



CITY OF BURLINGTON

Major Transit Station Areas, Area Specific Planning Study & Final Report (Final)

Downtown Burlington UGC/Burlington
GO MTSA & Aldershot GO MTSA



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1.0 Introduction

1.1 Background

The City of Burlington will continue to grow over the next 30 years. The expectation is that the areas surrounding the City's three GO stations, referred to as Major Transit Station Areas (MTSAs), will be a major focus for growth, intensification and redevelopment over the long term. The City launched the initial stages of an Area-Specific Planning process in 2017 to plan for the long-term growth of the MTSAs. The creation of Area-Specific Plans is a key priority for City Council as expressed through the City of Burlington's 2015-2040 Strategic Plan.¹

The ASPs have been prepared to align with Burlington's Official Plan, 2020 and all relevant local, regional and provincial policies, plans and strategies.

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

1.2 Purpose of this Report

The purpose of this Final Report is to summarize the work completed through the Area-Specific Planning process. This report also includes individual Area-Specific Plan Planning Studies (ASPs) for each of the three MTSA.

This Area-Specific Planning Study Final Report provides guidance to the City of Burlington on how it can lead the transformational change of each MTSA from lower density, auto-oriented, employment and industrial areas into transit oriented mixed-use complete communities with a sense of place and a balance of new population, new jobs, supported by new open spaces and new welcoming community spaces. The final section of this document provides guidance for implementation of the Area-Specific Plans.

At the outset of the MTSA ASP Planning Project, the Terms of Reference for the Project tasked Dillon Consulting with the creation of three (3) Area-Specific Plans for Burlington MTSA. Since the initiation of the project in September 2021, a number of factors have altered the timelines and deliverables for the project. As such, for the purposes of this document, this ASP Planning Study (Study) will inform the creation of future Area-Specific Plans by way of Official Plan policies (amendments, modifications and/or new policies, as appropriate), supported by a statutory planning process as set out in the ***Planning Act***.

Additionally, the Study should be read in conjunction with the entirety of the Burlington Official Plan (2020). Where no new specific policies are presented, the reader is to infer that the policies of the Official Plan (2020) provide sufficient direction on a given topic. Where words are italicized in the Study, readers should refer to the Burlington Official Plan (2020) for the definition. It is acknowledged that there may be some italicized words within the Study that are not currently defined in the Official Plan. These will be defined in the future Official Plan policies.

1.2.1 Report Organization

This Final Report is organized into the following sections:

Section 1 – Introduction

Section 2 – Technical Studies & Findings

Section 3 – Vision and Principles

Section 4 – Downtown Burlington UGC/Burlington GO MTSA Area-Specific Plan

Section 5 – Appleby GO MTSA Area-Specific Plan

Section 6 – Aldershot GO MTSA Area-Specific Plan

Section 7 – Implementation

Sections 4, 5 and 6 are meant to be able to be utilized as standalone plans for each of the MTSA. As such, there may be repetition between the three sections which was done intentionally.

1.3 What is an Area-Specific Plan?

The City's Official Plan (2020) provides policies to guide development and manage change across the entire City. In instances where a particular area is anticipated to undergo a significant level of change overtime, it is often necessary to prepare a more detailed Area-Specific Plan (sometimes referred to as a Secondary Plan) to guide decision-making.

ASPs present a comprehensive plan and set of policy recommendations for an area, which, once the implementing policy amendments are adopted by Council and approved by the Region, become part of the Official Plan. A detailed summary of what is to be included in an Area-Specific Plan can be found in the [Interim Project Report](#).

The hierarchy of where an Area-Specific Plan fits within the planning process for the City of Burlington can be found below in Error! Reference source not found..



Figure 1.1 - Planning Process Hierarchy: Planning Process Hierarchy

1.4 Area-Specific Plan Process

1.4.1 Study Objectives

Overarching study objectives come from several sources. These objectives will continue to guide development of the MTSA ASPs and implementing Official Plan Amendments.

1.4.1.1 City of Burlington's Official Plan (2020) Objectives

The following MTSA objectives are found in Section 8.1.2 (1) of the City's Official Plan (2020):

- To complete Area-Specific Plans and/or major planning studies that establish long term development policies for Major Transit Station Areas (MTSAs).
- To develop the MTSAs into compact, pedestrian, environmentally sustainable and transit-supportive places each with a distinct character.
- To promote intensification in order to achieve transit-supportive residential and employment density targets.
- To require a mix of uses within development and throughout each MTSA, that will strengthen the live/work/shop relationship and support the creation of complete communities.

Introduction

- To provide a network of complete streets which provide for the efficient, accessible and safe movement of people and goods and which prioritize pedestrian, bicycle and transit activities.
- To develop MTSA into effective multi-modal transit station areas that provide seamless connections between different modes of transportation, including frequent transit corridors.
- To ensure MTSA have strong and integrated multi-modal connections with adjacent areas.
- To prioritize the development of surface parking lots and the intensification of underutilized lands and buildings.
- To support the retention and expansion of existing employment functions and encourage new employment functions and employment uses which are compatible with other uses and serve to make each MTSA an employment destination within the city.
- To provide low-rise, mid-rise and tall building forms, where appropriate, that support a variety of demographics in MTSA.
- To provide opportunities for a range of small and medium-scale retail and service commercial uses that serve the needs of residents and employees in the MTSA.
- To promote the accommodation of a diverse range and mix of household sizes, household incomes and housing tenure.
- To ensure the provision of a range of open spaces and connections.
- To ensure that there is an appropriate transition in scale, intensity, height, massing and spacing of development in including appropriate transitions between various land uses and built forms.
- To enhance the existing physical character of Established Neighbourhood Areas, as identified on Schedule B-1: Growth Framework, of the Official Plan, within MTSA.
- To achieve design excellence in MTSA that will encourage long-term investment and the creation of high quality and sustainable built forms in the public and private realm.
- To prioritize and implement innovative sustainable practices and infrastructure related to energy, water, landscape and waste management that together assist with adapting to the impacts of a changing climate.
- To target carbon neutrality in MTSA through the use of district energy, sustainable building measures and other innovative approaches.
- To plan for and provide public service facilities that support future population and job growth.
- To direct an appropriate scale and intensity of transit-supportive development at each MTSA consistent with the MTSA typology in Subsection 8.1.2, Major Transit Station Areas, of the Official Plan, and in accordance with the Province's Transit Supportive Guidelines and Mobility Hub Guidelines.
- To encourage transit-supportive, pedestrian-oriented and cycling-friendly development in a compact built form, while ensuring compatibility with the surrounding areas is achieved.
- To ensure development establishes a high-quality public realm featuring a network of new and existing public squares, parks and open space that incorporate street trees, landscaping and vegetation.
- To ensure development is consistent with the vision and intent of the MTSA typology.

1.4.1.2 Objectives from the MTSA ASP Project Terms of Reference

The MTSA ASP project started as the Mobility Hubs Study and was driven by a set of objectives which can be found in the [Background Report](#). Through the re-initiation of the project, as the MTSA

Introduction

ASP Project, the following objectives were adopted to guide the project, as outlined in the Terms of Reference:

- Leverage infrastructure investment and frequent transit service, including higher order transit and the development of public service facilities to support and accommodate increased densities and transit supportive densities.
- Provide a range and mix of transit-supportive uses, such as residential, retail, office, parks and public uses that supports the area in a pedestrian oriented urban environment.
- Plan and design the areas to be transit-supportive, complete communities and to achieve multi-modal access to stations and connections to nearby major trip generators.
- Plan for a diverse mix of uses, including additional residential units and affordable housing, where appropriate.
- Protect existing significant employment uses within Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved.
- Develop a transportation network designed to support and integrate active transportation, local transit services and inter-municipal/inter-regional higher order transit services.
- Plan for new public service facilities that support future population and job growth.
- Create new parks, trails, public realm and open spaces to serve residents and local workforce including the integration and connection of these spaces with the City's broader parks and trails network.
- Protect life and property from natural hazards.
- Maintain, restore and where possible enhance the long term ecological integrity and biodiversity of the Natural Heritage System and its ecological and hydrologic functions.
- Apply a climate change lens.

1.4.2 Study Process

The MTSA ASP Study is a continuation of the Mobility Hub Study that was paused in 2019. The Background Report “[Planning Around Burlington’s Major Transit Station Areas: What You Need to Know](#)” September 2021 describes both the past Mobility Hub Study and the current MTSA Area-Specific Planning Project. **Figure 1.2** illustrates a high-level overview of how the project unfolded. For more detail refer to the [Interim Project Report](#) or the Background Report noted at the beginning of this section.

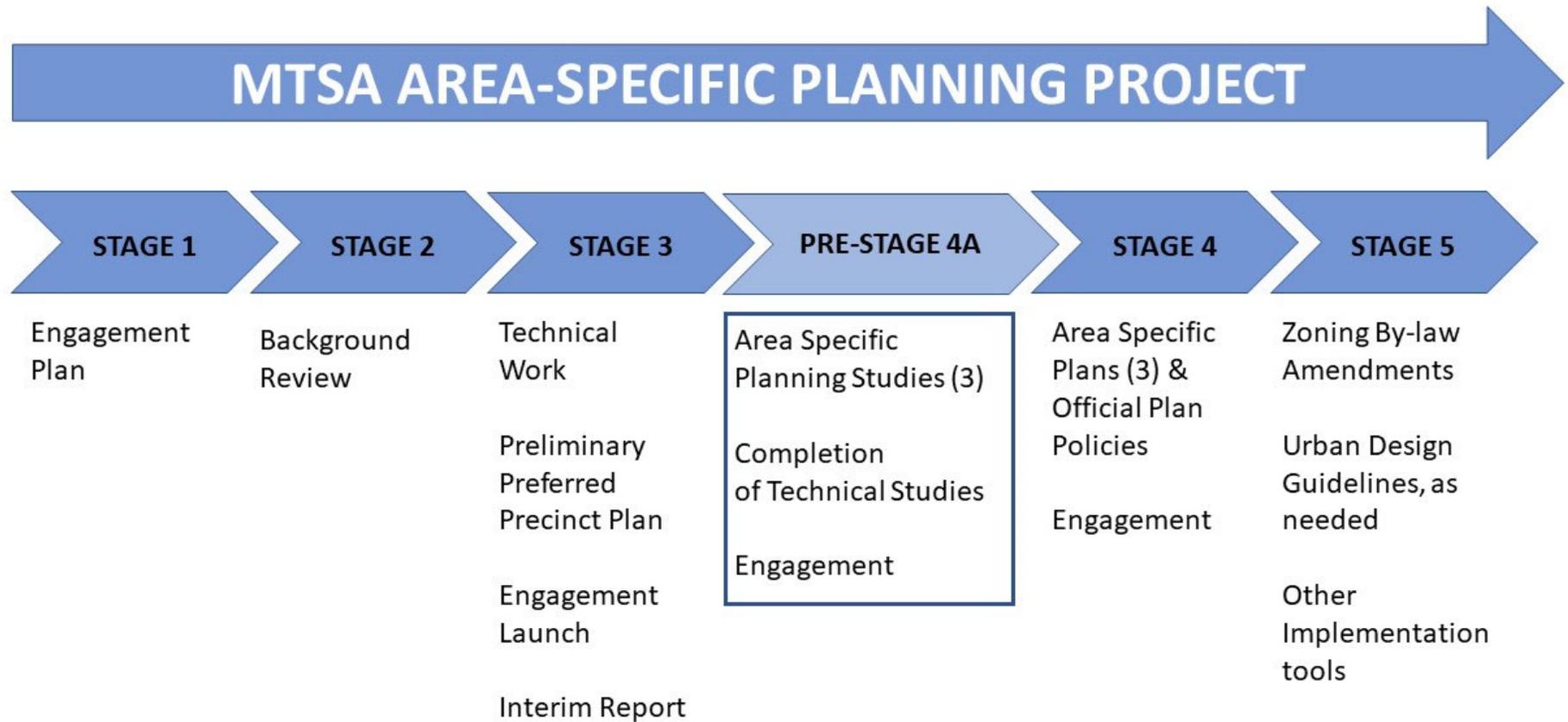


Figure 1.2 - MTSA Area-Specific Plan Process

*Note: Appleby GO MTSA ASP will follow after additional studies are undertaken, see explanation Section 1.4.3.

1.4.3 A Note on Appleby GO MTSA

This Final Report contains the Area-Specific Planning Studies for the Downtown Burlington UGC/ Burlington GO MTSA and the Aldershot GO MTSA. Some of the technical work for the Appleby GO MTSA remains on-going and as such, the Appleby GO MTSA Area-Specific Plan will be available separately, at a later date. While the work continues on the creation of the Area-Specific Plan for the Appleby GO MTSA, this Final Report contains elements that will be reflected in the future Area-Specific Plan for the Appleby GO MTSA.

1.4.4 Time Horizon

The Area-Specific Planning Studies and the supporting technical studies have been completed using 2051 as a practical and long-term time-frame as was set out in the Terms of Reference for the project and in alignment with the direction of Provincial and Regional policy that requires the local municipalities to plan to achieve targets to 2051 for strategic growth areas. For more information about the time horizon for the project as it relates to the Municipal Comprehensive Review Process (MCR) which was under way at the time of the writing of this Final Report, refer to Section 3.1.2.1 - Halton Region Official Plan.

1.4.5 Official Plan Policies

The Area-Specific Planning Studies contained in this Final Report are the culmination of planning analysis, technical studies and stakeholder and public engagement. The Final Report provides an overview of the process, the planning and policy context, the precinct systems, general or over-arching policies and precinct-specific policies. The directions of the Area-Specific Planning Studies are implemented through Official Plan policies (amendments, modifications and or/new policies, as appropriate) to the City's Official Plan. The Area-Specific Plans will form the basis of the implementing Official Plan policies. The future Official Plan policies (OP Amendments) will reflect the intent and purpose of the Area-Specific Plan policies but may also reflect existing policy, changes in legislation or as a result of the Region's approval process as needed to implement these policies within the Official Plan.

1.4.6 Official Plan (2020) Appeals

It is important to note that the Area-Specific Planning Studies were prepared when Burlington's Official Plan (2020) was under appeal to the Ontario Lands Tribunal. Area-Specific Plans are prepared by the City and are adopted through amendment to the Official Plan.

1.4.7 Establishment of MTSA Visions

Visioning was completed during the Mobility Hubs Study portion of this project. During Stage 3 of the ASP project, the visions and objectives were modified to include up to date information and any feedback received during the bridging of these two exercises. Unique and locally-inspired names were developed for each of the MTSA's to differentiate the areas and build on the unique character and sense of community for each of these areas.

Introduction

The Downtown Burlington Urban Growth Centre/Burlington GO MTSA was named “Burlington Junction” as the area was historically the location of the junction of a number of active rail lines and contained the former Burlington Junction or Burlington West Grand Trunk Railway Station and building (presently known and restored as the Freeman Station).

The Appleby GO MTSA area was named “Appleby Gateway” given the status of the area as the first entry into the City of Burlington coming west from Toronto and in recognition of the GO Station as a key connector between the employment focused “North” neighbourhood and the Mixed-Use “South” neighbourhood.

The Aldershot GO MTSA area was named “Aldershot Corners” in reference to the former Village of Aldershot Corners which was located at the intersection of Plains Road and Waterdown Road in the 1877 Halton Township Atlas. There is a strong local attachment and significant history of public involvement in the preservation of the history and character of the Aldershot area which was important to be captured in the evolving identity of the community.

