u>	120***	~40%	~60%	<u>Major Transit Station Areas on a Commuter Rail Corridor</u>				<u>Aldershot GO***</u>	150	~80%	~20%	<u>Georgetown GO****</u>	TBD	TBD	TBD	<u>Acton GO****</u>	TBD	TBD	TBD	See item 11 above	See Item 11
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14	61(1)	<p>Is amended to read as follows:</p> <p>“shall be consistent with <i>objectives</i> and <i>policies</i> relating to areas of constraint as shown on Map 1 or Maps 1B through 1G, <u>and the objectives and policies relating to the Regional Urban Structure as shown on Map 1H,</u>”</p>	<p>Conformity with this policy is achieved through other identified modifications that embed the Regional Urban Structure into the City’s growth framework.</p>	<p>See Items 4, 8 and 16</p>																								
16	72 [New]	<p>A new Section 72 is added to read as follows:</p> <p><u>“The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.”</u></p>	<p>Modifications to the City’s Urban Structure that speaks to implementing the Regional Urban Structure through the goals identified and introduces that Strategic Growth Areas are comprised of elements of the local urban structure.</p>	<p>2.3 The Urban Structure</p> <p>The City’s Urban Structure elaborates on the Urban Area, as identified in Schedule A: City System, of this Plan. Each element of the Urban Structure performs a distinct function <u>and implements the Regional Urban Structure.</u> Some elements ensure long term <u>protection of lands for employment uses,</u> while others support growth <u>that fosters complete communities,</u> intensification and appropriate transition, <u>while also ensuring efficient use of land and infrastructure that supports transit.</u> The Urban Structure establishes the community vision for the Urban Area <u>to direct growth in a manner that addresses climate change, provides a range and mix of housing options, and improves sustainability and economic prosperity</u> which is further refined in Chapter 8: Land Use Policies – Urban Area, of this Plan.</p>																								
18	72.1(6)	<p>Is amended to read as follows:</p>	<p>Conformity with this policy is achieved through other modifications, additional modification is not</p>	<p>See Items 16</p>																								

¹ MMAH modification #5

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		<p>“To identify an urban structure a Regional Urban Structure that supports the development of Intensification Areas directs growth to Strategic Growth Areas and protects Regional Employment Areas.”</p>	<p>required.</p>	
25	78 [New]	<p>A new Section 78 is added to read as follows:</p> <p><u>“Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton’s planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses.</u></p> <p><u>The Regional Urban Structure consists of the following structural components:</u></p> <p><u>(1) Strategic Growth Areas;</u></p> <p><u>(2) Regional Employment Areas</u></p> <p><u>(3) Built-Up Areas; and Designated Greenfield Areas.”</u></p>	<p>Modifications that implement the Regional Urban structure through boundary delineation and associated policy changes to the City’s growth framework will achieve conformity.</p>	<p>See Items 4, 8, 16 and Table B: Mapping Analysis</p>
26	78.1 [New]	<p>A new Section 78.1 is added to read as follows:</p> <p><u>“The objectives of the Regional Urban Structure are:</u></p> <p><u>(1) To provide a structure and a hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;</u></p> <p><u>(2) To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;</u></p> <p><u>(3) To provide increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas;</u></p> <p><u>(4) To identify Regional Employment Areas and protect them for long-term employment use, while providing flexibility to address changes in the role and function of these areas in relation to prevailing trends in the economy of the Region.”</u></p>	<p>ROPA 48 implements the Regional Urban Structure hierarchy of strategic growth areas to the planning horizon of 2051. However, the amendment includes footnote language that the 2051 growth allocations will be determined through an MCR. An interim policy modification could recognize that the Region will need complete ROPA 49 and the City will achieve conformity to that amendment at a later date.</p>	<p>2.2.4 Population and Employment Distribution</p> <p>The Regional Official Plan established a growth strategy for the Region of Halton based on the distribution of population and employment to 2031 (Table 1: Population and Employment Distribution, of the Regional Plan). This distribution of population and employment shall be in accordance with Table 2: Intensification and Density Targets, and Table 2A: Regional Phasing, of the Regional Official Plan. <u>The population and employment forecasts to 2031 will apply until the Region has distributed the 2051 population and employment to Burlington to replace the 2031 forecasts, as determined through the Region’s municipal comprehensive review.</u></p>
27	79 [Title]	<p>Is amended to read as follows:</p> <p>“Intensification Areas <u>Strategic Growth Areas”</u></p>	<p>A new Strategic Growth Area definition could be introduced to recognize that Intensification areas are now considered Strategic Growth Areas. See proposed definition.</p>	<p>See Item 89</p>
31	79(10.1) [New]	<p>A new Section 79(10.1) is added to read as follows:</p> <p><u>“To conserve cultural heritage resources in order to foster a sense of place and benefit communities in Strategic Growth Areas.”</u></p>	<p>ROPA 48, in conformity to Growth Plan 4.2.7, identifies conservation of cultural heritage resources in Strategic Growth Areas.</p> <p>The BOP already contains cultural heritage policies which apply throughout the city and therefore broadly conform to this new objective within the ROP.</p>	<p>A corresponding new objective for the BOP could be as follows under subsection 3.5.1:</p> <p><u>j) To conserve cultural heritage resources in order to foster a sense of place and benefit communities in Strategic Growth Areas and throughout the city.</u></p>

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32	79(11)	<p>Is amended to read as follows:</p> <p>“For <i>Regional Corridors</i>, <i>Major Transit Station Areas</i> and <i>Intensification Corridors</i>:</p> <ul style="list-style-type: none"> a) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit <i>infrastructure</i> and service. b) To achieve a mix of residential, office, institutional and commercial <i>development</i>, where appropriate. c) For <i>Major Transit Station Areas</i>, to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles. d) For <i>Intensification Corridors</i>, to accommodate local services, including recreational, cultural and entertainment uses.” 	<p>Update the Intensification Corridor definition to recognize Regional Corridors for the interim, until ROPA 49 is advanced.</p>	<p>See Item 79</p>
34	79.1 [Renumbered]	<p>Is amended by renumbering Section 80 to Section 79.1 and is further amended to read as follows:</p> <p>“Intensification Areas <i>Strategic Growth Areas</i> are parts of <i>integral to the Regional Urban Structure</i> within the Urban Area and consist of:</p> <ul style="list-style-type: none"> (1) <i>Urban Growth Centres</i>, as delineated shown as an overlay of on top of the Urban Area on Map 4 Map 1H and Map 6, subject to specific policies in Section 80.1, in addition to those for Intensification Areas <i>Strategic Growth Areas</i>, (2) <i>Major Transit Station Areas</i> (including MetroInx designated Mobility Hubs) as identified delineated on Map 1H and Map 6 and identified by symbol on Map 3 and/or in Local Official Plans, which generally, consist of areas within 500 m to 800m of the Major Transit Station, subject to specific policies in Section 81, in addition to those for Strategic Growth Areas. (3) <i>Primary and Secondary Regional Nodes</i> identified by symbol on Map 1H due to their contribution to the <i>Regional Urban Structure</i>, which have a concentration of residential and employment uses with development densities and patterns supportive of active transportation and public transit. (4) Intensification Corridors <i>Regional Corridors</i> as shown on Map 1H and as identified in Local Official Plans, which consists of areas along <i>Higher Order Transit Corridors</i> and selected <i>Arterial Roads</i> within Urban Areas, as shown on Map 3, and (5) Mixed Use <i>Local Nodes</i> as identified in Local Official Plans, which have a concentration of residential and employment uses with development densities and patterns supportive of pedestrian traffic and public transit.” 	<p>Modifications to the schedules to implement the delineated boundary of the adjusted UGC and MTSAs are identified in Item 93 below.</p> <p>City’s definition of MTSAs already includes the 800m reference. Future modifications to the definition to remove the reference to final delineation of MTSAs is identified below in Item 83</p> <p>Established role of primary and secondary regional nodes above in Item 8 and mapping changes to reflect Map1H.</p>	<p>See Items 93, 83 and 8</p>

