

The purpose of this document is to identify the additional modifications to the Burlington Official Plan, 2020 that have been identified since the proposed modifications appended to staff report [PL-30-22](#) through [Appendix A](#) was received by Council.

Legend:

Red Underline: New Text

 Strikethrough Highlight: Deleted Text

Number	Section	Proposed Modification	Purpose
1	2.1 Community Vision	Those areas that will see significant change over the planning horizon of this Plan are called <i>intensification areas</i> , <u>also known as Strategic Growth Areas</u> and represent a small fraction of Burlington’s total land area.	Additional modification to the 3 rd paragraph to include reference to SGAs for clarity.
2	2.2.5 Strategic Growth Area Targets	<p>“and beyond the 2051 planning horizon for <u>other</u> Strategic Growth Areas.”</p> <p>Included the words “where established” in the 2nd sentence after “The targets, <u>where established</u>, are planned....”</p> <p>Delete the word “the” before 2051 and “planning horizon” after.</p>	<p>Included the word “other” before Strategic Growth Areas to recognize the rest of the SGAs.</p> <p>To recognize that the City’s OP planning horizon is 2031 and not 2051.</p>
3	2.3.1 Mixed Use Intensification Areas – Major Transit Station Areas	<p>h) It is anticipated that the majority of growth within the City’s four MTSAs will occur in the three <i>MTSAs</i> located along <i>higher order transit</i> routes and with planned <i>frequent transit</i> service by way of Regional Express Rail.</p> <p>In keeping with the policies of the Provincial 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>i) In Burlington there are three <u>Protected Major Transit Station Areas</u>, TSA Special Planning Areas identified by the City <u>and the Region</u> around the <u>Downtown Burlington Urban Growth</u></p>	<p>Delete reference to four MTSAs as ROPA 48 removed the MH from Downtown Urban Centre.</p> <p>Delete reference to Region’s MCR.</p>

		Centre/Burlington GO, Aldershot GO and Appleby GO Stations. All three areas are major transit station areas. In this Plan, the three MTSA Special Planning Areas are identified as areas that will be subject to further detailed area-specific planning. The boundaries of the major transit station areas and assignment of growth targets will be confirmed through the Region of Halton's municipal comprehensive review in conformity to the Provincial Growth Plan	
4	2.4.2(1) Primary Growth Areas	a) (i) Primary Growth Areas are supportive of the Regional Urban Structure Strategic Growth Areas and are identified on Schedule B-1: Growth Framework, of this Plan, and are These areas are generally located within areas identified in the City's Urban Structure of within the Mixed Use Intensification Areas as Urban Centres and Protected Major Transit Station Areas TSAs Special Planning Areas, as identified on Schedule B: Urban Structure, of this Plan, with some exceptions.	Minor edit to include the word "and". Changed MTSA to <i>Major Transit Station Area</i> and italicized as it's a defined term.
5	6.1.1 b)	To rely on the land use vision of this Plan to communicate with multiple partners the approach for developing servicing priority and phasing in a built- up municipality through the completion of a series of area-specific plans. Dependent upon the findings of the area-specific plans, the highest priority for ensuring servicing capacity will be determined among the Urban Centres and Protected Major Transit Station Areas TSA Special Planning Areas identified as Primary Growth Areas in the Growth Framework.	Delete term "Special Planning Area" and replace with "Protected Major Transit Station Area".
6	6.2.3(2) a)	Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, identifies the long-term frequent transit corridors and candidate frequent transit corridors in the city, along with the city's transit support corridors, Primary, Secondary and Employment Growth Areas, Mobility Hub MTSA Primary and Secondary Connectors, the GO commuter rail line/Priority Transit Corridor, and the location of Mobility Hubs and Major Transit Stations.	Delete term "Mobility Hubs".
7	Land Use Policies – Urban Area Preamble	For lands in the Major Transit Station Area (MTSA) Special Planning Areas and the Urban Growth Centre, identified on Schedule B, of this Plan, the objectives and policies for each land use designation in this part of the Plan, should be read in conjunction with the objectives and policies in Chapter 8.	Delete term "Special Planning Areas".
8	8.1.1(1) General Objectives	j) To ensure Urban Centres are highly accessible by transit and supported by frequent transit corridors.	ROPA 48 adjusted the boundary of the UGC to align with the Burlington GO MTSA and removed the MH/MTSA symbol from Downtown. This recognizes that Urban Centres are to be supported by frequent transit.