1.4.8 Feedback Summary

The MTSA ASP Planning Studies were supported by an iterative engagement process that originated in and built upon the extensive public consultation and public feedback that was undertaken and collected in the Mobility Hubs Study process between 2017 and 2019. The engagement component of the MTSA ASP Planning Studies are outlined in the Council-endorsed [Engagement Plan](#) and commenced in the fall of 2021 with a series of Public Information Centre sessions, Talk to a Planner sessions, and online workbooks.

Following the Fall 2021 engagement period, the City of Burlington prepared a [Feedback Summary](#) which documented the public and stakeholder input received during that time. The feedback that was collected in the fall of 2021, along with feedback collected previously through the Mobility Hubs Study, was used to inform the Recommended Preferred Precinct Plans presented to Council for Endorsement in Principle in January 2022.

Since January, staff have had continued conversations with stakeholders, including members of the public and development community. These conversations have informed modifications to the Endorsed in Principle Preferred Precinct Plans which are reflected in the figures, policies and policy directions of this Study. Conversations with agencies have been on-going and will continue to inform modifications Precinct Plans and will inform the creation of the Area-Specific Plans and future Official Plan policies.



2.0 Technical Studies & Findings

2.1 Technical Studies

2.1.1 Summary of Technical Studies

As outlined through the Terms of Reference for the project, a number of technical studies were undertaken in support of the Area-Specific Planning Studies.

A number of these studies were completed as part of the former Mobility Hub work or in some cases commenced through the MTSA Area-Specific Planning Project. While, the technical work completed as part of the Mobility Hubs study utilized the former mobility hub boundaries and terminology, the findings of those studies have informed the MTSA Area-Specific Planning study and policy directions.

Technical Studies & Findings

- Market Analysis²
- Land Use Compatibility Study
 - Pre-Feasibility Noise and Vibration Study (used to inform the Land Use Compatibility Study) *
 - Air Quality Assessment Report (used to inform the Land Use Compatibility Study) *
- Cultural Heritage Resource Assessments*
- Stage 1 Archaeological Assessments*
- Functional Servicing Report
- Scoped Environmental Impact Studies
- Flood Hazard Assessment and Scoped Stormwater Management Assessments
- Transportation Assessments
- Community Services and Facilities Memo
- Fiscal Impact Assessment

Section 2.1.2 below provides an overview of the purpose of each technical study, whether they are final or draft, and how they are relevant to the Area-Specific Plans. These reports are summarized in this section and contained in the appendices to Staff Report PL-10-22, except for the Financial Impact Analysis which will be provided under a separate cover.

2.1.2 Technical Studies Findings

The technical studies were conducted to inform the MTSA ASPs and associated policies. A high-level overview of the technical studies and the findings from each study are presented in the following sections as well as how the work was used to inform direction for policies and the creation of mapping or figures for information purposes.

The scope of the technical studies included all MTSA and findings within each technical study will address all. While the technical study findings related to the Appleby GO MTSA are presented here, these findings and the findings of any other future technical studies will be included in a future Appleby GO MTSA study.

2.1.2.1 Market Analysis

An initial Market Analysis was completed for the Mobility Hubs Study in 2017. The purpose of the market analysis completed at that time was to help guide the planning and urban design aspects of the overall project. The work included a contextual market analysis of the City with an additional level of detailed assessment conducted for the four Mobility Hub study areas, which at the time included Aldershot GO, Appleby GO, Burlington GO and the Downtown. Each Mobility Hub was assessed in terms of development trends including evaluating the nature of residential and non-residential development largely relying on forecasts related to the time horizon of 2031, though full build out was

² *Denotes study which was initiated as a part of the Mobility Hubs Study in 2017. At the time of the commencement of these pieces of work, a number of elements of the supporting policy and legislative frameworks were different including the PPS and the study area boundaries. These previous frameworks are reflected in some of the technical studies and were not done in error.

Technical Studies & Findings

acknowledged to be a longer-term exercise. The outcomes of this analysis offered a starting point for understanding long term demand and future expected development trends.

Key findings from the 2017 analysis include:

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

As part of the MTSA ASP project, the Market Analysis study was updated to reflect current conditions and trends. The updated Market Analysis study looked at current regional growth and development trends as well as Burlington-specific trends. It also analyzed the City’s market potential for each of the MTSA’s. The Market Analysis is complete and the potential impacts include: Background Information and ASP Policy.

Potential Impact – Market Analysis

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: Completed

Key findings from the 2022 Market Analysis update include:

- MTSA’s offer strong market attributes to accommodate high-growth residential and non-residential sectors.
- To be successful, it is critical that the MTSA’s be developed comprehensively within a mixed use framework which balances both residential and non-residential development, considering recent and anticipated regional and local population, housing and employment trends. In planning for MTSA’s and other strategic growth areas, municipalities need to have regard for target sectors and uses to accommodate in these locations, developing high-quality urban environments that provide for a mix of live/work opportunities, along with high-order transit and access to amenities.
- The non-residential sector faces greater short- to medium- term challenges in the MTSA’s.
- To attract and meet employment targets, the MTSA’s will need to be built to high development standards, oriented to office development offering greater proximity to local services and amenities, public transit and live/work opportunities. Office is more likely to be financially viable if integrated as part of a mixed-use development.

Based on these findings it is important that the policies in this plan as well as the implementing zoning updates provide firm direction as well as allow for flexibility to support the development of non-residential uses including employment in each of the MTSA’s as required to achieve the required ratio of people and jobs established in the Regional Official Plan. Land use policies should allow for

Technical Studies & Findings

the appropriate placement of both residential and non-residential uses and prescribe amounts for major office as required. The design guidelines should also aim to provide adequate direction on how to achieve higher standards for design and development in each of the MTSA.

The Fiscal Impact Analysis assessment has yet to be commenced. The potential impacts include: Background Information.

Potential Impact – Fiscal Impact Assessment

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: To be commenced

2.1.2.2 Land Use Compatibility

The following section presents the findings of the three studies (Air Quality Assessment Report, Pre-Noise and Vibration Study and Land Use Compatibility Study) that inform the Area-Specific Planning study to consider the impacts of nuisance contaminants including odour, dust, noise and vibration, as well as other air quality contaminants from industry and infrastructure within each MTSA.

2.1.2.2.1 Air Quality Study

An Air Quality Assessment Report was conducted in 2018 as part of the Mobility Hub Study. The report was peer reviewed in May of 2021 and the findings of the study were used to inform the broader Land Use Compatibility study (see section 2.1.2.2.3). The study applied the relevant land use compatibility guidelines to identify, and in some cases quantitatively assess, the potential for emissions from industrial uses and transportation sources on the sensitive land uses within the MTSA. In general, the Draft Air Quality Assessment Report identifies the appropriate measures to be applied at the development application stage. This work was based on the Mobility Hub Study boundaries but considered major facilities in and around the original boundary and therefore, further analysis was not required when the boundary was adjusted. The potential impacts include: Background Information and ASP Policy.

Potential Impact – Air Quality

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: Completed

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

- Class I facilities are unlikely to result in significant land use compatibility issues with the exception of minor odour or dust nuisance effects.
- Class II and III land uses may result in incompatibilities with any future sensitive land uses.
- Odour is the most complex potential nuisance as it may be caused by stationary points; area sources; buildings, outdoor sources or fugitive sources.
- Odour mitigation measures that could be incorporated into high-rise developments, as an outcome of required detailed assessments, include:
 - Commercial space to be used a buffer as a part of site design.
 - Air filtration for odour free indoor spaces.
 - In highest impact locations, implement sealed units (no open balconies).

Technical Studies & Findings

- Vehicular traffic related air emissions are significant and will likely impact the developments.
- Site-specific land use compatibility studies (air quality, noise, dust, odour) should be conducted for each proposed development.
- Developments may be subject to MTO approvals depending on if they lie within the MTO permit control area under the Public Transportation and Highway Improvement Act.
- Developments within close proximity to major highways should include:
 - Separation distances which set a minimum distance between high-traffic roadways and places where people live, work and play.
 - Strategic orientation of buildings, play areas and air intakes.
 - Maintain slightly positive air pressures in buildings.
 - Incorporate vegetative and physical barriers.
 - Incorporate superior ventilation filtration and air conditioning systems into building designs.

2.1.2.2.2 Noise and Vibration Study

The Pre-Feasibility Noise and Vibration Study was completed in August 2021. The study considered potential impacts from road and rail traffic noise, rail vibration and noise from industrial uses on the proposed new development. This work was based on the Mobility Hub Study boundaries however it considered major facilities in and around the original boundary and further analysis was not required when the boundary was adjusted. The potential impacts include: Background Information and ASP Policy.

Potential Impact – Noise & Vibration

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: Completed

The following findings from the Pre-Feasibility Noise and Vibration Study were considered and incorporated into the Land Use Compatibility Study:

- New sensitive land uses with proximity to road and rail traffic may require transportation noise mitigation in the form of noise barriers or other shielding to protect outdoor living areas and upgraded building components to protect indoor living spaces.
- QEW transportation noise is not deemed a noise concern at Appleby and Burlington as proposed adjacent land uses are employment.
- Noise levels due to shunting operations at Aldershot may require stationary noise mitigation such as a noise barrier at rail line ROW, upgraded building components and/or a minimum setback distance.
- Sensitive land uses should be setback from active rail lines to reduce vibration levels and/or, where necessary, the implementation of building isolation is recommended.
- There are many different industrial facilities within and adjacent to the MTSA's, and individual assessments are required to accurately predict impacts on nearby sensitive land uses.

The Pre-Feasibility Noise and Vibration Study recommended the following to be incorporated into the Land Use Compatibility Study:

- Policies be developed requiring detailed noise and vibration studies for each noise-sensitive land use as part of the planning and approvals process for specific development applications.

Technical Studies & Findings

- Both transportation and stationary noise and vibration impacts be addressed and that the studies be completed in accordance with the requirements of the NPC-300 guidelines.
- Studies should consider:
 - Upgraded building components.
 - Strategic outdoor living area placement.
 - Designation of Class 4 areas (areas or specific sites that would otherwise be defined as Class 1 or 2) and which is an area intended for development with new noise sensitive land use(s) that are not yet built; is in proximity to existing, lawfully established stationary source(s); and, has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process.
- Areas with existing noise sensitive land use(s) cannot be classified as Class 4 areas.

2.1.2.2.3 Land Use Compatibility Study

The purpose of the Land Use Compatibility Study is to assess the potential for future land use conflict within and adjacent to the MTSA as they are eventually built out. Information regarding noise and vibration as well as air quality from the previously noted reports was overlaid with the Recommended Preferred Precinct Plans to determine the overall recommendations for Land Use Compatibility in each of the MTSA. Discussions during the project evolved to include further recommendations for additional studies to be completed.

Potential Impact – Land Use Compatibility

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: Draft Study informing policy directions

The Study provided descriptions of each of the study areas and summarized directions from each of the relevant policies, regulations and guidelines which apply to the MTSA. The land uses from each of the MTSA were outlined as well as the various aspects of compatibility.

The Land Use Compatibility Study is completed in Draft Form which informed the policy directions. The potential impacts include: Background Information and ASP Policy. The Land Use Compatibility Study also developed approaches to mitigation and proposed recommendations for each of the MTSA. This information is summarized below:

- All three MTSA are in proximity to a number of existing industrial uses which results in the need for detailed technical studies to demonstrate compatibility and determine appropriate mitigation strategies.
- Addressing compatibility issues at the ASP stage is an ideal time in order to be proactive.
- Downtown Burlington UGC/ Burlington GO MTSA and Aldershot GO MTSA have a similar complement of industries. Within these MTSA a number of employment re-designations have been identified through the City of Burlington New Official Plan Process. In addition, there has been indication that a number of existing employment uses may vacate the areas over time. The recommendations for these MTSA are as follows:
 - As part of the approvals process for any future development containing sensitive uses, detailed land use compatibility studies required for each new development within the Burlington GO UGC/MTSA and Aldershot GO MTSA.

Technical Studies & Findings

- It is recommended that the Burlington GO UGC/MTSA and Aldershot MTSA ASP policies including guidance on technical studies and any interim measures required to address land use compatibility while the uses are transitioned from industrial to sensitive land uses, and policies to guide the introduction of sensitive uses in areas that are being retained for employment uses.
- More detailed technical information is required to plan for the long-term land uses in the Appleby GO MTSA given the quantity and type of industrial uses within and adjacent to the Appleby GO. A comprehensive study of land use compatibility is recommended. Appleby GO MTSA.

2.1.2.3 Cultural Heritage & Archaeology

2.1.2.3.1 Cultural Heritage Resource Assessments

Cultural Heritage Resource Assessments (CHRA) were completed in 2019 for the Appleby GO MTSA and the Aldershot GO MTSA as part of the ASP process based on the Mobility Hub study area boundaries. At the start of the previous study, Burlington GO had a single listed and well document cultural heritage resource. As a result, a full CHRA was not required for the Burlington GO MTSA. The potential impacts include: ASP Policy. Recommendations from the CHRAs include:

Potential Impact – Cultural Heritage

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: Completed

- Policies should be included that ensure the long-term viability and presence of cultural heritage resources in the areas.
- Proposed development on or adjacent to a heritage designated or heritage listed property requires a Heritage Impact Assessment to ensure resources are conserved.
- Encourage adaptive re-use of built heritage structures or cultural heritage resources.
- Commemorate cultural heritage of property/structure/area such as plaques or interpretive signs.
- Any future urban design policies and guidelines for building on, adjacent and nearby to heritage designated and heritage listed properties and properties with potential cultural heritage resources to ensure compatibility by integrating and harmonizing mass, setbacks, setting and materials.

2.1.2.3.2 Stage 1 Archaeological Assessment

A Stage 1 Archaeological Assessment was undertaken in 2018 for each of the MTSAs, in order to outline the historic and archaeological context of the area as well as the physical characteristics and determine whether there was any potential for archaeological resources to be located within the MTSA study area. Archaeological sites and areas of potential were identified for each area. The potential impacts include:

Potential Impact – Stage 1 Archaeological Assessments

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: Completed

Technical Studies & Findings

ASP Policy. The recommendations from each of the reports include:

- Locations where archaeological potential has been identified will require a site-specific Stage 1 archaeological assessment including a property inspection.
- If work extends past the study area, further Stage 1 archaeological assessments should be conducted to determine potential of the surrounding lands.

2.1.2.4 Functional Servicing Report

A draft Functional Servicing Study for the three MTSA was completed in May 2022 to identify any water and wastewater infrastructure capacity issues and to determine any water and wastewater infrastructure capital needs associated with the planned residential and employment populations within the MTSA. The study is currently being reviewed by Halton Region and is subject to change. The potential impacts include: ASP Policy and Implementation.

Potential Impact - Functional Servicing Study

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: Draft Study informing policy directions

The Functional Servicing Study involved the following three key steps for water and wastewater. All analysis is based on the Region of Halton water and wastewater hydraulic models provided in April 2022.