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35	79.2 [New]	<p>A new Section 79.2 is added to read as follows:</p> <p><u>“The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:</u></p> <ul style="list-style-type: none"> <u>(1) Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;</u> <u>(2) Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;</u> <u>(3) Major Transit Station Areas on a Priority Transit Corridor;</u> <u>(4) Major Transit Station Areas on a Commuter Rail Corridor;</u> <u>(5) Primary Regional Nodes;</u> <u>(6) Secondary Regional Nodes; and,</u> <u>(7) Regional Corridors.</u> <p><u>The Regional Urban Structure is supported by the Local Urban Structures identified in Local Official Plans which reflect this hierarchy of Strategic Growth Areas and may include additional Local Nodes.”</u></p>	<p>Changes required to recognize the Downtown Burlington UGC/Burlington GO MTSA and role of implementing the Regional Urban Structure hierarchy.</p> <p>Changes required to the City's Growth Framework to update terminology of Strategic Growth Areas and Primary Growth Areas.</p>	<p>8.1 Mixed Use Intensification Areas</p> <p>The Mixed Use Intensification Areas are existing mixed use and existing commercial areas.</p> <p>Lands identified as Mixed Use <i>Intensification Areas</i> on Schedule B: Urban Structure, of this Plan, are divided into Urban Centres, <u>Protected Major Transit Station Areas</u>, <u>MTSA Special Planning Areas</u>, and Mixed Use Nodes and Intensification Corridors. <u>These areas implement a Regional Urban Structure hierarchy of Strategic Growth Areas that have a concentration of residential and employment uses with development densities and patterns that are supportive of active transportation and public transit.</u> These areas will achieve a multitude of planning objectives by combining a broad range of <i>employment</i>, shopping, <i>public service facilities</i>, residential and complementary uses such as open space, <i>institutional</i>, and <i>cultural uses</i>. People will be able to live, work, and shop in the same area, giving them an opportunity to depend less on their automobiles, and create distinguishable places along transit routes that are animated, attractive and safe.</p> <p>The policies of Chapter 8 provide land use designations for the Downtown Urban Centre and Uptown Urban Centre, <u>which are Primary and Secondary Regional Nodes</u>, as well as for the hierarchy of Mixed Use Nodes and Intensification Corridors.</p> <p>Each land use designation establishes objectives and policies which distinguish their role within the Mixed Use Nodes and <i>Intensification Corridors</i>. Each will accommodate a wide range of uses, or in the case of employment designations, a limited range of uses. The policies place an emphasis on built form and urban design to guide <i>development</i> which is compatible with the surrounding area and retains the essential commercial function in support of <i>complete communities</i>.</p> <p>The policies of Chapter 8 related to <u>Protected Major Transit Station Areas (MTSAs)</u> do not provide land use designations, rather this section is intended to provide direction for <i>development applications</i> which precede the completion of the <i>area-specific plans</i> for each MTSA.</p> <p>2.4.2.(1) Primary Growth Areas:</p> <p>a) Primary Growth Areas:</p> <ul style="list-style-type: none"> (i) <u>Primary Growth Areas are supportive of the Regional Urban Structure Strategic Growth Areas</u> are identified on Schedule B-1: Growth Framework, of this Plan, <u>and are These areas are</u> generally located within areas identified in the <u>City's</u> Urban Structure <u>of the</u> Mixed Use <i>Intensification Areas</i> as Urban Centres and <u>Protected</u> MTSAs <u>Special Planning Areas</u>, as identified on Schedule B: Urban Structure, of this Plan, with some exceptions. <p>2.4.2.(2) SECONDARY GROWTH AREAS</p> <p>a) Secondary Growth Areas:</p> <ul style="list-style-type: none"> i) are identified on Schedule B-1: Growth Framework, of this Plan, and are located within Mixed Use Nodes and <i>Intensification Corridors</i>, as identified on Schedule B: Urban Structure, of this Plan, with some exceptions. In addition, Secondary Growth Areas also comprise select vacant residential sites and <i>employment</i> designated sites located immediately adjacent to a

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				<p>Major Arterial or Multi-Purpose Arterial Street as identified on Schedule O-1: Classification of Transportation</p> <p>2.3.1 Mixed Use Intensification Areas c) Mixed Use <i>Intensification</i> Areas include the city's existing urban centres, emerging MTSAs and other mixed use nodes and <i>intensification corridors</i>. This organization reinforces that while all areas are considered part of the <i>intensification areas</i>, each has an important and distinct role.</p> <p>6.1.2 e) The highest priorities for servicing capacity improvements within the Urban Area <u>will be informed by the hierarchy of Strategic Growth Areas set out in the Region's Urban Structure</u> are: (i) the Downtown and Uptown Urban Centres; and (ii) the MTSAs, pursuant to the finalization of the area-specific plans, which will contain a full understanding of the short, medium and long term implications of the development proposed and investment required.</p>
37	79.3(1) [Renumbered]	Is amended to read as follows: "Direct <i>development</i> with higher densities and mixed uses to Intensification Areas Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan. "	Modifications that implement the Regional Urban structure through boundary delineation and associated policy changes to the City's growth framework will achieve conformity	<p>See Table B: Mapping Analysis</p>
38	79.3(2) [Renumbered]	Is amended to read as follows: "Require Local Official Plans to identify Intensification Areas Strategic Growth Areas with detailed boundaries in accordance with the <i>objectives</i> and <i>policies</i> of this Plan, <u>and for Urban Growth Centres and Major Transit Station Areas, in accordance with the boundaries as delineated on Map 1H and Map 6.</u> "	Mapping changes to the schedules that implement the delineated boundary of the adjusted UGC and MTSAs will achieve conformity.	<p>See Table B: Mapping Analysis</p>
39	79.3(3) [Renumbered]	Is amended to read as follows: "Require the Local Municipalities to prepare detailed official plan <i>policies</i> or an <i>Area-Specific Plan</i> for the <i>development</i> of a new Intensification Areas Strategic Growth Area or the <i>redevelopment</i> of an existing Intensification Areas Strategic Growth Area , in accordance with Sections 48 and 77(5) <u>or for a Major Transit Station Area, in accordance within Section 81.2(4)</u> of this Plan. The provisions for Intensification Areas Strategic Growth Areas may be incorporated as part of a larger community plan."	Changes necessary to recognize the Uptown Urban Centre as a Primary Regional Node and establish a proportional target through Table 2b.	<p>8.1.1(4) Uptown Urban Centre [6th paragraph new]</p> <p><u>The City will work with Halton Region to determine the requirements for a future Area-Specific Plan process and confirm planning for the appropriate proportional targets for this Primary Regional Node as identified in Section 2.2.5 of this Plan.</u></p>
40	79.3(4) [Renumbered]	Is amended to read as follows: "Require <i>Area-Specific Plans</i> or <i>policies</i> for Intensification Areas Strategic Growth Areas to include: a) a transportation network designed to integrate <i>active transportation</i> , local transit services and inter-municipal/inter-regional <i>higher order transit</i> services; and b) urban design guidelines to promote <i>active transportation</i> and	ROPA 48 has replaced the term Intensification Areas with Strategic Growth Areas. Conformity with this policy is achieved through other modifications, additional modification is not required.	<p>See Item 89</p>