9	8.1.1(3) Downtown Urban Centre	<p>The Downtown will continue to develop as the city's <u>historic centre along the Lake Ontario waterfront primary centre</u>, taking advantage of the unique qualities that set it apart from all other areas of the city and that contribute to its distinct identity.</p> <p>The Downtown Burlington bus terminal functions as an intercity bus transfer point. <u>Because it is a bus depot in an urban core or downtown, it was classified as a major transit station.</u> However, <u>it</u> currently does not function as a major bus depot and this is likely to continue into the future, unless improvements and/or enhancements are undertaken to strengthen its function as a major bus depot.</p>	<p>Given the hierarchy of SGAs established in ROPA 48, and the adjusted UGC being the primary centre for growth, modification recognizes the historic attributes of the Downtown Urban Centre along the waterfront while still recognizing that the area will continue to develop.</p> <p>Modifications to recognize that ROPA 48 removed the MH/MTSA symbol from the Downtown Urban Centre and is no longer classified as a major transit station.</p>
10	8.1.1(3.1) General Objectives	r) <u>To concentrate the tallest development in those parts of the Urban Growth Centre that have the greatest proximity to higher order transit.</u>	No longer needed as ROPA 48 removed the Downtown Urban Centre as a MH/MTSA.
11	8.1.2 Major Transit Station Areas	<p>Preamble –3. Major Transit Station Area on Commuter Rail Corridor [proposed new in May modifications]</p> <p>It is anticipated that the majority of growth within the City's <u>four MTSA</u>s will occur in the <u>Downtown Burlington Urban Growth Centre and the three</u> MTSA's located along <i>higher order transit</i> routes and with planned <i>frequent transit</i> service by way of RER.</p>	Delete reference to 4 MTSA's and differentiate the Downtown UGC from the other 2 MTSA's where majority of growth will occur.
12	8.1.2(3) Development Applications Preceding an Area specific plan	c) In addition, applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within the <u>Downtown Burlington Urban Growth Centre/Burlington GO</u> , Aldershot GO and Appleby GO MTSA....	Corrected title of the Downtown Burlington UGC/Burlington GO MTSA.
13	8.7.1(2) Policies	a) <u>Accessory drive-throughs</u> within the Urban Growth Centre, and <u>MTSA's Special Planning Areas and Downtown Urban Centre</u> , as identified on Schedule B: Urban Structure, of this Plan, <i>shall</i> be prohibited.	To recognize that accessory drive-throughs are prohibited in the Downtown Urban Centre.
14	12.1.1(3)d)	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>	Delete the last sentence per comments from Halton Region. Key elements of the City's urban structure would need to be modified in the Regional Official Plan first before implementation in the City's Official Plan.

15	12.1.3(4)	<p><u>PROTECTED</u> MAJOR TRANSIT STAION AREA AREA-SPECIFIC PLANS GUIDING POLICIES</p> <p>a) The <i>City</i> will prepare and adopt <i>area-specific plans</i> for lands within Major Transit Station Area (MTSA) <u>Special Planning Areas</u> <i>as Protected Major Transit Station Areas</i> 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 <i>area-specific plans</i> will be adopted by amendment to this Plan.</p> <p>b) The Major Transit Station Area Special Planning Area boundaries identified on Schedules B, F, G and H of this Plan, have been identified by the City. The final boundaries of the <i>major transit station areas</i> will be delineated by the Region of Halton through its <i>municipal comprehensive review</i>, which will also establish minimum density targets for these areas, in conformity with the Provincial Growth Plan.</p>	<p>Additional reference to Protected MTSA's in the title.</p> <p>Replace “Special Planning Area” with “Protected Major Transit Station Areas” and delete b) that references that the final delineation of the MTSA's will be completed by Halton Region through the MCR.</p>
16	Section 13-Definitions	<p>Intensification Area: <u>Lands, including Strategic Growth Areas</u> identified within the Urban Area of this Plan that are intended to be the focus for accommodating growth through <i>intensification</i>.</p>	Proposing to maintain the definition of Intensification area and include reference to Strategic Growth Areas given the structure of the plan.
17	Section 13-Definitions	<p>Priority Transit Corridor- <u>A transit corridor shown in on Schedule 5 of the Growth Plan, 2019.</u></p>	Minor edit – replace “in” with “on”
19	Section 13-Definitions	<p>Strategic Growth Areas- <u>Intensification Areas 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 are intended to be the focus for accommodating population and employment intensification in a compact built form.</u></p>	Include definition of Strategic Growth Areas.