1. **Existing system capacity evaluation** – This step looked at the physical characteristics of the existing water distribution and wastewater collection systems that serve the MTSA areas (including planned improvements internal and external to the MTSA), considered the baseline and projected demands on the system and modelled the performance of the system. This work determined the remaining capacity available in the existing water distribution and wastewater collection systems to serve growth in the MTSA. It is noted that this assessment did not assess the water and wastewater infrastructure that services multiple MTSA (e.g. wastewater treatment plants, water purification plants and pumping stations).
2. **Water and wastewater demand evaluation** – For each MTSA the proposed land use and population and employment for full build out of the MTSA was used to determine the demand for water and wastewater. For water use, average day demand, max day demand and fire flow needs were calculated based on the 2051 population and employment forecasts. Wastewater generation rates were calculated based on the preferred land use using Halton Region’s design criteria to establish the expected sanitary flows including average dry weather flow, and maximum wet weather flow.
3. **Development of proposed water and wastewater systems** - A water and wastewater servicing concept plan was prepared for each MTSA, and a preliminary estimate of the cost to construct the concept plan was provided.

The proposed water distribution system was laid out with the following main principals:

- Provide a distribution main on every proposed road with a minimum size of 300 mm.
- Avoid the introduction of new dead ends which can introduce water quality issues and provide loops for existing dead ends wherever possible.

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- Confirm water distribution hydraulics via modeling by reviewing the available fire flow as an indicator.
- Consideration for a preferred operating pressure range that is narrower than the extremes allowed by the mandated range.

The proposed gravity wastewater collection system was identified with the following:

- Development of sewersheds based on topography, and Block by Block densities.
- Provide gravity system that outlets to existing sewer system – all proposed roads are provided a gravity sewer outlet, and all existing and proposed sewers must meet Halton Region's design standards.

The following summarizes the Functional Servicing Study results for each MTSA.

2.1.2.4.1 Downtown Burlington UGC / Burlington GO MTSA

The Downtown Burlington UGC / Burlington GO MTSA is serviced by Burlington's water pressure zone B1. Modelling indicates that there is sufficient water capacity from the Region's lake based system for the proposed 2051 population and employment scenario. The proposed water servicing plan for the MTSA includes a network of 300mm watermains along all new right-of-ways. A total of 4300mm of new watermain is proposed. It was confirmed that the proposed system (with planned upgrades) is suitable to support the fire flow needs of a variety of building types.

The Downtown Burlington UGC/ Burlington GO MTSA is serviced by three major north-south trunk sewer systems that convey flow to the Skyway Wastewater Treatment Plant. Lands within the MTSA are serviced by gravity sewers that connect to these trunk sewers. To accommodate the full build out scenario for the Burlington GO MTSA approximately 3,900 metres of new sewers are proposed, generally located in areas where there will be a change in land use or a new road.

2.1.2.4.2 Appleby GO MTSA

The Appleby MTSA is serviced by two existing water pressure zones – B1 and B2. Modelling indicates that there is sufficient water capacity from the Region's lake based system for the proposed 2051 population and employment scenario. Given the existing topography the Functional Servicing Study recommends that the pressure zone boundary be reconsidered to better serve the area. A network of 300mm watermains is proposed along all new road right-of-ways. It is also proposed to extend the existing watermain on Fairview Street through an easement through Sherwood Forest Park and across the railway to complete a loop within Zone 2 and eliminate the dead end. A total of 8,242 m of new watermain is proposed. It was confirmed that the proposed system (with planned upgrades) is suitable to support the fire flow needs of a variety of building types.

Existing wastewater infrastructure includes a 1200mm trunk sanitary sewer that conveys flows for treatment to the Skyway Wastewater Treatment Plant. Lands within the MTSA are serviced by gravity sewers connecting to the trunk main. To accommodate full buildout for the Appleby GO MTSA approximately 4,270 metres of new sewers are proposed, generally located in areas where there will be a change in land use or a new road.

2.1.2.4.3 Aldershot GO MTSA

The Aldershot GO MTSA is serviced by the Burlington water pressure zones B1A and B2. Modelling indicates that there is sufficient water capacity from the Region's lake based system for the proposed

Technical Studies & Findings

2051 population and employment scenario. The proposed water servicing plan for the MTSA includes approximately 8,250 metres of new watermain along new rights-of-way. It was confirmed that the proposed system (with planned upgrades) is suitable to support the fire flow needs of a variety of building types.

The Aldershot GO MTSA is service by the Skyway West Trunk system which conveys flow to the Skyway Wastewater Treatment Plant. Lands within the MTSA are serviced by gravity sewers that connect to this trunk. To accommodate the full build out scenario for the Aldershot GO MTSA approximately 707 metres of new sewers are required, generally located in areas where there will be a change in land use or a new road.

The Functional Servicing Study provides the overall servicing requirements for the planned intensification in each of the MTSAs with the goal of providing the City and the Region with the opportunity to coordinate the sharing of servicing costs on a group level basis, rather than on an individual developer basis.

It is understood that development and intensification within the MTSAs may have an impact on the Regional water and wastewater system (e.g. water conveyance, storage, pumping and treatment, as well as wastewater trunk mains, pumping and treatment). While it is recognized that the impact of the MTSA intensification and development at the Regional scale needs to be evaluated, quantified and accounted for, it is recommended that the potential for Regional impacts is best addressed through a Region-wide study such as a Master Servicing Plan, or another study focusing on a system-wide analysis. The information and recommendations presented in the Functional Servicing Study will support future updates to the Regional Water and Wastewater Master Plan.

2.1.2.5 Scoped Environmental Impact Studies

Scoped Environmental Impact Studies (EIS) were completed for each MTSA. This work includes comprehensive field studies and reviews of secondary sources to develop biophysical inventories for each MTSA. The potential impacts include: Schedules & Mapping and ASP Policy. These studies consider the potential for impacts to natural areas as follows:

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

Potential Impact – Scoped Environmental Impact Studies

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: Draft Study informing policy directions

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- Colonization of non-native and/or invasive species.

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

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

2.1.2.6 Flood Hazard Assessment and Scoped Stormwater Management Assessments

To support the completion of the Area-Specific Plan Environmental Impact Studies, a series of Flood Hazard and Scoped Stormwater Management Assessments were done for the mobility hubs as part of the 2017 work. Both studies are Draft, informing the policy directions and the potential impacts include: Schedules & Mapping and ASP Policy.

Potential Impact – Flood Hazard Assessment & Scoped SWM

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: Draft Study informing policy directions

2.1.2.6.1 Burlington GO and Downtown

The first phase of the Flood Hazard and Scoped Stormwater Management Assessment was completed for the Burlington GO and Downtown in September 2020. Updated flood hazard mapping was developed as part of this study to guide land use policy planning in the interim. Within this mapping a number of areas were identified that may be subject to floodplain or spill flow impacts. The assessments make the distinction between flood hazard risk associated with riverine (watercourse)

Potential Impact – Phase 2 Flood Hazard Assessment & Scoped SWM

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: Draft Study informing policy directions

flooding and flood hazard risk associated with spills (excess flow leaving the watercourse, its valley and floodplain, flowing into surrounding lands in multiple directions). In riverine floodplains, Conservation Halton regulates 7.5 m for minor systems and 15 m for major systems from the regulatory floodplain limit. Proposed development must align with CH policies, allowing for minor works associated with existing uses and limits intensification. Spill flows have not been historically regulated by CH due to technical limitations of past modelling practices; CH has recently altered this approach with advances in modelling techniques and now regulates spill areas where they are

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known. New modelling completed as part of the study confirmed that there are a number of areas where re-development sites would be subject to spill flood risk.

The findings of the Phase 1 study further recommended undertaking a Phase 2 Flood Hazard study. This work is currently underway through a separate study process. The Phase 2 work is intended to further confirm the extent of the spill areas using best available data and modelling techniques. Additionally, the Phase 2 study is interested in modelling future fill scenarios as a result of redevelopment in the Burlington GO MTSA, and the Downtown in order to predict future flood hazard conditions. Using this information, the study will provide recommendations for potential mitigation strategies aimed at addressing adverse effects of flooding hazards in impacted areas, as well as considering what flooding control infrastructure could be upgraded in the future. The study is not intended to directly restrict where development can be considered, but rather to delineate flooding hazards using a science-based approach. How development is considered within the newly delineated hazards will ultimately be a product of provincial, regional, and local policies related to natural hazards, as well as CH's forthcoming spills policy and implementation guidelines that City Staff are a stakeholder in.

The Phase 2 Flood Study is anticipated to be complete with CH accepting and implementing the new flood hazard mapping prior to the end of 2022. CH's spills guidelines are not anticipated until the first half of 2023.

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

- Recommendations related to development area flood management.
 - Undertake a Phase 2 Flood Hazard Study using more detailed topographical information to facilitate future Zoning By-Law Amendment and Site Plan Applications (underway through a concurrent process).
 - Conservation Halton regulates 7.5m from the greatest riverine floodplain hazard limit. Development must align with Conservation Halton policies.
 - Consider opportunities to reduce floodplain extents through infrastructure upgrades.
 - Development can proceed subject to suitable flood management strategy on affected sites.
 - Focus on passive flood proofing, consider active flood proofing with where passive measures are not feasible.
 - Attempt to achieve a cut/fill balance for flood storage to mitigate offsite impacts.
 - Assess proposed site management strategies through application of developed modelling tools to confirm no offsite impacts and safe spill conveyance.
- Recommendations related to area infrastructure improvements (Hydraulic Structures, Channels, Storm Sewers, Overland Flow Pathways, and SWM Facilities).
 - Consider hydraulic structure upgrades to reduce floodplain extends for development.
 - For West Rambo Creek consider upsizing:
 - Driveway culvert in front of 2021 Plains Road.
 - Private road culvert at 2021 Plains Road.
 - Private culvert at 2078 Queensway Drive; Main CNR (reviewed in separate study).

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- For East Rambo Creek consider upsizing:
 - Main CNR.
- Consider future study for information on specific upgrades to storm sewers and overland flow pathways/dual drainage modelling, currently insufficient information.
- Consider any recommendations stemming from Hager-Rambo Flood Control Storage Facilities Study (September 2020).
- Recommendations related to stormwater management criteria (Quality Control, Quantity Control).
 - Post to pre-peak flow control for areas discharging directly into creek systems.
 - Over-control of peak flows for areas connecting to storm sewers or where there are existing constraints.
 - Confirm Regional Storm controls are not required through Phase 2 Flood Hazard Study.
 - Implement standard erosion control measures, potentially in conjunction with low impact development best management practices for the overall stormwater management strategy.
 - Enhanced total suspended solids for all impervious areas.
 - Review opportunities for synergies with other studies and road reconstruction projects.

2.1.2.6.2 Aldershot and Appleby GO MTSA

The assessment for the Aldershot GO and Appleby GO MTSA was completed under separate studies and is intended to provide context on overall flood hazard risk and the potential implications to proposed development within these MTSA's. The assessments included hydrologic and hydraulic modelling as well as stormwater management analysis within each MTSA.

The following summarizes the conclusions and recommendations of the 2021 Flood Hazard and Scoped Storm Water Management Assessment for the Aldershot GO Mobility Hub:

- Any further analysis within the Grindstone Creek watershed should use the Conservation Halton Floodplain Mapping Update Study for Grindstone Creek (March 2020).
- Recommendations related to development area flood management.
 - No development can occur within 15 m buffer of identified floodplain extents (Grindstone Creek and its tributaries identified as Major Valley System).
 - Consider opportunities to reduce floodplain extents through channel improvements and hydraulic structure upgrades.
 - Development can proceed subject to suitable flood management strategy on affected sites.
 - Focus on passive flood proofing, consider active flood proofing where passive measures are not feasible.
 - Attempt to achieve a cut/fill balance for flood storage to mitigate offsite impacts.
 - Assess proposed site management strategies through application of developed modelling tools to confirm no offsite impacts and safe spill conveyance.
- Recommendations related to area infrastructure improvements (Hydraulic Structures, Channels, Storm Sewers, Overland Flow Pathways, and SWM Facilities).

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- Consider hydraulic structure upgrades to reduce spills to potential development lands.
- Consider channel widening and re-grading at 1160 Waterdown Road to reduce floodplain extents.
- Consider capacity upgrades for identified deficient trunk storm sewers (those with surcharging or flooding for the 5-year storm event).
- Review opportunities for improvements in areas where 100-year and Regional Storm accumulation depths are greater than 0.30m.
- Consider implementation of SWM facilities within proposed future park areas (Emery Ave/Masonry Court and Cooke Blvd.) as part of future re-development plans.
- Recommendations related to stormwater management criteria (Quality Control, Quantity Control).
 - Post to pre-peak flow control for areas discharging directly into creek systems.
 - Over-control of peak flows for areas connecting to storm sewers or where there are existing constraints.
 - Implement standard erosion control measures, potentially in conjunction with low impact development best management practices for the overall stormwater management strategy.
 - Review opportunities for synergies with other studies and road reconstruction projects.

The following summarizes the conclusions and recommendations of the 2021 Flood Hazard and Scoped Storm Water Management Assessment for the Appleby GO Mobility Hub:

- Recommendations related to development area flood management.
 - No development can occur within 7.5m buffer of identified floodplain extents (Appleby and Sheldon Creeks identified as Minor Valley Systems).
 - Consider opportunities to reduce floodplain extents through channel improvements and hydraulic structure upgrades.
 - Development can proceed subject to suitable flood management strategy on affected development sites.
 - Focus on passive flood proofing, consider active flood proofing where passive measures are not feasible.
 - Attempt to achieve a cut/fill balance for flood storage to avoid offsite impacts.
 - Assess proposed site management strategies through application of developed modelling tools to confirm no offsite impacts and safe spill conveyance.
- Recommendations related to area infrastructure improvements (Hydraulic Structures, Channels, Storm Sewers, Overland Flow Pathways, and SWM Facilities).
 - Consider hydraulic structure upgrades to reduce floodplain extents for development lands.
 - For Appleby Creek, consider upsizing Harvester Road and CNR.
 - Consider storm sewer upgrades as part of a future study.
 - Consider overland flow and pathway upgrades as part of a future study.
 - Consider implementation of SWM facilities within proposed future park areas (4415 Fairview Street and 5200 Harvester Road) and Sherwood Park as part of future re-development plans.

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- Recommendations related to stormwater management criteria (Quality Control, Quantity Control).
 - Post to pre-peak flow control for areas discharging directly into creek systems.
 - Over-control of peak flows for areas connecting to storm sewers or where there are existing constraints.
 - Implement standard erosion control measures, potentially in conjunction with low impact development best management practices for the overall stormwater management strategy.
 - Enhanced total suspended solids for all impervious areas.
 - Review opportunities for synergies with other studies and road reconstruction projects.

The completed and ongoing work related to floodplain and spill hazards and stormwater management in all the study areas may result in buffers or setbacks for development from flood plains. Policies to be included should be associated with requirements for on-site management strategies. The future work may also identify the need to upgrade certain infrastructure which could also affect the location and extent of development.

2.1.2.7 Transportation Assessments

Transportation Assessments at the time of this report are ongoing. The potential impacts include: Schedules & Mapping and ASP Policy. Draft work was completed for each of the three MTSA and included the following key tasks:

- Key Integrated Mobility Plan transportation networks and draft program and policy recommendations were summarized.
- Existing and future background networks were documented.
- The Recommended Preferred Precinct Plans proposed development concept (Recommended Preferred Precinct Plans and estimated area travel demands were outlined.
- Issues and opportunities for each MTSA were explored; key local mobility network elements, were identified.

Potential Impact – Transportation Assessment

- Background Information
- Schedules & Mapping
- ASP Policy
- Implementation

Status: Draft Study informing policy directions

A summary of findings applicable to all MTSA and the findings from each report are outlined below.