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		transit- supportive land uses in accordance with Regional standards under Section 79.3(5) 81(5) .”		
44	79.3(7.1) [Renumbered]	Is amended to read as follows: “Encourage the Local Municipalities to implement a development permit system <u>Community Planning Permit System</u> under the Planning Act for <i>development</i> approvals within Intensification Areas <u>Strategic Growth Areas</u> and in which case, require that such a system be consistent with <i>policies</i> of this Plan.”	The BOP consists of enabling policies for a Community Planning Permit System which must be identified by amendment to the OP. Opportunity to flag that Community Planning Permit Systems are encouraged within strategic growth areas and implemented through the MTSA ASPs. City has enabling OP policies for CPPS	New subsection: 12.1.14(2) c) [renumber accordingly] <u>Community Planning Permit Areas are encouraged within Strategic Growth Areas.</u>
54	79.3(14) [New]	A new Section 79.3(14) is added to read as follows: <u>“Only permit the addition of new Strategic Growth Areas to the Regional Urban Structure through a municipal comprehensive review of this Plan.”</u>	Establishes how the City’s Urban Structure will inform and support any future changes to the Region’s Urban Structure through an MCR.	12.1.1(3) Official Plan d) The statutory Official Plan Review is the only time the City will consider modifications to the Urban Structure as shown on Schedule B: Urban Structure, of this Plan. <u>The City’s Urban Structure, as modified, will inform and support any future changes to the Regional Urban Structure through a municipal comprehensive review.</u>
55	79.3(15) [New]	A new Section 79.3(15) is added to read as follows: <u>“Only permit the addition of new Local Nodes to a Local Urban Structure, if initiated by the Local Municipality through a review of a Local Official Plan.”</u>	Conformity with this policy is achieved through other modifications, additional modification is not required.	See Item 54
56	80 [Renumbered]	Is amended by renumbering Section 81.1 to Section 80 and is further amended to read as follows: “The objectives of the Urban Growth Centres, as shown delineated on Map 4 <u>Map 1H</u> , are: <ol style="list-style-type: none">(1) To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;(2) To accommodate and support major transit infrastructure <u>the transit network at the regional scale and provide connection points for inter- and intra-regional transit;</u>(3) To serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses; <u>and</u>(4) To <u>function as the primary Strategic Growth Areas of the Regional Urban Structure hierarchy where</u> accommodate a significant share of population and employment growth <u>will be accommodated.</u>”	Recognize the adjusted Urban Growth Centre boundary and adjust terminology to reflect urban structure and include the Upper Brant Precinct within the Downtown Burlington Urban Growth Centre/Major Transit Station Area boundary. Modify terminology to delete the MTSA Special Planning Area and replace with Protected MTSA.	8.1.2(4) <u>Downtown</u> Burlington GO <u>Urban Growth Centre</u> /Major Transit Station Area 8.1.1(3) The Downtown Urban Centre is a lively, vibrant “people place”, with a wide variety of <i>employment</i> , shopping, leisure, residential, recreational and tourism opportunities. It is the city’s centre for <i>cultural</i> facilities, public gatherings, festive and civic occasions, and social interaction. <u>A large portion of the Downtown Urban Centre is within the Urban Growth Centre boundary; an area referred to in the Provincial Growth Plan as an area that shall accommodate significant population and employment growth. The Downtown Urban Growth Centre will be a focal area for investment in regional public service facilities, such as the hospital, as well as commercial, recreational, cultural and entertainment uses and will serve as a high density major employment centre.</u> <u>The Downtown is identified generally in the Region of Halton’s Official Plan as a major transit station area.</u> The Downtown Burlington bus terminal functions as an intercity bus transfer point. Because it is a bus depot in an urban core or downtown, it was classified as a major transit station. However, it currently does not function as a major bus depot and this is likely to continue into the future, unless improvements and/or enhancements are undertaken to strengthen its function as a major bus depot. The Downtown Burlington bus terminal is not located on a Priority Transit Corridor as defined by the Provincial Growth Plan nor is it supported by higher order transit, nor by frequent transit within a dedicated right of way.

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				<p>The residents and jobs associated with development in the Downtown Burlington major transit station area will contribute towards meeting the Urban Growth Centre (UGC) density target of a minimum 200 residents and jobs combined per hectare, as identified in the Provincial Growth Plan. Given the limited function of the Downtown Bus Terminal, the major transit station area is not expected to be a significant driver for intensification beyond that which is required by the Downtown UGC.</p> <p>Although the Downtown Urban Growth Centre is an intensification area, not all sites within this <i>Secondary Regional Node</i> the Urban Growth Centre will develop or redevelop to the same extent. The amount of height and density on any site depends on the site's location and context within the Downtown as set out in each precinct.</p> <p>The City is committed to ensuring the ongoing success of Downtown by implementing the Core Commitment: Downtown Vision and Action Plan, as amended. This document is a strategic action plan for the Downtown which sets out a collective vision, principles and planned actions for the Downtown that go beyond the policies contained in this Plan.</p> <p>8.1.1(3.1) b) To establish minimum density targets for the Urban Growth Centre contained within the Downtown in terms of residents and jobs, in accordance with the Provincial Growth Plan.</p> <p>8.1.1(3.1) o) To permit building heights and intensities that support the designation of the Downtown as an <i>Urban Growth Centre</i> <i>Secondary Regional Node</i> while protecting the predominant low-rise character of Brant Street and providing a transition to adjacent low-rise neighbourhoods.</p> <p>8.1.1(3.8)-8.1.2 (4.3) UPPER BRANT PRECINCT</p> <p>The Upper Brant Precinct will accommodate <i>developments</i> with a variety of building heights proportional to parcel depth along Brant Street between Prospect Street and Blairholm Avenue, with the tallest <i>developments</i> in the <i>Downtown</i> <i>Major Transit Station Area</i> located along and north of Ghent Avenue. <i>Development</i> will generally achieve a height and density that reflects the precinct's walking distance to <i>higher-order transit</i> at the Burlington GO Station and contributes to the creation of a transit, pedestrian and cycling oriented area while also achieving <i>compatibility</i> with adjacent Residential-low density areas shown on Schedule C: Land Use – Urban Area, of this Plan.</p> <p>A low-rise feel will be maintained for pedestrians along Brant Street through setbacks above the third storey for buildings <i>abutting</i> Brant Street. However, to balance the objectives of providing increased density within walking distance to the Burlington GO Station, providing for a transition to adjacent established low-rise residential areas and to provide for a setback along Brant Street above the third storey, flexibility <i>may</i> be considered in the depth of the setback from Brant Street above the third storey.</p> <p>8.1.1(3.8.1) 8.1.2(4.3.1) POLICIES</p>