2.1.2.7.1 General Findings

The Recommended Preferred Precinct Plans were evaluated based on the Integrated Mobility Plan's Vision, Values and Goals and the relevant MTSA ASP transportation Objectives. The following are key takeaways of this evaluation:

- The Recommended Preferred Precinct Plans of the MTSA makes significant strides in improving safety for vulnerable road users.
- The Recommended Preferred Precinct Plans encourage sustainable transportation modes through proposing an active transportation network that would facilitate an alternative to

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vehicular travel, which will be key in reducing the forecasted future congestion and transportation-related carbon emissions.

- With the proposed infrastructure, the Recommended Preferred Precinct Plans enables multimodal travel throughout the study area, provides connections for pedestrians and cyclists, and provides multiple points of access to the GO Stations by all modes.

The following findings are consistent across the three MTSA:

- Future network modeling demonstrates that the system is flexible and that increases in sustainable mode shares for all travelers (existing, future background or new development) can create space in the system for some auto demands generated from new development.
- Ultimately, it is expected that with worsening congestion in the study area, the peak times will spread out to become peak periods; travelers will shift modes of travel; or people will make different decisions about their work or residence to avoid longer commute times.
- An aggressive transportation demand management (TDM) strategy by both the City and the Region for the MTSA will be required to minimize vehicular travel demands. The MTSA TDM strategies will align with the over-arching TDM strategy for the City and the Region to reduce vehicle demands on both City and Regional roads within the study area. Additionally, the City should require site-specific TDM strategies from each development proposal within the MTSA that aligns with and leverages the MTSA, City and Regional TDM strategies.
- A change in parking rates in the MTSA will be addressed at a later date and is subject to further study and evaluation to understand the context and implications. The rate change will be determined with consideration for the land uses, traffic and congestion options throughout the network of each MTSA.

2.1.2.7.2 Downtown Burlington UGC/Burlington GO MTSA

The Downtown Burlington UGC/Burlington GO MTSA Recommended Preferred Precinct Plan proposes to combine a major transit hub surrounded by high density mixed-use developments with a street network that serves multiple modes. While this concept is still expected to add new vehicular trips to the existing road network, it will also provide a number of high-quality sustainable transportation options such as new and improved active transportation connections which will facilitate a mode shift away from the automobile.

During the peak periods, the study area network is nearing capacity under existing conditions and is expected to continue to operate near or at capacity in the future. The following list summarizes the key takeaways of the traffic analysis completed as part of this study:

- Further traffic studies using Multi-Modal Level of Service (MMLOS) analyses will be required to support each development application as the concept plan is realized.
- Achieving all of the mode share targets (IMP and MTSA) has the potential to reduce auto demands to levels that could provide the capacity required to support the proposed development.

2.1.2.7.3 Aldershot GO MTSA

The Aldershot GO MTSA Recommended Preferred Precinct Plan proposes to combine a major transit hub surrounded by high density mixed-use developments with a street network that serves multiple modes. While this concept is still expected to add new vehicular trips to the existing road network, it will also provide high quality sustainable transportation options, such as new and

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improved active transportation connections, which will facilitate a mode shift away from the automobile.

The IMP proposes that the feasibility of a new South Service Road extension (connecting the Aldershot GO Station and the Highway 403 eastbound on ramp to King Road) be studied. This connection is required to facilitate development of a large parcel of land and will provide many potential benefits to the overall transportation system and improve access for all modes, but a number of potential environmental impacts have been noted. This study will provide a better understanding of the need of the connection, but the connection cannot be assumed in the system analysis until a future Environmental Assessment study is completed alongside any other studies or discussions.

2.1.2.7.4 Appleby GO MTSA

The Appleby GO MTSA Recommended Preferred Precinct Plan proposes to combine a major transit hub surrounded by high density mixed-use developments with a street network that serves multiple modes. While this concept is still expected to add new vehicular trips to the existing road network, it will also provide high quality sustainable transportation options, such as new and improved active transportation connections, which will facilitate a mode shift away from the automobile.

The IMP proposes a new north/south street connection across the rail corridor between Fairview Street and Harvester Road, east of Appleby Line, which replaces the previous extension of Fairview Road through Sherwood Forest Park. Although the connection is subject to future study in order to confirm the ultimate cross section requirements, this new north-south connection will provide many benefits to the transportation system and will improve access for all modes.

2.1.2.8 Community Services & Facilities Technical Memo

A memo was developed by the City of Burlington to provide an inventory of existing community services and facilities in each of the MTSA's. The memo was developed in order to support the MTSA ASPs and at the same time, to not preclude the city-wide level public service planning initiatives that are ongoing by other city departments. For the purposes of the MTSA ASP exercise, the terminology Community Services and Facilities is used interchangeably with Public Services Facilities and the City has determined what public services facilities exist within and in close proximity to each MTSA to inform potential opportunities to implement new infrastructure facilities and services that are needed to support the planned growth in the MTSA, service the community beyond the MTSA and be implemented over time.

The services included in the inventory are:

- City maintained Parkland, Public Space and Natural Areas.
- City provided Recreation, Community and Culture Facilities.
- Education Facilities (Publicly funded schools).
- Human and Social Service agencies or groups.
- Licensed Child Care.
- Emergency Services (Fire, Police, Emergency Medical Services).

The growth assumptions from the [Interim Project Report](#) for each MTSA were included which is a key element to understanding the anticipated additional demand for community services and facilities at the end of the growth horizon.

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The inventory looks at a catchment area of 1.6km from the GO stations (representing a 15-20 minute walk) and represents a reasonable travel time and distance to access services and facilities beyond the boundaries of the MTSA.

2.1.2.8.1 Parkland, Public Space and Natural Areas

Work is currently underway to support the update to the City's Parks, Recreation and Cultural Assets Master Plan through the Parks Provisioning Master Plan which will aim to evaluate and update the existing parks classification system, identify gaps and target provisioning rates/distribution, establish a future parkland acquisition framework and a current/projected demographic impact analysis. The MTSA and the policies for community services and facilities focus on specific geographic areas where the provisioning exercise needs to be done at a City wide level. The ASP work and policies will inform the broader master planning exercise by flagging the potential needs of each ASP.

A summary of the existing facilities in each MTSA is summarized in the table below:

Table 2.1: Existing Parkland, Open Space and Natural Areas Inventories

Existing Facility/Amenity Type	Downtown UGC/Burlington GO MTSA	Appleby GO MTSA	Aldershot GO MTSA
City Park	None	24.53 ha	52.11 ha
Community Parks	21.97 ha	None	None
Neighbourhood Parks	14.29 ha	6.62 ha	3.60 ha
Parkettes	0.26 ha	0.66 ha	0.71 ha
Special Resource ³	5.35 ha	None	1.83 ha
Elementary School Playgrounds	2 ea	2 ea	2 ea

The following recreation amenities are also found within the MTSA that provide a more regional level of service and would draw users from outside of the MTSA boundary servicing beyond just the local MTSA.

³ A catch all category for other park types that are not conventional active parkland. The City's Parks and Recreation Facilities Master Plan work will seek to further refine the park classifications.

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Table 2.2: Existing Recreation Facilities Summary

Existing Facility/Amenity Type	Downtown UGC/Burlington GO MTSA	Appleby GO MTSA	Aldershot GO MTSA
Baseball Diamonds	Yes	Yes	Yes
Soccer Fields/Sports Fields/Rugby Fields	Yes	Yes	
Outdoor Track	Yes		
Cricket Pitches	Yes		
Playgrounds	Yes	Yes	Yes
Multi-Use Court	Yes	Yes	
Basketball Court	Yes	Yes	
Tennis Courts	Yes	Yes	Yes
Lawn Bowling/Bocce Court	Yes		Yes
Splashpad	Yes		Yes
Skateboard Features	Yes		
Outdoor Fitness		Yes	
Trails	Yes	Yes	Yes
Leash Free Area	Yes		
Community Gardens	Yes		

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2.1.2.8.2 Recreation, Community and Culture Facilities

The following table outlines the community, culture and recreation facilities in the MTSAs:

Table 2.3: Existing Recreation, Community & Culture Facilities Inventories

Existing Facility/Amenity Type	Downtown UGC/Burlington GO MTSA	Appleby GO MTSA	Aldershot GO MTSA
Theatre/Music Facilities	Yes		
Youth Centres	Yes		
Senior Centres	Yes		
Libraries	Yes	Yes	
Arenas/Ice Centre	Yes	Yes	
Curling Club	Yes		
Indoor Pool/Wading pool		Yes	Yes
Community Centre/YMCA	Yes	Yes	
Marina			Yes*

* City operated in 2022

2.1.2.8.3 Education

The school boards are responsible for long term accommodation planning which identifies additional school needs, facility upgrades and capital improvements and school catchment boundaries. The school board catchment boundaries do not align with the 1.6 km catchment area radius and in some cases, students are accommodated further than the study catchment area. This inventory has focused on a 1.6 km catchment from the GO Station from an MTSA walkability perspective. The school boards will work to identify future school need and accommodation through their process and may consider accommodation beyond the study area. The following table highlights the schools in the area.

Technical Studies & Findings

Table 2.4: Existing Schools Inventories

Existing School Types	Downtown UGC/Burlington GO MTSA	Appleby GO MTSA	Aldershot GO MTSA
Public Elementary	4	2	3
Public Secondary	1	0	1
Catholic Elementary	1	1	1
Catholic High School	0	0	0

2.1.2.8.4 Human and Social Services

Human and social services include a range of services that are provide by community-based, non-profit or government organizations that may include employment and skills training, food and clothing banks, immigration and settlement services and social service agencies. Given the limited access to up-to-date data from the service providers, a full inventory assessment has not been completed.

2.1.2.8.5 Child Care Services

Planning for complete communities includes ensuring licensed childcare services are offered within the MTSAs. Child Care providers included in the inventory offer care for full day programing for infants to 13 years old and before and after school programs. To establish an inventory for childcare within the catchment areas for each MTSA, the Ontario Open Data of registered Child Care facilities and Halton Region’s January 2021 Child Care Market Analysis Report was used. Private and home daycare providers have not been considered in the inventory.

Table 2.5: Existing Child Care Inventory

Existing Child Care Types	Downtown UGC/Burlington GO MTSA (# of facilities)	Appleby GO MTSA	Aldershot GO MTSA
Before & After Care	5	5	5
Infant/Toddler	3	1	2
PreK/Kindergarten	3	2	2

Technical Studies & Findings

2.1.2.8.6 Emergency Facilities

Emergency facilities comprise of fire, emergency medical services (EMS) and police services. The following table represents the provision of emergency services currently located within the MTSAs.

Table 2.6: Existing Emergency Facilities Inventory

Facility/Service Types	Downtown UGC/Burlington GO MTSA (# of facilities)	Appleby GO MTSA	Aldershot GO MTSA
Fire	1 Fire Station	1 Fire Station	1 Fire Station
Medical	None	None	1 EMS Station
Police	None	None	None

2.1.2.8.7 Findings

Allocation of community services will need to be conducted on an ongoing basis as the City creates more detailed guidance related to allocation and siting of service facilities and consultation with service providers.

Parkland, Open Space and Natural Areas

In the interim, the City should strive to maintain the existing City-wide levels of service for park provisioning. The provisioning of parkland within the MTSAs will be further analyzed and confirmed through the Parks Provisioning Master Plan; Parks, Recreation and Cultural Assets Master Plan; block planning; and the development review process.

Recreation, Community and Culture Facilities

In the interim, the City should strive to maintain existing Citywide levels of service for recreation, community and culture facilities. The provision of recreation, community and culture facilities requires a higher level of analysis and study that should happen at the provisioning and master planning level.

Education

As each MTSA grows, planning for schools will need to be undertaken in conjunction with the school boards, which has Long Term Accommodation Plans that project future enrollment 10 years out and standards for new school builds that are often based on attendance and enrollment projections (pupil spaces).

Childcare

Family purpose built residential units as well as Major Offices uses will be directed into the MTSAs. As such, there will be an increased demand on childcare. Due to the uncertain nature of the incoming demographics there will be a need for the policies in the ASPs to have flexibility to allow for childcare in a variety of formats while at the same time recognizing it as a sensitive use.

Technical Studies & Findings

Emergency Services

Increased intensification across the city, including in the MTSA's will have a direct impact on emergency service demand. This increased growth will be evaluated through the completion of the City's 2022 Fire Master Plan (FMP). The FMP is anticipated to be presented to the Burlington's City Council in a separate report in Q2 2022. The FMP will be used as a reference and fire service needs will be considered as part of community growth within the MTSA's.

In terms of EMS, the Region's current EMS master plan noted that the existing paramedic stations are well located and there is limited opportunity for alternative approaches to service delivery.

Halton Regional Police services plan to update their Facility Plan which will align with the population and employment growth projections which includes the growth assignments for each of the MTSA's.



3.0 Policy Framework and Overarching Policy Directions

3.1 Overview of Existing Policy Context

The need for growth, the focus of that growth around transit stations and the desire to build complete communities all stem from important legislation and policy documents like the *Planning Act*, the Provincial Growth Plan and the Provincial Policy Statement.

The Area-Specific Planning Studies have been prepared to be consistent with the Provincial Policy Statement (2020), conform to the Growth Plan for the Greater Golden Horseshoe (2019, as amended) and the Halton Region Official Plan (2006, as amended) and to generally align with the policies of the City of Burlington's Official Plan (2020).

The following sections provide brief overviews of the key provincial and regional planning directions and their role in shaping the MTSA precinct plans and policies.

3.1.1 Provincial Guidance

3.1.1.1 Planning Act

The *Planning Act* provides the Region of Halton the authority to identify and plan for Protected MTSAs in Burlington, allows City to do the same, and provides the Region and the City the opportunity to consider inclusionary zoning within Protected MTSAs as an affordable housing tool.

The *Planning Act* identifies matters of provincial interest, including the appropriate location of growth and development and the promotion of development that is designed to be sustainable, to support public transit and to be orientated to pedestrians, among many other matters. The policies of the ASPs have regard to all relevant matters of provincial interest including:

- (a) the protection of ecological systems, including natural areas, features and functions;
- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (g) the minimization of waste;
- (h) the orderly development of safe and healthy communities;
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities;
- (m) the co-ordination of planning activities of public bodies;
- (n) the resolution of planning conflicts involving public and private interests;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be orientated to pedestrians;

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- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The **Planning Act** also provides guidance for protected major transit stations, inclusionary zoning and community planning permit systems.

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

(16) The official plan of an upper-tier municipality may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area's boundaries, and if the official plan includes such policies it must also contain policies that,

(a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; and

(b) require official plans of the relevant lower-tier municipality or municipalities to include policies that,

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

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

Section 17(36.1.4) of the **Planning Act** also enacts no appeals or amendments for certain policies within protected major transit station. This includes policies that identify an MTSA as a protected MTSA; policies that identify minimum and maximum densities; and, policies that identify minimum and maximum heights. There are also no appeals for policies establishing the minimum number of residents and jobs per hectare that are planned for as well as the authorized land uses and the minimum and maximum densities within MTSA as identified in (Section 16 (16) (a) and (b)).

Inclusionary zoning, also known as “IZ”, is a planning tool that enables municipalities to require affordable housing units (i.e housing units that are sold or leased at an affordable price or rent) to be provided as part of certain developments. It should be noted that IZ does not necessarily secure the physical units as municipal property. The **Planning Act** through Section 16(5) restricts where IZ can be applied to areas within a Protected Major Transit Station Area (PMTSA) and to locations where a Community Planning Permit System (CPPS) or Development Permit System (DPS) area has been ordered by the Minister of Municipal Affairs and Housing. There are no appeals to Inclusionary Zoning policies under Section 36.1.2 of the **Planning Act**. In Burlington there are no CPPSs ordered by the Minister currently in effect, however the Regional Official Plan through ROPA 48 identifies the

Policy Framework and Overarching Policy Directions

three MTSAs, Aldershot GO, Appleby GO and Burlington GO as PMTSAs where IZ can be applied. The intent of IZ is to increase the supply of affordable housing for low- and moderate-income households, particularly in transit-connected locations. The **Planning Act** exempts from IZ requirements developments which contain fewer than ten (10) residential units or developments proposed by a non-profit housing provider.

Inclusionary zoning is currently being considered by the City of Burlington through this project and the concurrent Housing Strategy. Under the **Planning Act**, Ontario Regulation 232/18 identifies the requirements for municipalities looking to implement IZ, including the need to complete a Municipal Assessment Report to confirm feasibility. As part of the City's ongoing Housing Strategy, the City is examining the potential for IZ by preparing its Municipal Assessment Report, expected to be delivered in 2023. The conclusions and recommendations from the Housing Strategy will be considered and incorporated into the ASPs for the MTSAs as appropriate.

The ASP Planning Studies address the *Planning Act* direction by providing policies and directions in alignment with all relevant matters of provincial interest.

3.1.1.2 Provincial Policy Statement

The PPS provides direction on complete communities and transit supportive development.

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

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

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

With the existing all day, two-way service on the Lakeshore West GO line and Metrolinx's plans for Regional Express Rail, which will bring more frequent service to this line, the GO stations in Burlington need to be planned with a range of land uses in a transit-supportive land use pattern.

The PPS also provides guidance regarding housing in transit-supportive developments:

Policy Framework and Overarching Policy Directions

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

The PPS also provides policy direction on addressing Land Use Compatibility (Section 1.2.6). Since the MTSA's are to accommodate intensification and residential uses where none existed before, and will continue to have employment uses and facilities operating in proximity, the issue of land use compatibility is important. The PPS notes that major facilities and sensitive land uses shall be planned and developed to avoid or minimize and mitigate adverse effects from issues such as odour, noise and other contaminants, while also minimizing the risk to public health and safety. It also speaks to the need to protect the long-term viability of these important employment uses to encroachment etc.

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

The ASP Planning Studies address the PPS by providing MTSA specific policies and policy directions which promote the development of complete communities and transit supportive development in the MTSA's. It also enables the planning for a range and mix of housing opportunities. The policies also address land use compatibility and the provision of a multi-modal transportation system.

3.1.1.3 Growth Plan for the Greater Golden Horseshoe

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) is an integrated policy framework which provides guidance for how communities within the Greater Golden Horseshoe are to plan for growth to 2051.

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

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

2.2.3 1. Urban growth centres will be planned:

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

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

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

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

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

The Growth Plan generally identifies the location of the Downtown Burlington Urban Growth Centre (UGC) on Schedule 4. As noted in Section 2.4 below, the Downtown Burlington Urban Growth Centre was adjusted to focus on the Burlington GO MTSA through ROPA 48. Although no change to the Growth Plan was required, the Minister updated the approximate size and location of the UGCs. The updated document was one of several supplemental implementation tools listed in the Growth Plan, [ERO number 019-4647](#).

Aldershot, Appleby and Burlington GO stations meet the definition of MTSAs in the Growth Plan. Section 2.2.4 identifies the density targets for MTSAs which are informed by type and level of transit service:

- a) 200 residents and jobs combined per hectare for those that are served by subways;
- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; and,
- c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network and identified on the Priority Transit Corridor as shown on Schedule 5 of the Growth Plan.

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In the context of Burlington – with the exception of Downtown Burlington Urban Growth Centre/Burlington GO MTSA – Section 2.2.4 c) would apply as the City’s MTSA’s are served by the GO transit rail network and identified on the Schedule 5 Priority Transit Corridor that extends to the Burlington GO. Therefore, the minimum target identified by the Growth Plan of 150 residents and jobs combined per hectare is the target that would apply to Appleby Go. The Aldershot GO is not on the Schedule 5 Priority Transit Corridor and the target is informed by the Region’s MTSA delineation process that considered planned transit service and implemented through the Regional Official Plan.

Section 2.2.4.4 of the Growth Plan allows the Minister to approve a municipality requested alternative target for MTSA’s where it has been demonstrated that the minimum target cannot be achieved. Halton Region’s ROPA 48 (discussed in the next section) provides more specific targets for the City’s MTSA’s.

Section 2.2.5 of the Growth Plan focuses on employment directing major office, and appropriate major institutional development to urban growth centres and MTSA’s. Sections 2.2.5.7 and 2.2.5.8, specifically reinforce the connection of planning for the employment areas within the MTSA’s. This section instructs municipalities to designate employment areas and protect these areas for employment over the long term by prohibiting residential and major retail uses within employment areas or ensuring that adverse impacts on employment uses are minimized. Both the Appleby and Burlington GO MTSA’s include designated employment areas within their boundaries. Outside of designated employment areas, municipalities are encouraged to establish development criteria to ensure that the redevelopment of any employment lands will retain space to accommodate a similar number of jobs.

Other important directions in the Growth Plan include:

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

The ASP Planning Studies address the Growth Plan by providing policies that allow for high density development in the MTSA’s in order to accommodate the incoming population and jobs. The precincts were developed using the growth plan targets in order to accommodate the forecasted future people and jobs. Also, the transportation network and land use policy directions of the ASPs encourage active transportation and a diverse mix of uses to service the future population.

3.1.2 Regional and Local Guidance

3.1.2.1 Halton Region Official Plan

The Halton Region Official Plan sets a long-term vision for the physical form and character of the Region, and contains policies that guide local planning and development throughout Halton to meet the current and future needs of businesses and residents. Further, Regional Official Plan Amendment 48 provides the final boundaries for the MTSAs; assigns minimum density targets including the proportional mix of residents and jobs to be planned to achieve; identifies the MTSAs as PMTSAs; establishes guiding policies to direct the development of Area-Specific Plans for MTSAs; and adjusts the City of Burlington UGC to align with the Burlington GO MTSA.

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

The Region is currently undertaking an Official Plan Review /Municipal Comprehensive Review (MCR) to achieve conformity with the Provincial plans and accommodate growth to the 2051. Regional Council adopted ROPA 49 that would distribute growth to the local municipalities within the existing approved urban boundary to the 2041 horizon year. The distribution of growth to the local municipalities post-2041 will be determined through a future Regional Official Plan Amendment, prior to, or in parallel with, the next statutory five-year official plan review. ROPA 49 is subject to approval from the Minister of Municipal Affairs and Housing. However, the Region has undertaken a phased approach to the Municipal Comprehensive Review which has resulted in the adoption Regional Official Plan Amendment No. 48.

Regional Official Plan Amendment 48 (ROPA 48)

ROPA 48 implements components of the Regional Urban Structure to establish a hierarchy of strategic growth areas that will guide the development within Halton's communities to intensification areas. The amendment also includes a set of objectives that directs a proportion of population and employment growth within Strategic Growth Areas through mixed use intensification supportive of the role and function of these areas within the Regional structure and local municipalities.

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

The last Regional Official Plan Review (ROPA 38) saw the establishment of the Regional Employment Area overlay. As part of the current Regional Official Plan Review / Municipal Comprehensive Review, the Region considered a number of strategic employment conversions that was supported by local background work. The conversions advanced in Burlington were mostly

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found within the delineated MTSA areas. Specifically, strategic employment area conversions were advanced within the Aldershot and Burlington GO MTSA as part of ROPA 48. Refer to **Figure 3.4 – 3.6** for maps depicting the extent of the City’s and Regions Employment Lands and Areas within each MTSA area and the lands advanced for conversion through both the Regional Official Plan MCR and the City’s Official Plan.

ROPA 48 also includes the following policy additions and revisions:

- Consider intensification and development of Strategic Growth Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Protected Major Transit Station Areas under the **Planning Act**, to promote and support intensification and further the development of Affordable Housing (Section 79.3(7.2)).
- The Region requires Local Municipalities to prepare detailed Official Plan policies or an Area-Specific Plan for strategic growth areas such as MTSA, in accordance with Sections 48 and 77(5) of the ROP and establishes Affordable Housing targets in accordance with the applicable policies of Section 86, and inclusionary zoning policies authorizing a minimum number of Affordable Housing units, and/or a minimum gross floor area of Affordable Housing, within residential and mixed use buildings, and providing for their maintenance as Affordable Housing units over a period of time where appropriate is also a requirement of ROPA 48. 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 (Section 81.2(4)i)).

The following establish requirements for planning for a Major Transit Station Area (Section 81.2(4)):

- a) Identifies the minimum density target to be achieved expressed as the number of residents and jobs per hectare in accordance with Table 2b.
- b) Identifies a target proportion of residents and jobs to be planned for in accordance with Section 55.3 and Table 2b of the ROP.
- c) Identifies land uses to support complete communities.
- d) Prohibits the establishment of land uses and built form that would adversely affect the achievement of the targets established in Table 2b.
- e) Identifies and protects lands that may be needed for future enhancement or expansion of transit infrastructure, as appropriate.
- 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 Section 79.3(12) and 83.2(7) of the ROP.
- 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.
- h) Encourages alternative development standards, including reduced parking standards in Major Transit Station Areas.
- i) Includes detailed policies and development criteria to ensure that the development of employment uses planned within the Major Transit Station Area meet the requirements of Section 79.3(13) of the ROP.

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

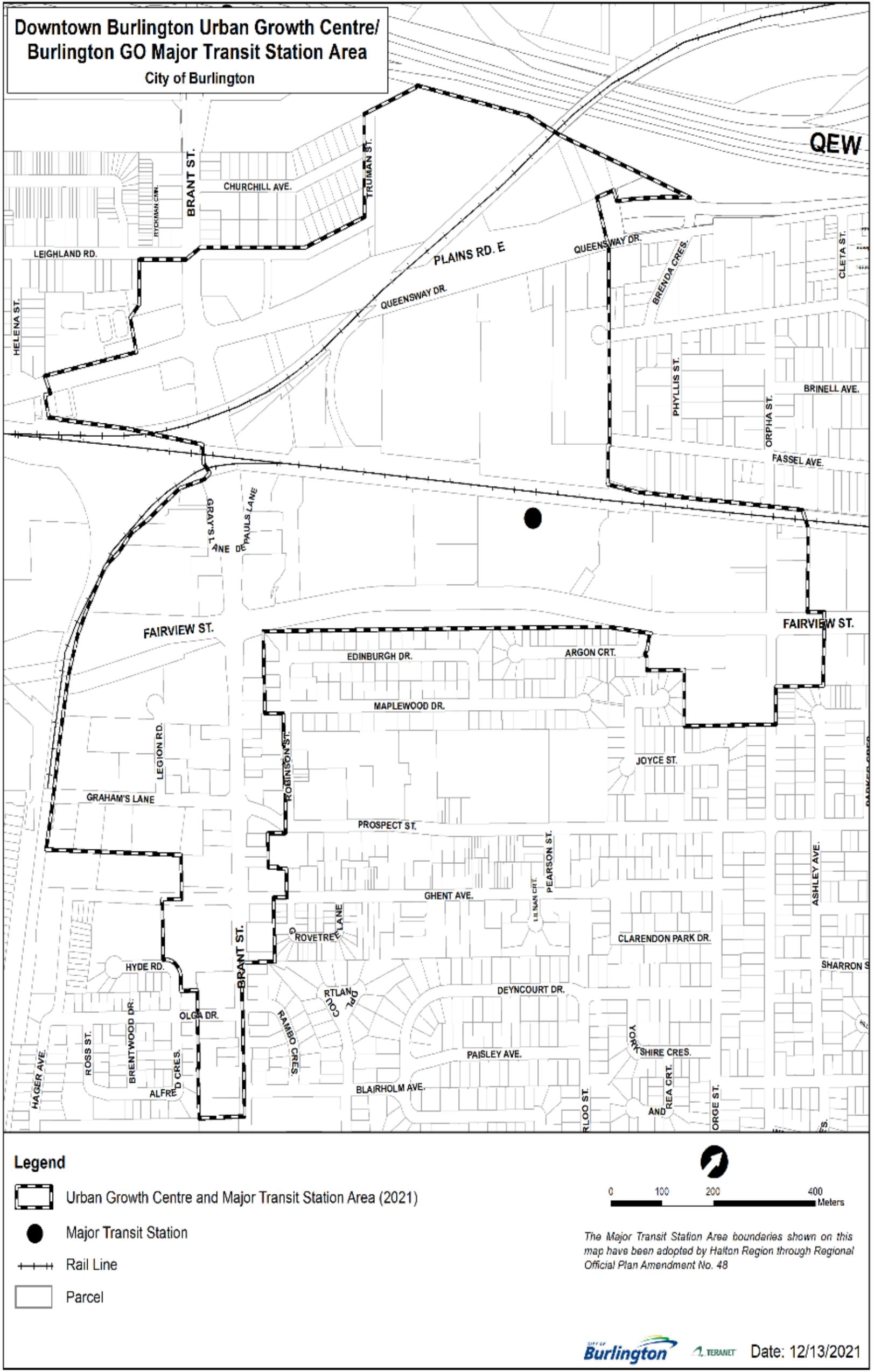
In addition, ROPA 48 sets minimum density targets for each MTSA as well as established a proportional mix of residents and jobs for each station area that the City must plan to achieve to the 2051 horizon year. The Minister of Municipal Affairs and Housing, through the approval of ROPA 48, also approved an alternative target for the Appleby GO MTSA. The targets are captured in the following list:

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

ROPA 48 was adopted by Regional Council in July 2021 and approved by the Province on November 10, 2021. Per the **Planning Act**, the Minister's decision of ROPA 48 cannot be appealed. Local policies must conform to the policies set out in ROPA 48. **Figures 3.1 – 3.3** depict the boundaries of the MTSAs for each ASP as delineated through ROPA 48.

ROPA 48 requires the City to prepare ASPs for the MTSAs. The policies and policy directions of the ASP Planning Studies will be used to inform the future preparation of the ASPs. The ASP Planning Studies takes into consideration the Halton Region Official Plan by recognizing the updated MTSA boundaries and employment conversions set forth in ROPA 48, and providing policies and policy directions which support mixed use intensification throughout the MTSAs.