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				<p>a) The following uses <i>may</i> be permitted within the Upper Brant Precinct:</p> <ul style="list-style-type: none"> (i) residential uses with the exception of single detached dwellings, semi-detached dwellings and other forms of stand-alone <i>ground-oriented dwellings</i>; (ii) office uses; (iii) retail and <i>service commercial</i> uses; (iv) hotel uses; (v) <i>entertainment uses</i>; and (iv) <i>recreation uses</i>. <p>b) <i>Development abutting</i> Brant Street <i>shall</i> contain a minimum of two permitted uses, as identified in Subsection 8.1.1(3.8.1) 8.1.2(4.3.1) a) of this Plan and <i>should</i> contain three permitted uses, where feasible.</p> <p>c) Notwithstanding the permitted uses in Subsection 8.1.1(3.8.1) 8.1.2(4.3.1) a), residential uses <i>shall</i> not be permitted on the ground floor facing Mixed Use Streets as shown on Schedule D-1: Downtown Urban Centre Retail Streets, of this Plan. Residential lobbies/access <i>should</i> be located on side streets or at the rear of the building where feasible.</p> <p>d) New <i>development shall</i> generally be comprised of <i>tall buildings</i> at the northern end of the Precinct and <i>mid-rise buildings</i> at the south according to the maximum heights set out in Schedule D-2: Downtown Urban Centre Heights, of this Plan.</p> <p>e) Buildings <i>abutting</i> Brant Street <i>shall</i> incorporate a setback above the third storey to provide a low-rise feel for pedestrians along Brant Street. The setback <i>should</i> be similar to the 20 m setback in the Brant Main Street and Mid Brant Precincts, but flexibility in the setback <i>may</i> be considered through the review of <i>development applications</i> due to the wider Brant Street right-of-way in this precinct and in order to provide a transition to the adjacent Residential-Low Density designations, shown on Schedule C: Land Use – Urban Area, of this Plan, as required in 8.1.1(3.8.1) 8.1.2(4.3.1) g). Direction on the form of the step-back will be provided in the Downtown Placemaking and Urban <i>Design Guidelines</i>.</p> <p>f) Adjacent to areas designated Residential-Low Density on Schedule C: Land Use-Urban Area, of this Plan, <i>mid-rise</i> and <i>tall buildings shall</i> achieve a terraced built form with building height oriented away from the Residential-Low Density designations. Terracing <i>shall</i> be in accordance with a forty-five (45)-degree angular plane measured from a property line shared with a property designated Residential-Low Density on Schedule C: Land Use-Urban Area of this Plan. [Graphic]</p> <p>g) <i>Ground-oriented dwellings</i> with a maximum height in accordance with Subsection 8.1.1(3.8.1) 8.1.2(4.3.1) f) of this Plan <i>should</i> be provided adjacent to a property line shared with a property designated Residential Low-Density on 'Schedule C: Land Use – Urban Area' of this Plan. Alternatively <i>ground-oriented dwelling units</i> could be incorporated into a <i>podium</i> of a <i>mid-rise</i> or <i>tall building</i> provided the <i>podium</i> meets the angular plane requirements of Policy 8.1.1(3.8.1) 8.1.2(4.3.1) f).</p> <p>h) Additional park space <i>shall</i> be provided in the precinct through one or more public urban squares and/or Privately Owned Publicly Accessible Open Spaces (POPS), that will create leisure opportunities for the residents of the precinct and surrounding areas, in accordance with the policies and objectives in Sections 3.3 and 8.1.1(3.14) of this Plan. <i>Development applications</i> on site larger than</p>

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				<p>0.4 ha shall provide a park concept plan to illustrate how a public urban square and/or POPS could be provided and function on the site.</p> <p>8.1.2(3) Development Applications Preceding an Area-Specific Plan</p> <p>b) For the Downtown Burlington Urban Growth Centre/Burlington GO, Aldershot GO and Appleby GO MTSA Special Planning Areas, as identified on Schedule F: Burlington GO MTSA Special Planning Area; Schedule G: Aldershot GO MTSA Special Planning Area; and Schedule H: Appleby GO MTSA Special Planning Area, of this Plan, the applicable objectives and policies for the underlying land use designations on Schedule C: Land Use-Urban Area, the objectives and policies for <i>MTSAs</i> in Subsection 8.1.2 of this Plan, and any other applicable policies of this Plan, shall apply.</p> <p>c) Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within MTSA Special Planning Areas Major Transit Station Areas preceding the completion of an <i>area-specific plan</i> shall have regard for Provincial guidelines for mobility hubs and transit, and shall implement Regional and Provincial <i>major transit station area</i> policies. In addition, applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within the Burlington GO, Aldershot GO and Appleby GO MTSA Special Planning Areas, shall have regard for the Mobility Hub Opportunities and Constraints Study (2014).</p> <p>Section 8.1.1(3.2) b, c and d are related to Section 8.1.2(4.2) a) [renumbered accordingly]</p> <p>8.1.2(4.2) a) Within the Urban Growth Centre Boundary as delineated on Schedule B: Urban Structure, and Schedule D: Land Use – Downtown Urban Centre F- Downtown Burlington Urban Growth Centre/Burlington GO MTSA, of this Plan, a minimum density target of 200 residents and jobs combined per hectare by 2031 or earlier is established, in accordance with the Provincial Growth Plan.</p> <p>b) The residents and jobs associated with development in the Downtown Burlington Urban Growth Centre/Burlington GO MTSA shall contribute towards meeting the minimum density targets of the Urban Growth Centre.</p> <p>c) The Urban Growth Centre target of a minimum 200 people and jobs per shall not be applied on a site-specific basis, and shall only be applied to the entire geography to which the target applies.</p>
57	80.1 [Renumbered]	<p>Is amended by renumbering Section 81.2 to Section 80.1 and is further amended to read as follows:</p> <p>“The <i>Urban Growth Centres</i> are parts of Intensification Areas Strategic Growth Areas, which in turn are parts of the Urban Area and therefore are subject to the <i>objectives and policies</i> for both Intensification Areas Strategic Growth Areas and the Urban Area. The boundaries of the <i>Urban Growth Centres</i> as shown delineated on Map 4 Map 1H are to be interpreted in accordance with Section 52 of this Plan.”</p>	Alignment of terminology.	<p>[relocated from 8.1.1(3.1) b) – [new] a) and renumber accordingly</p> <p>8.1.2(1) Objectives</p> <p>8.1.1 (3.1) b a) To establish minimum density targets for the Downtown Burlington Urban Growth Centre/Burlington GO MTSA contained within the Downtown in terms of residents and jobs, in accordance with the Provincial Growth Plan.</p>
58	80.2	Is amended by renumbering Section 81.3 to Section 80.2 and is further	Modifications that implement the Regional Urban	[Relocate Section 8.1.1(3.2) b, c, d (as noted above in Item 56) to Section

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	[Renumbered]	amended to read as follows: "It is the <i>policy</i> of the <i>Region</i> to: (1) Require <i>Urban Growth Centres</i> to be planned to achieve a minimum <i>development density</i> target of 200 residents and jobs combined per gross hectare by 2031 or earlier, as identified in Table 2b . (2) Require Local Official Plans to show how policies have been developed to plan to achieve the <i>development density</i> target for <i>Urban Growth Centres</i> under Section 81.3(1) 80.2(1) can be met , including the submission to the <i>Region</i> of any supporting background documentation." ²	structure through boundary delineation and associated policy changes to the City's growth framework will achieve conformity.	8.1.2(4.2) a) -c) and renumber accordingly]] 8.1.1(3.2) b) relocated to 8.1.2(4.2) a) and new policy added to 8.1.1(3.2)b) as follows: 8.1.1(3.2)b) Within the Urban Growth Centre Boundary as delineated on Schedule B: Urban Structure, and Schedule D: Land Use – Downtown Urban Centre, of this Plan, a minimum density target of 200 residents and jobs combined per hectare by 2031 or earlier is established, in accordance with the Provincial Growth Plan. The policies of Section 8.1.1(3) and 8.1.2 (4.3) continue to apply to applications for Official Plan Amendments, Zoning By-law Amendments and draft plans of subdivision or condominium approvals made prior to November 10, 2021 that are within the boundary as shown on Appendix H, of this Plan.
-	80.3 [New]	A new Section 80.3 is added to read as follows: "Sections 80 to 80.2 continue to apply to applications for official plan amendments, zoning by-law amendments and draft plans of subdivision or condominium approvals made prior to the approval by the Minister of Municipal Affairs and Housing of Amendment 48 to this Plan if the lands that are the subject of the application were within an Urban Growth Centre prior to the Minister's approval of Amendment 48." ²	Modification required recognize the Minister's modification to ROPA 48 to include transition policy for applications made in the Downtown that the boundaries of the former UGC would apply prior to November 10, 2021. A new Appendix H is proposed that would include the former UGC boundary.	See Table B: Mapping Analysis
61	81 [Section Title]	A new section subtitle is added to read as follows: "Major Transit Station Areas"	Modifications that implement the Regional Urban structure through boundary delineation and associated policy changes to the City's growth framework will achieve conformity. Update to terminology.	8.1.2 Major Transit Station Area Major Transit Station Areas (MTSAs) are identified in the Growth Plan and further delineated and implemented as Protected Major Transit Station Areas through the Regional Official Plan. Protected Major Transit Station Areas are delineated and have a minimum density target as identified in Section 2.2.5, and in accordance with The Planning Act, and the Growth Plan. Boundaries of the major transit station areas and identification of minimum density targets will be confirmed through the Region of Halton's municipal comprehensive review in conformity to the Province's Growth Plan. Policies in this section shall apply to the Major Transit Station Areas MTSA Special Planning Areas as identified on Schedule B and Downtown Burlington Urban Growth Centre /Burlington GO MTSA Boundary as identified on Schedule B. MTSAs are important components of the city's Urban Structure, Growth Framework and transportation network, and are intended to serve as city-wide destinations and focal points for the provision of transit. MTSAs will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and <i>active transportation</i> . Located in key areas served by the regional and local transit networks, MTSAs are focal points for higher <i>intensity</i> and mixed use <i>development</i> that will accommodate a significant share of the city's future population and employment growth to 2031 and beyond. The policies in this section do not provide land use designations; rather this section will serve a transitional role to guide new <i>development applications</i> which precede the development of <i>area-specific plans</i> in each MTSA. Upon the completion of an <i>area-specific plan</i> , all new objectives, policies and land use designations pertaining to individual MTSAs will be found in this section, with the exception of those for the Downtown, which are found in Subsection 8.1.1(3) of