Figure 3.1 - Downtown Burlington UGC/GO MTSA Boundary



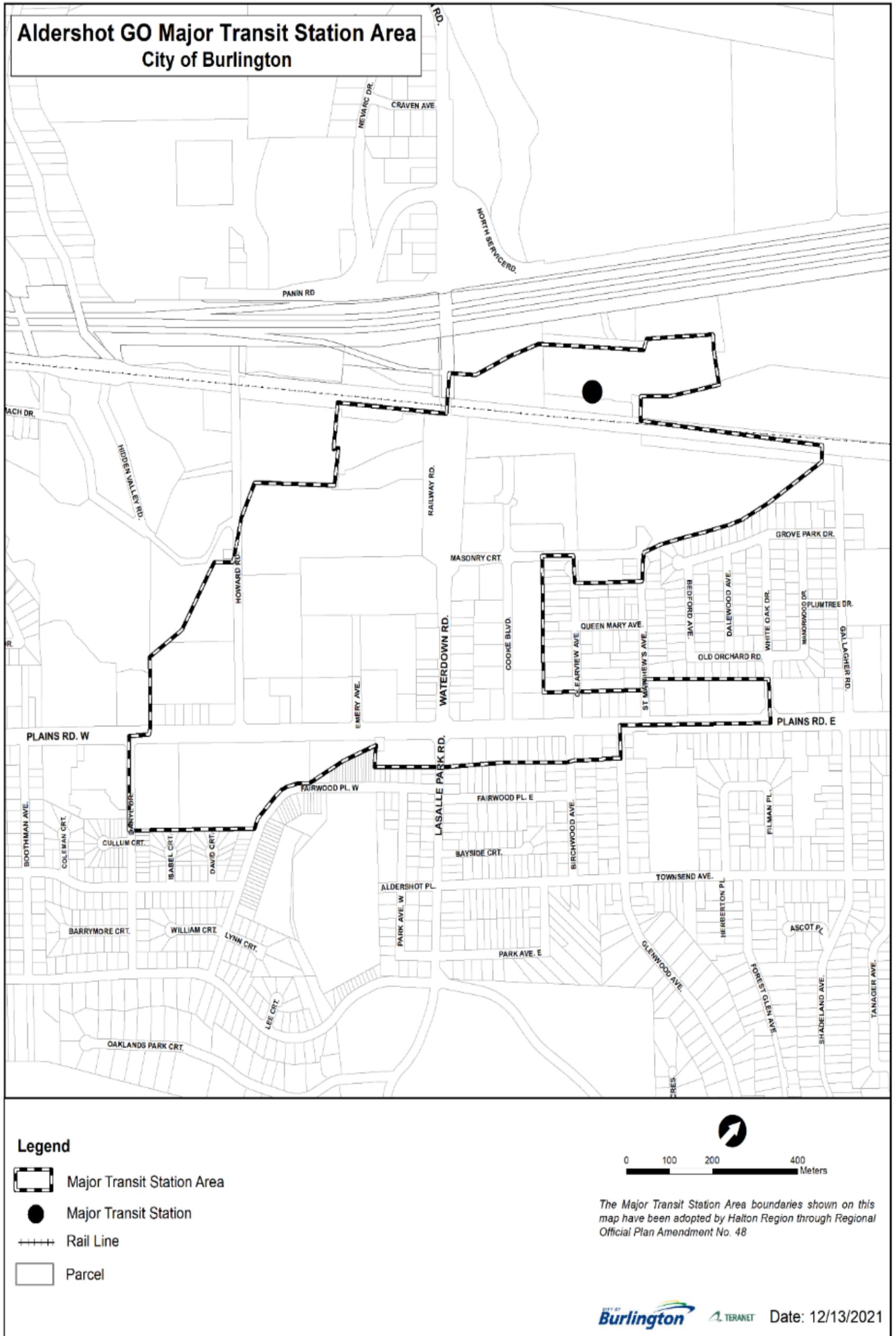
Source: City of Burlington Official Plan (2020)

Figure 3.2 - Appleby GO MTSA Boundary



Source: City of Burlington Official Plan (2020)

Figure 3.3 - Aldershot GO MTSA Boundary



Source: City of Burlington Official Plan (2020)

Policy Framework and Overarching Policy Directions

3.1.2.2 City of Burlington's Official Plan (2020)

The City of Burlington's Official Plan (2020) provides direction for what policies should be included in the Area-Specific Plans including: complete communities, active transportation, densities and heights, uses, heritage, natural environment etc.

The City of Burlington's Official Plan (2020) (OP) shifts the focus away from greenfield development to focused intensification of targeted areas in order to accommodate new residents and jobs. This approach aligns the forecasted growth with existing and planned infrastructure needs and protects existing residential neighbourhoods from significant change. In order to achieve this, the OP has established an Urban Structure for its distinct areas (Mixed Use Intensification Areas, Residential Neighbourhood Areas, Natural Heritage System, Major Parks and Open Space) and a Growth Framework with a growth management strategy which sets out where growth and intensification will occur in the City. The OP also incorporates the necessary refinements to existing land use policies.

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

The MTSAs are identified as Primary Growth Areas and priority locations for City-initiated area-specific planning and for investments in transit as well as other types of infrastructure and public service facilities, including parks to support population and employment growth. This is the trigger for the ASPs for the MTSAs. The MTSAs are emerging elements of the Local Urban Structure and have been identified as the most appropriate location for higher intensity, mixed use, transit-supportive development. This includes identifying the Primary Growth Areas – which MTSAs are a part of, as the most appropriate and predominant location for new tall buildings in accordance with the more specific land use policies developed through the area-specific planning work.

Another key element of the Official Plan (2020) was the conversion of City-designated employment lands in the Aldershot, Appleby and Burlington MTSAs to encourage and enable areas for intensification opportunities. The MTSA areas will support the GO Rail Network, the Provincial Priority Transit Corridor and the City's frequent transit corridors and will accommodate compact, mixed use and pedestrian oriented development. Refer to **Figure 3.4 – 3.6** for maps depicting the extent of the City's and Regions Employment Lands and Areas within each MTSA area and the lands advanced for conversion through both the Regional Official Plan MCR and the City's Official Plan.

The City of Burlington's OP was adopted by City Council on April 26, 2018 and approved with modifications by the Region of Halton on November 30, 2020. Currently, the Official Plan (2020) is under appeal before the Ontario Land Tribunal (OLT) and may be subject to change as the OLT process advances. For more information about this process please see the [City of Burlington's Official Plan Webpage](#).

3.1.2.2.1 Mixed Use Intensification Areas

The lands identified as Mixed Use Intensification Areas within the Official Plan (2020) are divided into Urban Centres, MTSA Special Planning Areas and Mixed Use Nodes and Intensification Corridors.

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These areas accommodate a wide range of intensity and uses, including residential uses, with the intent to retain commercial function in support of complete communities. Through the Mixed Use Intensification Areas, the OP is promoting the development of traditional commercial areas into revitalized mixed use, pedestrian-friendly hubs of activity.

Major Transit Station Areas

In particular, Major Transit Station Areas (MTSAs) will be planned to accommodate a significant share of population and employment growth. The three MTSA Special Planning Areas identified in the OP are the Aldershot GO, Appleby GO and Burlington GO Stations (Section 2.3.1(h) & (i)). While the Official Plan established MTSA Special Planning Area boundaries, the policy also acknowledged in Chapter 2, 2.2.3 (d) (iv) that:

- The final delineation of Major Transit Station Areas (MTSAs) boundaries and minimum density targets will be established by the Region of Halton through the comprehensive review in keeping with the policies of the Provincial Growth Plan.

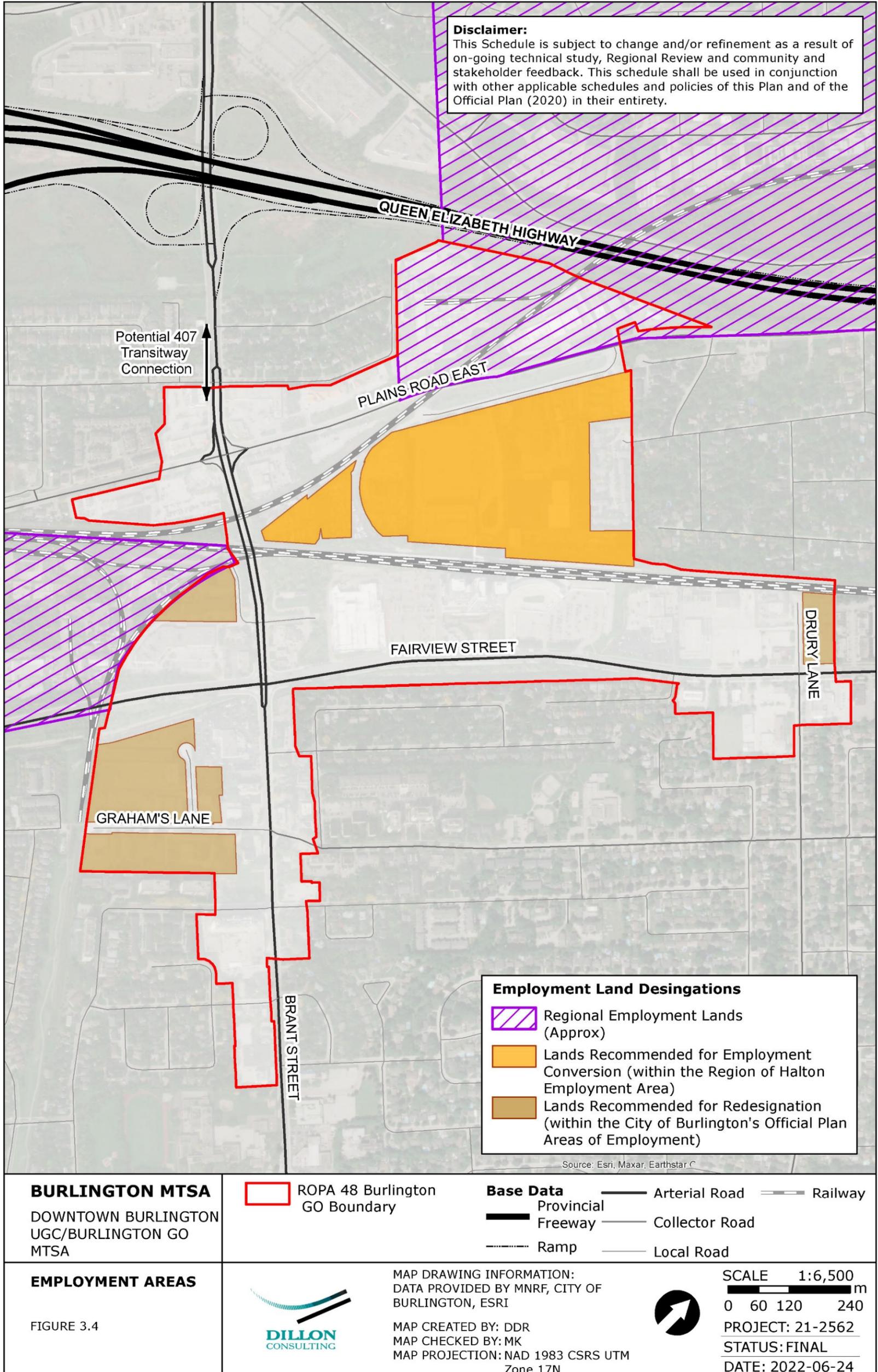
The delineation of the MTSA boundaries and the minimum density targets have been established by the Region of Halton through Regional Official Plan Amendment 48 (ROPA 48). Regional Council adopted ROPA 48 in July 2021 and the Province issued a decision on November 10, 2021 approving the amendment. The Minister's decision of ROPA 48 cannot be appealed. These changes to Burlington's urban structure to conform to ROPA 48 will be implemented at a local level through an Official Plan Amendment. This project is preparing the necessary work to develop and implement the Area-Specific Plans (ASPs).

Urban Growth Centre

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

The ASP Planning Study address the Burlington Official Plan (2020) directions by helping focus development into built up areas through intensification as well as providing directions for building complete communities and supporting a range and mix of housing types and tenures. The ASP Planning Study build on the direction from the OP and provide the next level of detail to set out development standards including but not limited to: height, built form, permitted and required uses to guide long term development.

Figure 3.4 - Downtown Burlington UGC/GO MTSA Employment Areas



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Figure 3.5 - Appleby GO MTSA Employment Areas

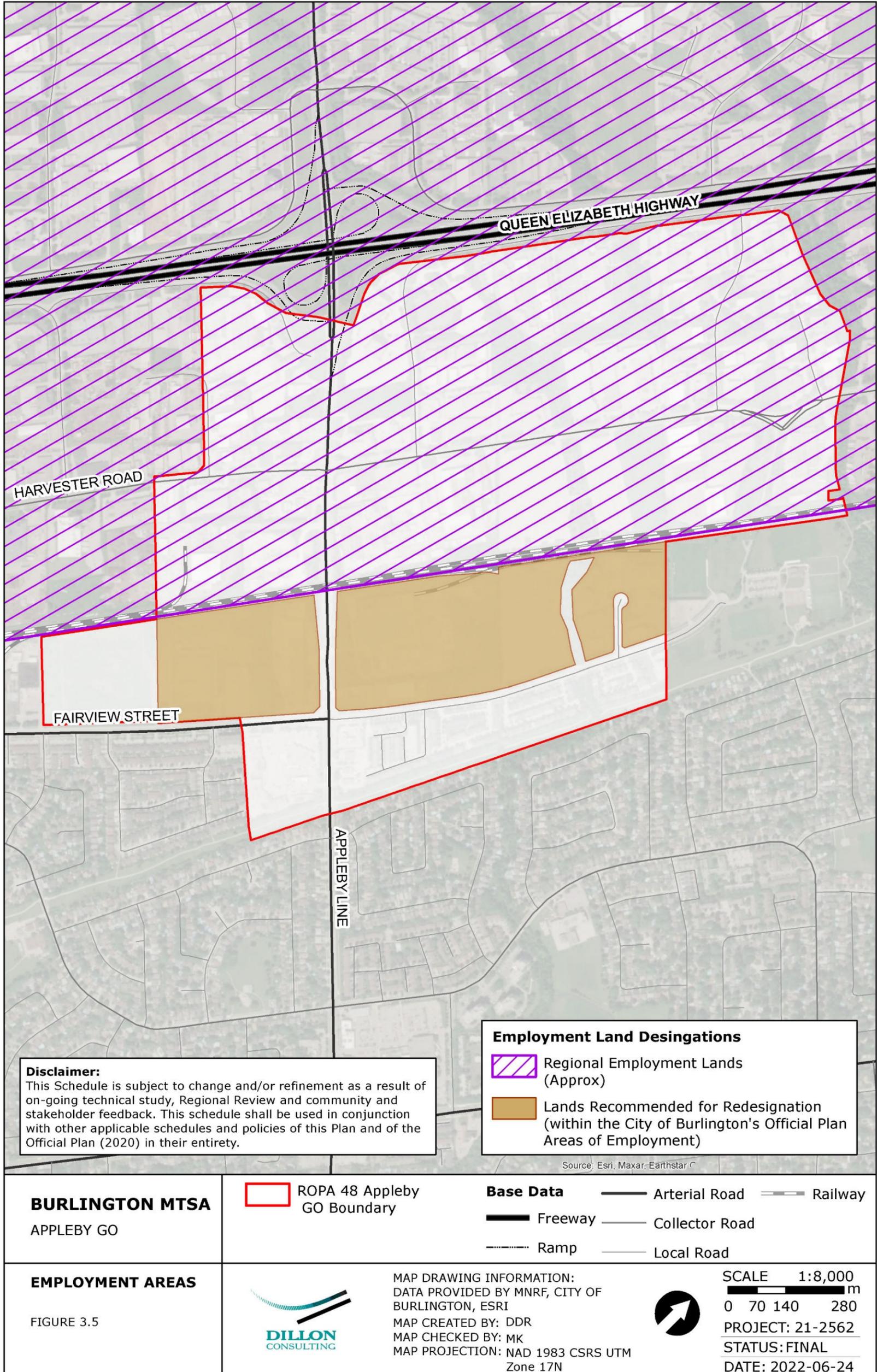
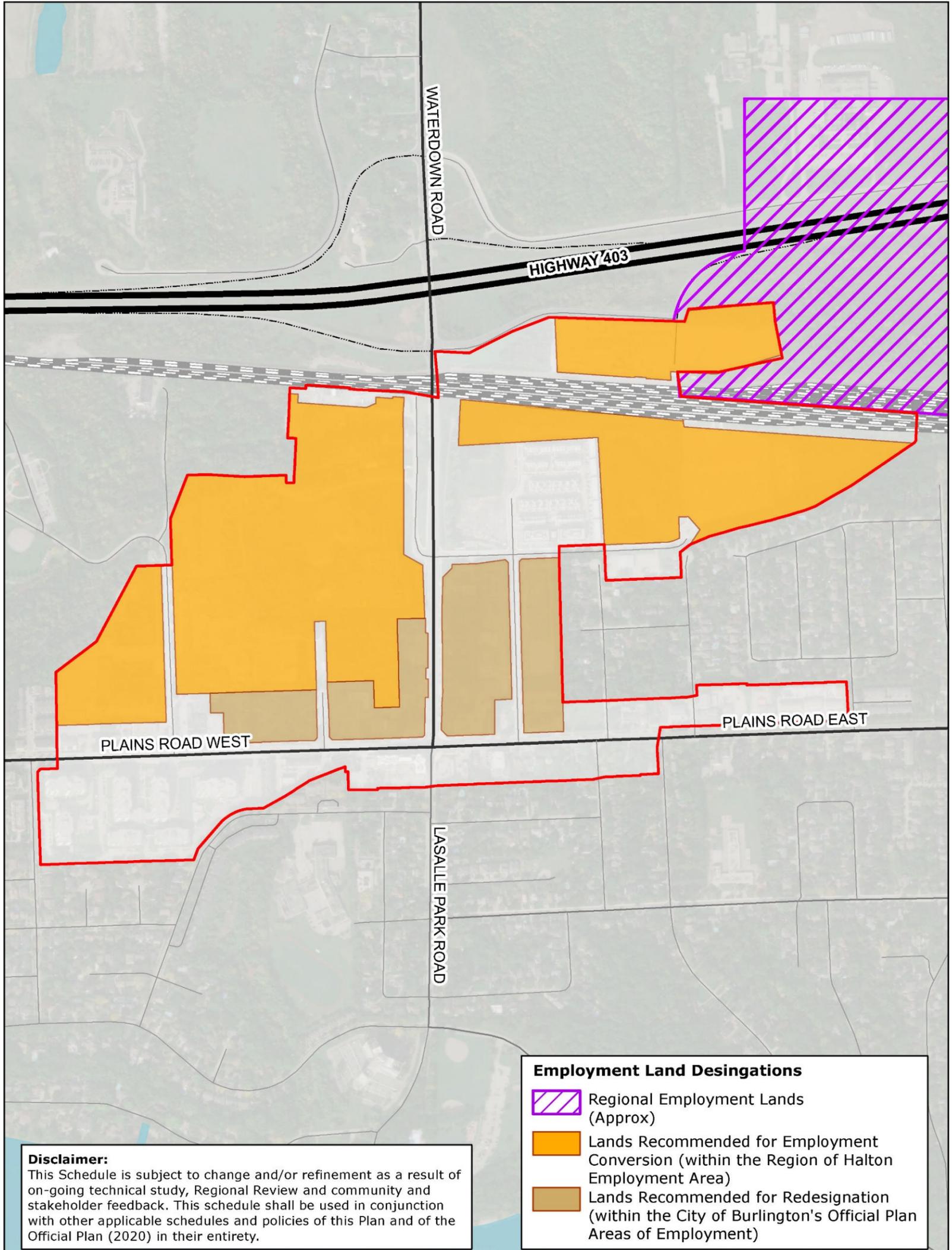


Figure 3.6 - Aldershot GO MTSA Employment Areas



Disclaimer:
 This Schedule is subject to change and/or refinement as a result of on-going technical study, Regional Review and community and stakeholder feedback. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan and of the Official Plan (2020) in their entirety.

Employment Land Designations

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

Source: Esri, Maxar, Earthstar.C

<p>BURLINGTON MTSA ALDRSHOT GO</p>	<p> ROPA 48 Aldershot GO Boundary</p>	<p>Base Data</p> <ul style="list-style-type: none"> Provincial Freeway Arterial Road Ramp Collector Road Local Road 	<ul style="list-style-type: none"> Railway
<p>EMPLOYMENT AREAS FIGURE 3.6</p>		<p>MAP DRAWING INFORMATION: DATA PROVIDED BY MNR, CITY OF BURLINGTON, ESRI MAP CREATED BY: DDR MAP CHECKED BY: MK MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N</p>	<p>SCALE 1:6,500 PROJECT: 21-2562 STATUS: FINAL DATE: 2022-06-24</p>

FILE LOCATION: K:\2021\212562 - Burlington MTSA\Product\Client\EmploymentAreas\AI_Sched3_6_EmploymentAreas.mxd

3.2 Objectives

The MTSA's have a set of objectives which are meant to guide the development of the Area-Specific Plans. They are outlined in the following sections.

3.2.1 General MTSA Objectives

The following is the list of General Objectives for the MTSA's:

- Directing the highest intensity to areas in close proximity to major transit stations and to current or planned frequent transit corridors.
- Minimizing shadowing impacts on public parks and open spaces and low density established residential neighbourhoods.
- Providing height transitions to established low density residential neighbourhoods outside of the MTSA boundaries.
- Providing increased permeability for active transportation options to and from GO stations;
- Providing recognition of existing cultural heritage resources.
- Creating feasible opportunities for new parks and open spaces to serve current and future residents and employees in each area.
- Identifying new and existing streets and other linkages to serve as key green, active transportation corridors to facilitate improved connectivity within, to and from the MTSA's;
- Creating new parks and open spaces that integrate with and enhance the existing city-wide parks and open space system.
- Providing a level of intensity to attract new retail and commercial functions to serve current and future residents and employees;
- Recognizing existing employment functions and providing for a variety of new and expanded employment and commercial opportunities.
- Planning for a variety of housing forms to attract a broad range of demographics;
- Identifying opportunities for a broad range of future public service facilities in locations that provide the greatest access to future residents and in locations that provide the greatest flexibility to accommodate a variety of functions and uses.
- Provide a diverse, equitable and inclusive set of public services and community facilities to serve the needs of the existing adjacent communities as well as the anticipated residents throughout the precincts.

3.2.2 Specific Objectives

Each of the MTSA's also has a more detailed and specific set of objectives that are applicable to its boundaries only and based on its unique and have specific characteristics and environments including uses, amenities, geography. Each ASP contains the specific vision and objectives which pertain to its relevant context.

3.3 Overarching Policy Directions

These policy directions are intended to apply to all of the MTSA's and must be read in conjunction with all other parts of this Study and will also be subject to other relevant policies of the Official Plan (2020). The intent of the policy directions contained in Section 3.3 will be captured future Official Plan policies. The wording is subject to change and modification in accordance with applicable policy and other relevant guidance.

3.3.1 Climate Change & Sustainability

The City of Burlington is committed to being an environmentally sustainable and climate resilient community. This vision is embedded in the City's [Strategic Plan 2015-2040](#) and [Official Plan \(2020\)](#), and further detailed and implemented through the [Climate Action Plan \(2020\)](#), updated [Stormwater Management and Design Guidelines \(2020\)](#) and [Sustainable Building and Design Guidelines \(2021\)](#), among others. Work is also currently underway to prepare a climate adaptation plan and update the City's Urban Forest Management Plan. The following policy directions are intended to complement and support this work.

In 2019, the City of Burlington declared a climate emergency. As a result, the [Climate Action Plan \(2020\)](#) was developed which set out requirements for mitigating greenhouse gases (GHGs) and reducing energy consumption. Becoming a carbon-neutral community by 2050 is also a strategic goal for the City and will require significant effort to reduce emissions from the buildings and transportation sectors. The Climate Action Plan for Burlington was approved in 2020.

At the time of writing this report, Burlington's first climate adaptation plan, *Climate Resilient Burlington: A Plan for Adapting to Our Warmer, Wetter, and Wilder Weather*, is being finalized for City Council's approval in July 2022. It is a 10 year plan identifying actions to manage the highest projected risks of a changing climate under five themes:

- Resilient Built and Natural Infrastructure
- Thriving Natural Environment
- Health and Well-Being
- Disaster Resilience
- Strong and Resilient Economy

Another aspect of sustainability is the management of the urban forest. Urban tree planting is a complementary solution to reduce atmospheric carbon. There are several benefits delivered by trees, especially in a city setting. These benefits include: improving air quality; reducing the urban heat island effect; providing cooling resources; reducing the energy required to cool buildings, and improving physical and mental health of residents. The urban forest canopy also helps to capture stormwater and slow fast flowing water as well as reduce erosion by providing soil stability. Council has approved a tree canopy target of 35% by 2041 in the 2018 – 2022 Burlington Plan – 'From Vision to Focus'. The City's Urban Forest Management Plan (2011-2030) provides a framework to maintain and enhance the urban forest. The City has recently initiated a project to update the plan to guide the preservation, management and enhancement of the City's trees and forests in the urban area over the next 20 years.

Policy Framework and Overarching Policy Directions

3.3.1.1 Climate Change and Sustainability Policy Directions

The following policy directions pertain to climate change and sustainability and apply to all MTSA:

- a) Encourage new private and public developments to target low/zero carbon energy in the MTSA through the use of district energy systems, renewable and alternative energy, sustainable building measures and other innovative approaches.
- b) Ensure consistency with the policies in Chapter 4 - Environment and Sustainability, and Section 7.4 - Sustainable Design, of Burlington's Official Plan (2020).
- c) Support the development of a safe and sustainable transportation network for all users including pedestrians and cyclists within the public realm.
- d) Provide safe and sustainable active transportation connections and linkages between the public and private realms.
- e) Ensure vehicle and transit electrification readiness of buildings and transportation infrastructure through the design of buildings and the provision of charging infrastructure.
- f) Coordinate with provincial and local electrical authorities to confirm or enhance the capacity of the local electrical distribution grid to support electrification of buildings and transportation.
- g) Encourage the use of low impact development strategies such as bioswales, permeable pavers, rain gardens and barrels, and green roofs into the building and site design of both publicly- and privately-initiated projects.
- h) Integrate climate-resiliency into future design guidelines to improve Burlington's community and city infrastructure resilience to our future warmer, wetter and wilder weather as well as aim to achieve the City's carbon neutral goals. For example, [New York City's Climate Resiliency Design Guidelines](#) provide design plans for hotter temperatures and more precipitation.
- i) Encourage new private and public developments to incorporate building design measures such as building orientation and other measures which increase sustainability and the goal of achieving zero carbon on a neighbourhood level. This achievement will go to support the City's overall net carbon neutral community target date of 2050 (for city buildings/operations by 2040).
- j) Implement other carbon reducing or offsetting approaches where appropriate and finding a balance between pedestrian experiences and building efficiency (geothermal, carbon offsets etc.).
- k) The City shall explore opportunities for incentives and tools that will support the implementation of the City's Sustainable Building and Development Guidelines (2019), sustainability and climate changes objectives of the ASPs at the neighbourhood level, such as a community improvement plan.
- l) Ensure and plan space for trees within the public right-of-way to support enhancements to the tree canopy to improve air quality, reduce the urban heat island effect and improve stormwater retention while at the same time supporting and enhancing measures to help

Policy Framework and Overarching Policy Directions

the City achieve an overall canopy target of 35% by 2041. Due to the intense nature of development in these areas the target is not likely to be achieved in each MTSA but their canopies can contribute to the overall city canopy coverage. Tree planting should conform to the City's Urban Forest Management Plan policies as well relevant tree by-laws.

- m) Reduce waste and foster innovation in the construction and operation of all buildings, public and private spaces and infrastructure.
- n) Development applications are to comply with the requirements of the City of Burlington's Sustainable Building and Development Guidelines (2019) and are encouraged to consider the voluntary items outlined therein.
- o) The City shall identify, plan for and implement infrastructure that can proactively protect each MTSA from future potential long term risk of events associated with climate change.

3.3.2 Transportation & Infrastructure

3.3.2.1 Transportation Policy Directions

Overall, more people are expected to live in Burlington and in Halton Region in the future. Part of the exercise of these ASPs will help the City in their planning efforts to accommodate the future population growth which also includes how people will move throughout the Region, City as well as in the MTSA.

Over the past three decades, the strategy to accommodate growth in the City was to build more roadways into the transportation network. Due to intensification as well as land shortages, this strategy is no longer feasible or sustainable. The City physically does not have the space and the cost of maintaining a larger transportation network is significant.

The future transportation network is centred on a different transportation model, one which is designed to provide people of all ages and abilities with more choices in their modes of travel such as walking, cycling and transit.

Currently, the City is completing its first Integrated Mobility Plan (IMP). While the draft was not available during the time of this report, the essence of the directions has been captured in these overarching policy directions.

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

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

The following are policy directions and as a result of discussions will inform the finalization of the technical study and further discussions with the Region.