² MMAH modification #7

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				<p>this Plan.</p> <p>As identified in the Regional Official Plan, the City has four three MTSAs including Downtown Burlington Urban Growth Centre/Burlington GO, Appleby GO, Aldershot GO and Downtown Burlington. Each MTSA can be grouped according to a typology hierarchy based on overall role and function from a local perspective and in accordance with the Regional Urban Structure hierarchy of Strategic Growth Areas given the transportation and infrastructure context and type of existing and planned transit service in each MTSA:</p> <p>1. MTSAs on Regional Express Rail (RER) Urban Growth Centres/Major Transit Station Areas on a Priority Transit Corridor</p> <p>a) The Downtown Burlington Urban Growth Centre/Burlington GO and Appleby GO MTSAs is are both an Urban Growth Centre and located on a Priority Transit Corridor, as identified in the Growth Plan. This MTSAs on Priority Transit Corridors are is important due to its function as the preeminent destination for urban growth their relationship and position along a higher order transit route with planned frequent transit service by way of Regional Express Rail (RER) within the Greater Toronto and Hamilton Area.</p> <p>2. Major Transit Station Areas on a Priority Transit Corridor</p> <p>a) The Appleby GO MTSA is located on a Priority Transit Corridor, as identified in the Growth Plan. This MTSA is important due to its position along a higher order transit route with planned frequent transit service by way of Regional Express Rail (RER) within the Greater Toronto and Hamilton Area.</p> <p>3. Major Transit Station Areas on a Commuter Rail Corridor</p> <p>a b) The Aldershot GO MTSA is also located along a higher order transit route with planned frequent transit service by way of RER, however it is not identified on a Priority Transit Corridor in the Growth Plan.</p> <p>It is anticipated that the majority of growth within the City's four three MTSAs will occur in the three three MTSAs located along higher order transit routes and with planned frequent transit service by way of RER. The Region of Halton's municipal comprehensive review will confirm specific growth targets and MTSA boundaries. Further, area-specific plans will be prepared for these areas to establish a comprehensive vision for future transit-supportive development in each MTSA on the RER Priority Transit Corridor.</p> <p>2. MTSAs not on Regional Express Rail (RER)</p> <p>The Downtown Burlington MTSA is not located on a Priority Transit Corridor nor is it supported by higher order transit, nor by frequent transit within a dedicated right-of-way. Within the downtown, there is a historic fine-grained grid street network which was established over a century ago. This street network supports the existing transit-supportive built form that contributes to a vibrant, walkable and cycling-friendly complete community.</p> <p>The Downtown Burlington MTSA is anchored by the downtown Burlington bus terminal, which functions as an intercity bus transfer point. It currently does not function as a major bus depot and this is likely to continue into the future, unless improvements and/or enhancements are undertaken to strengthen its function as a major bus depot.</p>

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				<p>The residents and jobs associated with <i>development</i> in the Downtown Burlington <i>MTSA</i> will contribute towards meeting the Urban Growth Centre (UGC) density target of a minimum 200 residents and jobs combined per hectare, as identified in the Growth Plan. Given the limited function of the Downtown Bus Terminal, the <i>MTSA</i> is not expected to be a significant driver for <i>intensification</i> beyond that which is required by the Downtown UGC.</p> <p>Building upon the work of Halton Region's Mobility Management Strategy and the Defining Major Transit Requirements in Halton Region study (2019) and in keeping with the policies of the Growth Plan, the final delineation of the <i>MTSAs</i> boundaries and the identification of minimum density targets, will be established by the Region of Halton through the municipal comprehensive review and will be implemented through a future Official Plan Amendment. Through the Region's <i>municipal comprehensive review</i> process, existing and proposed <i>MTSAs</i> in Halton may be reviewed based on their overall role, regional functionality, characteristics, and the opportunity to provide enhanced mobility and connectivity throughout the Region.</p> <p>8.1.2(1) Objectives t) To direct an appropriate scale and intensity of <i>transit-supportive development</i> at each <i>MTSA</i> consistent with the <i>MTSA typology hierarchy</i> in Subsection 8.1.2, Major Transit Station Areas, of this Plan, and in accordance with the Province's Transit Supportive Guidelines and Mobility Hub Guidelines.</p> <p>8.1.2(2) Policies b) In advance of the completion of <i>area-specific plans</i> or major planning studies and the approval of the implementing Official Plan amendments for the <i>Major Transit Station Areas</i>, the policies contained in Subsection 8.1.2 of this Plan, shall apply to <i>development applications</i> in the <i>MTSAs</i>, <i>Special Planning Areas</i> and Urban Growth Centre, as shown on Schedule B, of this Plan.</p> <p>p) In addition to the policies contained in Subsection 6.2.3, Transit, the <i>City</i> will consider strengthening the connection and supporting increased transit use between the <i>Downtown Burlington Urban Growth Centre/Burlington GO MTSA</i> and the Downtown <i>Urban Centre Burlington MTSA</i>, through the following measures/opportunities:</p> <p>8.1.2(4) <i>Downtown Burlington Urban Growth Centre/BURLINGTON GO MAJOR TRANSIT STATION AREA</i></p> <p>The <i>Downtown Burlington UGC/Burlington GO Major Transit Station Area (MTSA)</i> is centered around the Burlington GO transit station and located on a Priority Transit Corridor, as identified in the Growth Plan. The Burlington GO <i>MTSA</i> is positioned along a <i>higher order transit</i> route with planned <i>frequent transit</i> service by way of Regional Express Rail (RER). It is a primary focus for <i>transit-supportive development</i> and <i>intensification</i> in the City given its central and strategic location connected by rail, local and regional transit, provincial highways and major arterials.</p> <p>The <i>Downtown Burlington UGC/Burlington GO MTSA</i> is currently comprised of low density commercial and employment uses, and limited residential <i>development</i>, however there are opportunities to introduce a full mix of uses within the mixed use and commercial designations of the plan to enable the <i>Downtown Burlington UGC/Burlington GO MTSA</i> to function as a <i>complete community</i>. This area should continue to serve an important employment</p>

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				<p>function for the City, recognizing the ongoing operations of some existing industrial sites.</p> <p>The policies within this section of the Plan are applied to the lands located within the <u>Downtown Burlington UGC/Burlington GO MTSA Special Planning Area</u>, as shown on Schedule F: <u>Downtown Burlington UGC/Burlington GO MTSA Special Planning Area</u>.</p> <p>In keeping with the policies of the Growth Plan, the final delineation of the MTSA boundaries and the identification of minimum density targets, will be established by the Region of Halton through the Municipal Comprehensive Review and will be implemented through a future Official Plan Amendment.</p> <p>The policies in this section provide guidance to <i>development applications</i> that are received prior to the completion of the <u>Region's municipal comprehensive review and preceding the completion of the area-specific plan</u> for the <u>Downtown Burlington UGC/Burlington GO MTSA</u> and approval of the implementing Official Plan amendments, in addition to the underlying land use designation.</p> <p>The lands bounded by Brant Street, Fairview Street, Drury Lane and the Rail corridor which are located closest to the GO Station and permit mixed use <i>development</i>, present a significant opportunity to deliver <i>transit-supportive development</i> and the objectives of a <i>complete community</i>. These lands have been divided into three areas, as shown on Schedule F-1 of this Plan.</p> <ol style="list-style-type: none"> 1. Area A includes the GO station lands and immediate vicinity, with the station building as the centre point of the Area, bounded by the existing <i>development</i> at 2089 & 2095 Fairview Street to the west and Rambo Hager Diversion Channel to the east. 2. Area B includes the lands to the east and west of Area A. This area is further defined into Area B-1 located west of Area A, with Brant Street forming its western limit and Area B-2 located east of Area A with Drury Lane forming its eastern limit. <p>The following policies for these areas are intended to guide <i>development</i> in advance of the completion of an <i>area-specific plan</i> for the <u>Downtown Burlington UGC/Burlington GO MTSA</u>.</p> <p>8.1.2(4.1) BURLINGTON GO MAJOR TRANSIT STATION AREA OBJECTIVES</p> <ol style="list-style-type: none"> a) To facilitate <i>transit supportive development</i> in the <u>Downtown Burlington UGC/Burlington GO MTSA</u> to achieve <i>multi-modal</i> access to the GO Station and connections to nearby <i>major trip generators</i>. b) To establish a grid-oriented network of transportation connections throughout the <u>Downtown Burlington UGC/Burlington GO MTSA</u>. <p>8.1.2(4.2) DOWNTOWN BURLINGTON UGC/BURLINGTON GO MAJOR TRANSIT STATION AREA POLICIES</p> <ol style="list-style-type: none"> a) In addition to the policies contained in Subsection 7.3.2 a) (v), Existing Community Areas, design plans for <i>development applications</i> located in the <u>Downtown Burlington UGC/Burlington GO MTSA</u> shall identify <i>active transportation</i> connections to the Burlington GO Station. c) <i>Development</i> in the <u>Downtown Burlington UGC/Burlington GO MTSA</u> shall support the achievement of a <i>complete community</i> through a more <i>compact</i>

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				<p><i>built form</i> that is supported by mix of uses, parks, green spaces, <i>public service facilities</i>, offices, other employment uses, including existing industrial, and institutions.</p> <p>d) <i>Development</i> in the Downtown Burlington UGC/Burlington GO MTSA shall incorporate private pathways and <i>complete streets</i> elements that make <i>development</i> more accessible for pedestrians, cyclists and transit users and includes a fine grained, grid-oriented and permeable <i>active transportation</i> network with <i>multi-modal</i> access to the GO Station.</p> <p>e) Notwithstanding Subsection 8.1.3 (7.2) Urban Corridor, large-scale stand-alone retail and service commercial buildings shall not be permitted within the Downtown Burlington UGC/ Burlington GO MTSA.</p> <p>8.1.3(8.2) Urban Corridor – Employment Designation Policies</p> <p>l) iii) where the proposed <i>development</i> is located within an MTSA Special Planning Area and is proposed in advance of an area-specific plan the policies of section 8.1.2 Major Transit Station Areas of this Plan shall apply.</p> <p>See modification in Item 61 – 8.1.2</p> <p>8.1.2(2) Policies</p> <p>a) The City shall complete area-specific plans or major planning studies to ensure that all Major Transit Station Areas are identified as Protected Major Transit Station Areas and planned to implement mixed use transit-supportive development including employment uses, while ensuring compatibility with surrounding areas is achieved.</p>
63	81.1 [New]	<p>A new Section 81.1 is added to read as follows:</p> <p><u>“Protected Major Transit Station Areas³</u></p> <p><u>The Major Transit Station Areas (including the Major Transit Station Areas that are also Urban Growth Centres), with minimum density targets as identified on Table 2b, and⁴ as delineated on Map 1H and Map 6, are identified as Protected Major Transit Station Areas in accordance with Section 16(16) of the Planning Act.”</u></p>	<p>Introduction of reference to Protected MTSA in the preamble to 8.1.2 in Item 81 above achieves conformity to this.</p>	<p>See Item 81</p>
-	81.1(1) [New]	<p>A new Section 81.1(1) is added to read as follows:</p> <p><u>“Official plans of relevant Local Municipalities are required to include policies that,</u></p> <p>a) <u>Identify the authorized uses of land in the area and of buildings or structures on lands in the area; and</u></p> <p>b) <u>Identify minimum densities that are authorized with respect to buildings and structures in the area.”⁵</u></p>	<p>Modifications are required to replace MTSA Special Planning Areas with Protected MTSAs and recognize that the specific policies related to MTSA ASPs are approved by the Region.</p>	<p>12.1.3(4) Major Transit Station Area Area-Specific Plans Guiding Policies</p> <p>a) The City will prepare and adopt area-specific plans for lands within Major Transit Station Area (MTSA) Special Planning Areas as Protected Major Transit Station Areas identified on Schedule B, Urban Structure, of this Plan, in accordance with policies contained in this section and in Subsections 12.1.3(2) and 12.1.3(3) of this Plan. These area specific plans will be adopted by amendment to this Plan and approved by Halton Region.</p>

³ MMAH modification #2

⁴ MMAH modification #2

⁵ MMAH modification #3

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64	81.2 [New]	<p>A new Section 81.2 is added to read as follows:</p> <p><u>“It is the policy of the Region to:</u></p> <ul style="list-style-type: none"> <u>(1) Direct development with higher densities and mixed uses to Major Transit Station Areas in accordance with the hierarchy of Strategic Growth Areas identified in Section 79.2 of this Plan.</u> <u>(2) Require Local Official Plans to plan to achieve:</u> <ul style="list-style-type: none"> <u>a) the minimum density target for each Major Transit Station Area as prescribed in Table 2b, which may be achieved beyond the planning horizon of this Plan; and.</u> <u>b) a general target proportion of residents and jobs within each Major Transit Station Area in accordance with Section 55.3 and Table 2b of this Plan, where applicable.</u> <u>(2.1) The minimum density target for an individual Major Transit Station Area may be revised as part of the municipal comprehensive review, to address recommendations of the municipal comprehensive review and/or Local Municipal planning studies.</u> <u>(3) Require the Local Municipalities to delineate the boundaries of Major Transit Station Areas in accordance with Map 1H and Map 6 in their Official Plans.</u> <u>(4) Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for a Major Transit Station Area, in accordance with Sections 48 and 77(5) of this Plan that also:</u> <ul style="list-style-type: none"> <u>a) identifies the minimum density target to be achieved expressed as the number of residents and jobs per hectare in accordance with Table 2b.</u> <u>b) identifies a target proportion of residents and jobs to be planned for in accordance with Section 55.3 and Table 2b of this Plan.</u> <u>c) identifies land uses to support complete communities.</u> <u>d) prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established in Table 2b.</u> <u>e) identifies and protects lands that may be needed for future enhancement or expansion of transit infrastructure, as appropriate.</u> <u>f) 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, in accordance with Sections 79.3(12) and 83.2(7) of this Plan.</u> <u>g) 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.</u> 	Changes to BOP schedules are required to recognize delineated boundaries.	See Table B: Mapping Analysis

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		<ul style="list-style-type: none"> h) <u>encourages alternative development standards, including reduced parking standards in Major Transit Station Areas.</u> i) <u>establishes Affordable Housing targets in accordance with the applicable policies of Section 86 of this Plan, 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.</u> j) <u>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 this Plan.</u> k) <u>may identify stable residential neighbourhoods where only contextually appropriate intensification opportunities in keeping with the neighbourhood character are contemplated.</u> 		
69	82 [New]	<p>A new Section 82 is added to read as follows: <u>“The objectives of the Regional Nodes, as identified by symbol on Map 1H, are:</u></p> <ul style="list-style-type: none"> <u>(1) To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and are historic downtown areas, or contain a concentration of public service facilities (i.e. hospitals, universities) and/or transit-supportive, high density uses.</u> <u>(2) To leverage infrastructure investments and the development of public service facilities to support forecasted growth.</u> <u>(3) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses that supports the area in a pedestrian-oriented urban environment.</u> <u>(4) To reflect and reinforce Local Urban Structures.”</u> 	Changes to adjust UGC boundary and update schedules to show Regional Nodes.	See Item 56
70	82.1 [New]	<p>A new Section 82.1 is added to read as follows: <u>“The Regional Nodes as identified on Map 1H by symbol are:</u></p> <ul style="list-style-type: none"> <u>(1) Primary Regional Nodes that are planned to accommodate growth and contain a concentration of public service facilities or transit-supportive high-density mixed uses, or which perform a regional transit network function at a scale appropriate for their context:</u> <ul style="list-style-type: none"> <u>a) Uptown Core, Oakville;</u> <u>b) Hospital District, Oakville;</u> <u>c) Milton Education Village, Milton;</u> 	<p>Conformity with this policy is achieved through other modifications that implement the Regional Urban structure through boundary delineation and associated policy changes to the City’s growth framework will achieve conformity.</p> <p>Update to terminology.</p>	See Items 8, 35, 56

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		<p><u>d) Palermo Village, Oakville; and</u> <u>e) Uptown Urban Centre, Burlington.</u></p> <p><u>(2) Secondary Regional Nodes that are historic downtown areas or villages, and/or are intended to be a focus for growth through mixed use intensification at a scale appropriate for their context:</u></p> <p><u>a) Neyagawa Urban Core, Oakville;</u></p> <p><u>b) Kerr Village, Oakville</u> <u>c) Bronte Village, Oakville;</u> <u>d) Downtown Oakville;</u> <u>e) Downtown Urban Centre, Burlington;</u> <u>f) Downtown Georgetown, Halton Hills; and g) Guelph Street Corridor, Halton Hills.”</u></p>		
71	82.2 [New]	<p>A new Section 82.2 is added to read as follows:</p> <p><u>“It is the policy of the Region to:</u></p> <p><u>(1) Direct development with higher densities and mixed uses to Regional Nodes in accordance with the hierarchy identified in Section 79.2, and based on the level of existing and planned transit service.</u></p> <p><u>(2) Encourage the Local Municipalities to delineate the boundaries of Regional Nodes.⁶</u></p> <p><u>(3) For applicable Primary Regional Nodes identified in Table 2b, require the Local Municipalities to plan to achieve a target proportion of residents and jobs in accordance with Section 55.3 and Table 2b of this Plan.</u></p> <p><u>(4) Require the Local Municipalities to prepare detailed official plan policies or an Area-Specific Plan for Regional Nodes, in accordance with Sections 48 and 77(5) of this Plan.”</u></p>	<p>The City’s Growth Framework supports the Region’s hierarchy of Strategic Growth Areas identified.</p> <p>Conformity with this policy is achieved through other modifications that implement the Regional Urban structure through boundary delineation and associated policy changes to the City’s growth framework will achieve conformity.</p> <p>Update to terminology is required.</p>	<p>See Items 8, 35, 56</p>
79	253.3	<p>Is amended to read as follows:</p> <p><u>“INTENSIFICATION CORRIDOR means Intensification Areas identified along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels. [Section number not in use.]”</u></p>	<p>Maintain definition of Intensification Corridors but recognize Intensification Corridors are Strategic Growth Areas and therefore include Regional Corridors</p>	<p>Intensification Corridor - Intensification Areas Strategic Growth Areas identified along major roads <u>including Regional Corridors</u>, arterials or higher order transit corridors that have the potential to provide a focus for higher intensity mixed-use development consistent with planned transit service levels.</p>
83	258.1	<p>Is amended to read as follows:</p> <p><u>“MAJOR TRANSIT STATION AREA means the area including and around any existing or planned higher order transit station within the Urban Area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m to 800m radius of a transit</u></p>	<p>Existing definition in BOP. Modifications would be necessary to delete caveat language that the boundaries will be established through the Region’s Municipal Comprehensive Review.</p>	<p>Major Transit Station Area (MTSA) – The area including and around any existing or planned <i>higher order transit</i> station, or stop within a settlement area; or the area including and around a major bus depot in an urban core. <i>Major transit station</i> areas generally are defined as the area within an approximate five hundred (500) m to eight hundred (800) m radius of a transit station, representing about a ten (10) minute walk. <u>In keeping with the policies of the Provincial Growth Plan, the final delineation of the Major Transit Station Area</u></p>

⁶ MMAH modification #6

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		station, representing about a 10-minute walk.”		boundaries and the identification of minimum density targets, will be established by the Region of Halton through the <i>municipal comprehensive review</i> and will be implemented through a future Official Plan Amendment.
85	267	Is amended to read as follows: “ [Section number not in use] <u>PRIORITY TRANSIT CORRIDOR means a transit corridor shown in Schedule 5 of the Growth Plan, 2019.</u> ”	New definition required	<u>Priority Transit Corridor - A transit corridor shown in Schedule 5 of the Growth Plan, 2019.</u>
87	272	Is amended to read as follows: “ [Section number not in use] <u>REGIONAL CORRIDOR means a Strategic Growth Area identified along major roads, arterials or higher order transit corridors that are planned to accommodate a significant amount of growth in alignment with the delivery of frequent transit and to support future transit projects.</u> ”	New definition required	<u>Regional Corridor - A Strategic Growth Area identified in the Regional Plan along major roads, arterials or higher order transit corridors that are planned to accommodate a significant amount of growth in alignment with the delivery of frequent transit and to support future transit projects.</u>
88	273	Is amended to read as follows: “ [Section number not in use] <u>REGIONAL NODE means a Strategic Growth Area derived from a Local Urban Structure that has a role in the accommodation of mixed use intensification, and supporting the transit network in the Region, which merits its identification as a component of the Regional Urban Structure hierarchy.</u> ”	New definition required	<u>Regional Node – A Strategic Growth Area derived from the City’s Urban Structure, as shown in Schedule B, of this Plan, that has a role in in the accommodation of mixed use intensification, and supporting the transit network in the Region, and is identified in the Regional Urban Structure hierarchy as described in the Regional Official Plan.</u>
89	280.2 [New]	A new Section 280.2 is added to read as follows: “ <u>STRATEGIC GROWTH AREAS means lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating population and employment intensification and higher-density mixed uses in a more compact built form. Strategic Growth Areas include Urban Growth Centres, Major Transit Station Areas, Regional Nodes, Regional Corridors, and Local Nodes as identified in Local Official Plans.</u> ”	New definition required.	<u>Strategic Growth Areas: Lands identified within the Urban Area of this Plan including Urban Growth Centres, Major Transit Station Areas, Regional Nodes, Regional Corridors and Nodes and intensification corridors as set out in the policies and schedules of the Urban Structure, Growth Framework and land use policies of this Plan. These areas that are intended to be the focus for accommodating growth population and employment intensification in a compact built form through intensification.</u>
91	Map 1	Map 1, <i>Regional Structure</i> , is deleted and replaced with a new Map 1, <i>Regional Structure</i> , as shown herein and provided as Attachment #1.	Modify all applicable schedules to include the delineated boundaries of the UGC/MTSAs, and Primary and Secondary Regional Nodes and updated titles/terminology.	See Table B: Mapping Analysis
92	Map 1C	Map 1C, <i>Future Strategic Employment Areas</i> , is deleted and replaced with a new Map 1C, <i>Future Strategic Employment Areas</i> , as shown herein and provided as Attachment #2.		
93	Map 1H	Map 1H, <i>Regional Urban Structure</i> , is added, as shown herein and provided as Attachment #3. The following footnote is added to Map 1H: “ <u>The changed delineation of Urban Growth Centres by Amendment 48 is subject to section 80.3.</u> ” ⁷		

⁷ MMAH Modification #8

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94	Map 3	Map 3, <i>Functional Plan of Major Transportation Facilities</i> , is deleted and replaced with a new Map 3, as shown herein and provided as Attachment #4.		
95	Map 6	Map 6, <i>Strategic Growth Areas</i> , is added, as shown herein and provided as Attachment #5.		

Table B: Mapping Analysis

See Appendix B: ROPA 48 Mapping, to report PL-30-22, for visual context to complement the proposed modifications below.

Burlington Official Plan, 2020 Schedule/Appendix	Proposed Burlington Official Plan, 2020 Modification
Schedule A – City System	Identify Urban Growth Centre and Protected MTSA boundaries and include in Legend under “Areas” Remove symbol for Downtown MTSA Remove Major Transit Station from Contextual references in legend and replace blue symbol for Secondary Regional Node (Downtown Urban Centre) Add red symbol for Primary Regional Node (Uptown Urban Centre)
Schedule A-1 – City System – Provincial Land Use Plans and Designations	Adjust Urban Growth Centre boundary to align with Map 6b of ROPA 48 Include delineated boundaries for the Protected Major Transit Station Areas and identify on legend under a new heading “Regional Official Plan” after Parkway Belt West Update title of Map to “Provincial and <u>Regional</u> Land Use Plans and Designations”
Schedule B - Urban Structure	Replace “MTSA Special Planning Areas” with “Protected Major Transit Station Areas” Adjust PMTSA boundaries in accordance with ROPA 48 (Aldershot, Burlington and Appleby) Adjust the Urban Centres (specific to Downtown Urban Centre) to exclude the Upper Brant Precinct Label each Regional Node in accordance with ROPA 48 Label each PMTSA in accordance with ROPA 48 Adjust the Urban Growth Centre boundary to align with Map 6b of ROPA 48 Add the Upper Brant Precinct within the purple area (Mixed Use Nodes and Intensification Corridors). Update the Region of Halton Employment Area overlay to align with Map 1H of ROPA 48 Remove Major Transit Station symbol for Downtown Update legend from <u>MTSA Special Planning Areas</u> to <u>Protected Major Transit Station Area</u>
Schedule B-1 – Growth Framework	Adjust boundary to align with Map 6b of ROPA 48 Update legend from <u>MTSA Special Planning Areas</u> to <u>Protected Major Transit Station Area</u>
Schedule B-2 – Growth Framework and Long Term Frequent Transit Corridors	Adjust boundary to align with Map 6b of ROPA 48 Update legend from <u>MTSA Special Planning Areas</u> to <u>Protected Major Transit Station Area</u> Remove Major Transit Station symbol for Downtown

Burlington Official Plan, 2020 Schedule/Appendix	Proposed Burlington Official Plan, 2020 Modification
Schedule C – Land Use – Urban Area	Adjust Urban Growth Centre boundary to align with Map 6b of ROPA 48
Schedule D – Land Use – Downtown Urban Centre	Remove the Urban Growth Centre Boundary Adjust the Downtown Urban Centre to remove Upper Brant Precinct area. Include an asterisk that references new Appendix H and the transition policy reference for applications before Nov 10th 2021 that the boundary in the appendix would apply.
Schedule D-1 – Downtown Urban Centre Retail Streets	Remove the Urban Growth Centre boundary Adjust the Downtown Urban Centre to remove Upper Brant Precinct area
Schedule D-2 – Maximum Building Heights	Remove the Urban Growth Centre boundary Maintain Upper Brant Precinct on schedule with a boundary and hatching that identifies it with an asterisk that would say “Heights for the Upper Brant Precinct are subject to the policies of 8.1.2(4.3.1).”
Schedule E – Land Use - Uptown Urban Centre	Update the Region of Halton Employment Area overlay to align with Map 1H of ROPA 48
Schedule F – Burlington GO MTSA Special Planning Area	Modify title to “Downtown Burlington Urban Growth Centre/Burlington GO Protected Major Transit Station Area” Adjust boundary to align with Map 6b of ROPA 48 Shade area within boundary grey as “Urban Growth Centre” Update legend from MTSA Special Planning Areas to <u>Protected Major Transit Station Area</u> Remove italicized MTSA disclaimer language for final boundaries.
Schedule F-1 – Burlington GO MTSA Special Planning Area	Modify title to “Downtown Burlington Urban Growth Centre/Burlington GO Protected Major Transit Station Area” Adjust boundary to align with Map 6b of ROPA 48 Shade area within boundary grey as “Urban Growth Centre” Update legend to “ <u>Downtown Burlington Urban Growth Centre/Burlington GO Protected</u> MTSA Special Planning Area ” Remove italicized MTSA disclaimer language for final boundaries
Schedule G – Aldershot GO MTSA Special Planning Area	Update title to “Aldershot GO Protected MTSA” Adjust boundary to align with Map 6d of ROPA 48 Update legend from MTSA Special Planning Areas to <u>Protected Major Transit Station Area</u> Remove italicized MTSA disclaimer language for final boundaries
Schedule H – Appleby GO MTSA Special Planning Area	Update title to “Appleby GO Protected MTSA” Adjust boundary to align with Map 6e of ROPA 48 Update legend from MTSA Special Planning Areas to <u>Protected Major Transit Station Area</u> Remove italicized MTSA disclaimer language for final boundaries
Schedule O-1 – Classification of Transportation Facilities - Urban Area	Adjust Urban Growth Centre boundary to align with Map 6b of ROPA 48 Adjust the Urban Growth Centre Boundary and remove Upper Brant Precinct from urban centers shading Remove symbol for Major Transit Station from the downtown

Burlington Official Plan, 2020 Schedule/Appendix	Proposed Burlington Official Plan, 2020 Modification
Schedule O-3 – Classification of Transportation Facilities Downtown Urban Centre	Adjust Urban Growth Centre boundary to align with Map 6b of ROPA 48 Adjust the Downtown Urban Centre shading to remove Upper Brant Precinct area.
Schedule P – Long Term Cycling Master Plan	Remove Major Transit Station symbol from the Downtown
Schedule Q – Trails Strategy	Remove Major Transit Station symbol from the Downtown
Appendix A-2 – Potential Cultural Heritage Study Areas: Downtown	Update legend from Downtown Urban Centre Boundary/Mobility Hub Boundary to <u>Downtown Urban Centre Boundary</u>
Appendix G – Former Waste Disposal Sites	Adjust Urban Growth Centre boundary to align with Map 6b of ROPA 48
[New] Appendix H – Former Downtown Urban Growth Centre	Include mapping of Urban Growth Centre boundary prior to November 10, 2021 with footnote referencing transition policy

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