Policy Framework and Overarching Policy Directions

3.3.2.1.1 General Directions

- a) The City will build a sustainable and integrated road network.
- b) The City will undertake a Transportation Network Plan (TNP) for each MTSA. The TNP will:
 - i. identify the specific local multimodal network elements and modifications needed to support the planned development.
 - ii. confirm the feasibility and estimate costs of all elements.
 - iii. identify triggers and staging for elements, based on the preferred staging concept for MTSA development.
 - iv. identify directions, parameters and actions for the TDM and Strategic Parking programs related to the MTSA.
- c) The existing street network will be maintained within MTSAs, no streets are envisioned to be removed.
- d) Development should be phased in conjunction with associated road and intersection improvements to support proposed development.
- e) The street networks will be designed using a complete street philosophy. Existing auto oriented roadways which enter the plan area will be rebalanced to allow comfortable travel for users of every mode.
- f) Streets will conform to the design guidance of the future City of Burlington Complete Streets Design Guide (future guideline recommended in IMP).
- g) Proposed new complete streets and active transportation connections as shown in Figure 4.5 Burlington Junction – Mobility Network and Figure 6.5 Aldershot Corners – Mobility Network are conceptual only and are subject to change.
- h) The new street networks will be created to be highly permeable, with shorter blocks and frequent crossings to improve connectivity into the existing street network.
- i) New local streets should further divide large blocks and improve active transportation and vehicular circulation within the MTSAs.
- j) The street network will connect seamlessly to urban parks, linear parks and other off-street trails to provide opportunities for safe, efficient and flexible pedestrian travel options.
- k) Trail networks will be planned and developed to facilitate direct connections while creating recreational opportunities.
- l) The City will require the submission of a Transportation Impact Assessment Study (TIA) for development proposals within the MTSAs. The TIA will determine whether the development is consistent with the vision and goals of the IMP and will identify local roadway modifications needed to maintain acceptable network operations. The requirements of the TIA are to be confirmed in collaboration with City Staff.
- m) The road hierarchy and typologies in Burlington’s Official Plan (2020) will be incorporated into the ASPs for each MTSA. Any new typologies identified for the MTSAs is based on the work

Policy Framework and Overarching Policy Directions

completed to date. The future street network will consist of: Major Arterial, Multi-purpose Arterial, Main Street, Industrial Connector, Neighbourhood Connector, Industrial Street, Local Street, and Laneway. Descriptions are outlined below:

- i. **Multi-Purpose Arterial** - Multi-Purpose Arterials serve regional travel and also accommodate inter-community travel. They are considered central corridors which connect mixed use intensification areas as well as providing a corridor for intensification themselves. They support transit, goods movement, as well as active transportation; however, they accommodate a high degree of people-moving capacity.
 - ii. **Neighbourhood Connector** Neighbourhood Connectors provide links between communities and also connect into the arterial and local street network. Uses along these streets are primarily residential, and public services where appropriate. Pedestrian and cycling facilities are provided at a high level with moderate local vehicle traffic.
 - iii. **Industrial Streets** Industrial Streets provide access to employment lands and their primary function is property access from the connectors to the businesses.
 - iv. **Local Streets** Local Streets are low speed and low traffic volume areas and provide links into neighbourhoods from the Neighbourhood Connectors. They support primarily residential uses, with public services as appropriate and allow for neighbourhood gatherings, areas for children to play and provide space for social interactions.
 - v. **Flexible Streets** Flexible streets are local streets which are designed to be easily closed for special events to allow for more community interaction. Things to consider such as flush paving across the right-of-way, roll curbs, removable bollards etc. are all elements of a flexible street.
 - vi. **Laneways** Laneways are not specifically listed in the OP classifications; therefore, this may require definition as an MTSA specific typology which may or may not be added to the OP in a future iteration. Rear laneways are important public access features which help to accommodate additional parking, back of house servicing and loading for future developments and will be considered during the ASP process. They are also used to complement and further extend the existing public street network and establish a finer grain of detail within the development blocks.
- n) The City will actively manage mode share through the following actions:
- i. The sustainable approach adopted for the IMP is mode-share driven, rather than corridor capacity driven. At its core, the IMP sets mode share targets for the future and develops the plan to achieve them. Given this, active management of mode share is perhaps the most critical action that the City will undertake to align the future transportation system performance with the IMP goals. In this case, TIAs will be required for every development in order to manage mode share into the future.
- o) The City will finalize the neighbourhood mode share targets for the MTSA
- i. Develop strategies, measures and tools to influence the decisions related to travel for all transportation modes to, from and within the MTSA.

Policy Framework and Overarching Policy Directions

- ii. Develop the framework for a Transportation Management Association (TMA) to actively manage and implement TDM in the MTSA.
- p) The City will enhance city parking facilities and services. Given the significant costs associated with parking and its influence on mode choice, parking management is increasingly important in municipalities. Effective parking management should strike a balance between supply and demand for various types (e.g. short-term, long-term, and accessible), while limiting the oversupply of parking spaces. Improved parking efficiency can reduce the amount of space needed for parking, providing opportunities to develop more community-oriented spaces and supporting the potential reallocation of on-street parking space for other uses such as active transportation and transit infrastructure.
 - i. The City will conduct a review of on-street and off-street parking in the MTSA to ensure the parking system is in alignment with the goals and objectives of this plan.
 - ii. Each ASP will explore an alternative parking standard related to the proposed land use and assessed through development applications. The change to the parking standard intends to offer options for the long and short term.
 - iii. Secure long-term and short-term bicycle parking and end-of-trip facilities will be provided.
- q) Maximize road safety for all users.
 - i. The street networks will be designed to control traffic speeds while promoting safe, attractive environments for users of all modes. Special attention will be paid to ensuring the safety of vulnerable users (i.e. pedestrians and cyclists).
 - ii. The City will employ a Multimodal Level of Service Guideline to guide and inform the decision making during the planning, design, and operations of streets and intersections.
- r) Prioritize energy reduction and minimize environmental impacts. The transportation sector is one of the largest contributors to greenhouse gas emissions. The following policies are recommended to promote low and zero emission car technology.
 - i. The City will continuously review the effectiveness of the existing public electric vehicle charging station network and identify needs and opportunities for growth of the network.
- s) Manage congestion
 - i. The City will complete a flex zone/curbside priorities analysis to understand the trade-offs of how land use impacts areas where curb space is limited and sets priority for flex zone use by function.
 - ii. The City will develop a strategy for smart signal implementation
- t) Strengthen the relationship between land use and transit
 - i. Planning and development will be based on the principle of transit-oriented development, where active transportation is supported through safe, well-designed and direct connections between and amongst component uses and transit stations.
- u) Improve the monitoring and reporting process.

Policy Framework and Overarching Policy Directions

- i. Data is fundamental to transportation planning, monitoring and evaluation. The ability to make evidence-based decisions is directly influenced by the quality and quantity of available data. To ensure that changes to the transportation system are on the right trajectory, data is used to support key indicators of change, which are measured and reported back regularly to the community. To improve the monitoring and reporting process, the City will commit to the following policies:
- ii. The City will manage and deliver a data collection program for the MTSA to support monitoring of the transportation system.

3.3.2.1.2 Complete Streets

Complete Streets shall be implemented within the City of Burlington to achieve the following objectives:

- Balance multiple modes of transportation in the right-of-way
- Provide opportunities for access and mobility for people of all ages and abilities
- Increase the efficiency of existing rights-of-way
- Lower greenhouse gas emissions
- Create opportunities for more passive physical activity
- Capitalize and build upon road rehabilitation projects
- Better integrate transportation and land use planning
- Develop vibrant communities with a sense of place
- Support the local economy and tourism initiatives

The following represents the policies for Complete Streets within the MTSA:

- a) Proposed new streets will be developed applying the Complete Streets approach as noted above.
- b) The development of complete streets and streetscapes which are safe, convenient and attractive to pedestrians will be supported through measures such as providing wide sidewalks, sheltered transit stops, street furniture, canopies on buildings, landscaping, locating retail and personal service uses at street level, and supporting building design which provides shelter and other amenities.
- c) All new roads and road improvements will accommodate safe and attractive pedestrian and cyclist travel in a “context sensitive” manner taking into account the capacity and speed of the road (e.g., sidewalks and bike facilities on higher speed & volume arterials should be buffered from motorists).
- d) Streetscapes should contribute to place-making efforts within the MTSA.
- e) Where possible, landscaping and street trees will be utilized within the road rights-of-way to provide shade to pedestrians and mitigate the urban heat island effect for pedestrians and cyclists.
- f) In order to achieve a healthy and livable community, the transportation system needs to reduce reliance on the automobile in favour of more sustainable forms of connective transportation such as walking, cycling, and transit.

Policy Framework and Overarching Policy Directions

- g) Amenities along the streetscape are to be placed and oriented in a way which does not deter regular maintenance, waste collection, snow removal or accessibility.

3.3.2.2 Infrastructure Policy Directions

Hand in hand with transportation is infrastructure. Infrastructure is an important behind the scenes player in the development and redevelopment of communities. Often infrastructure is governed by several entities (some of which are private companies such as gas, electrical, cable) and most need to be accommodated below grade, within the public right-of-way.

As noted in Section 2, the Draft Functional Servicing Report was completed in May 2022 which evaluates the Recommended Preferred Precinct Plans for their impact to the regional system which pertains to water and wastewater.

The City is looking at more innovative and collaborative ways to coordinate the construction of infrastructure within each of the MTSA's.

3.3.2.2.1 General Policies

- a) To ensure adequate integration between development and infrastructure planning it is required that development applications be supported by site servicing studies.
- b) The MTSA is fully serviced for water and sanitary connections throughout.
- c) Stormwater should be contained within the site with encouragement for Low Impact Development where possible.
- d) Floodplain constraints should be considered at the individual site level in consultation with Conversation Halton.

3.3.2.2.2 Water and Sanitary Servicing

- a) The City will work with the Region to ensure that there continues to be adequate water and sanitary servicing capacity to accommodate the long term planned development in the MTSA's.

3.3.2.2.3 Development Applications and Servicing Requirements

- a) The City may require development applications to be supported by site and use specific servicing studies.

3.3.2.2.4 Sustainable Stormwater Management

- a) The City should encourage innovative measures to help reduce the impacts of urban run-off and maintain base groundwater flow. Measures may include: bioswales, permeable pavers, rain barrels, green roofs and green/net zero buildings.

3.3.2.2.5 Coordination of Public Works

- a) The City will work with the Region to ensure that planned public works for the area are coordinated to minimize the impacts of construction on the residents and businesses within the MTSA. Coordination efforts will consider the phasing of streetscape improvements, any future road works and maintenance, as well as any upgrades to water and sanitary networks.

Policy Framework and Overarching Policy Directions

3.3.2.2.6 Coordination of Utilities

- a) The City will work with the Region as well as other utility providers to streamline and consolidate underground utilities in order to achieve the adequate soil volumes needed for a successful mature canopy tree.
- b) The City should aim to standardize the required minimum volume of soil required per tree. Based on similar municipalities, the range is between 15 cubic metres and 30 cubic metres per single tree depending on species and location.

3.3.3 Urban Design

Burlington is sitting at a unique point in its history. There is no longer space to complete traditional greenfield development due to lack of available space. The opportunities lie within intensification and infill development. The MTSA's represent a focal point of development and the opportunity to create well designed and memorable spaces for each area.

As the City transitions into a more urban community, high quality urban design is critical and will contribute to the creation of an attractive, comfortable, sustainable and socially active place contributing to the health, happiness, well-being and sense of belonging for its residents.

Due to the intense nature of incoming development as well as the push for complete communities and complete streets, urban design is more important than ever before to realizing unique senses of place for each MTSA. In order to create contextually sensitive transitions, height and massing are key in determining the degree of impact a building will have on neighbouring properties. For this reason, the building form, including both the lower and upper building form must respond sensitively to its context to arrive at a high-quality design outcome.

The City has a variety of existing design guidelines which are still to remain in effect including but not limited to:

- [Uptown Mixed Use Centre Urban Design Guidelines](#)
- [Tall Buildings Guidelines](#)
- [Sustainable Development and Building Guidelines](#)
- [Shadow Study Guidelines](#)
- [Plains Road Corridor Urban Design Guidelines](#)
- [Pedestrian Level Wind Study Guidelines](#)
- [Mid Rise Building Guidelines](#)
- [Downtown Urban Design Guidelines](#)
- [Downtown Streetscape Guidelines](#)

The policies for urban design are outlined in the following section:

3.3.3.1 General Directions

- a) Development will be designed and built in accordance with Chapter 7 of Burlington's Official Plan (2020), as well as any applicable guidelines including, but not limited to the City's Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings, Tall Building Design Guidelines, and Sustainable Building and Development Guidelines.

Policy Framework and Overarching Policy Directions

- b) Detailed engineering and design standards, building upon existing guidelines, that balance the many objectives of the public realm, should be developed for each MTSA to guide the development of, streetscapes and public realm.
- c) Additional urban design guidance may be developed for each MTSA to guide the development of the built form, streetscapes and public realm (including privately owned publicly accessible spaces).
- d) Design guidelines may be utilized when preparing the implementing City-initiated Zoning By-law Amendments to determine where lower maximum building heights may be appropriate, in accordance with policy 7.1.2(d) of Burlington's Official Plan (2020) and in accordance with the vision and objectives of the ASPs.
- e) Proposed development containing tall and/or mid-rise buildings shall provide a shadow analysis to demonstrate that the proposed development meets the City of Burlington's Shadow Study Guidelines. Development proposals for other building forms may also be required to provide a shadow analysis, as determined through the pre-consultation process, in accordance with the City's Shadow Study Guidelines.
- f) Special design considerations should be given to key entryways into the MTSA's.
- g) The urban design of the public realm shall address considerations for a variety of elements from 7.2. a) of Burlington's Official Plan (2020) including but not limited to:
 - i. Improve the design quality of public realm facilities;
 - ii. Provide appropriate and consistent streetscaping;
 - iii. Improve overall quality of active transportation facilities;
 - iv. Improve connections between the active transportation network and transit facilities;
 - v. Implement design measures in accordance with Accessibility for Ontarians with Disabilities Act (AODA);
 - vi. Apply the principles of Universal Design;
 - vii. Improve multi-modal transportation;
 - viii. Enhance the visual design of intersections in order to mark entry into areas;
 - ix. Provide linkages between parks and public areas; and,
 - x. Incorporate Crime Prevention Through Environmental Design (CPTED) principles.
- h) Compact built forms shall be required within the MTSA's to support higher densities and to foster transit-oriented design and active transportation.
- i) Provide appropriate built form transitions in scale between buildings, the public realm and adjacent development.
- j) Proposed development abutting a park **shall** be designed to minimize shadow impacts on the park, through measures including but not limited to, building setbacks and setbacks.

Policy Framework and Overarching Policy Directions

- k) Building setbacks shall be designed to achieve a lively, main-street pedestrian experience and provide opportunities for patios and pedestrian amenities along relevant streetscapes.
- l) Additional building setbacks above the streetwall height *shall* be provided to minimize the perception of building mass from the sidewalk
- m) Provide appropriate screening, buffering and other measures to minimize any impacts between adjacent uses as required.
- n) Provide safe, convenient and barrier-free pedestrian travel between new development sites and existing uses as well as between buildings, parking and transit connections.

3.3.3.2 Retail Streets

Retail Streets contribute to a vibrant street life and provide space for pedestrians to enjoy shopping and leisure. Retail streets must be designed in order to provide a safe, accessible, and welcoming environment for large numbers of pedestrians during all four seasons of the year. Defined Retail Main Streets, require retail or service commercial uses (active uses) at grade fronting onto public streets. Active uses include: stores, restaurants, services, grade related apartments, and community uses.

Retail Streets places shall be designed to cater to pedestrians and create a vibrant street life where pedestrians spend time for both leisure and shopping. The design of the public realm and the built form must respond to the primacy of pedestrians and create a safe, welcoming and comfortable environment for high volumes of pedestrians in all seasons.

While, redevelopment and changing tenants along Retail Streets is inevitable, it is important to maintain and support the character and continuity of the retail street through its evolution. Built form on Retail Streets should respect the existing physical characteristics of the street where it supports the vision for the area, respond to changing markets, and promote community identity and character.

- a) Retail, service commercial and office uses at-grade may be developed in MTSA in accordance with **Figure 3.7**: Burlington Junction Retail Streets and **Figure 3.8**: Aldershot Corners Retail Streets, and in accordance with the following:
 - i) Along MTSA Retail Main Streets, retail or service commercial uses shall be required continuously at grade in buildings having frontage onto public streets.
 - ii) Along MTSA Mixed Use Major Streets, retail, service commercial or office uses shall be required continuously at grade in buildings having frontage onto public streets.
 - iii) Along MTSA General Mixed Use Streets, retail, service commercial and office uses may be permitted at grade in buildings having frontage on to public streets.
 - iv) Notwithstanding i) to iii) above, public service facilities may be exempt from requirements for retail, service commercial or office uses at grade where supplemental uses and more activated spaces are provided at grade.
- a) Active uses are required are along the street frontage, especially along retail main streets as indicated in **Figure 3.7 & 3.8** in order to create a lively pedestrian retail environment.
- b) New streets in the Burlington Junction MTSA not contemplated on **Figure 3.7** and located in Burlington GO Central, Drury Node, Fairview Frequent Corridor, Legion Node, Leighland Node and Queensway Main Street Precincts shall be designated MTSA Mixed Use Major Street.

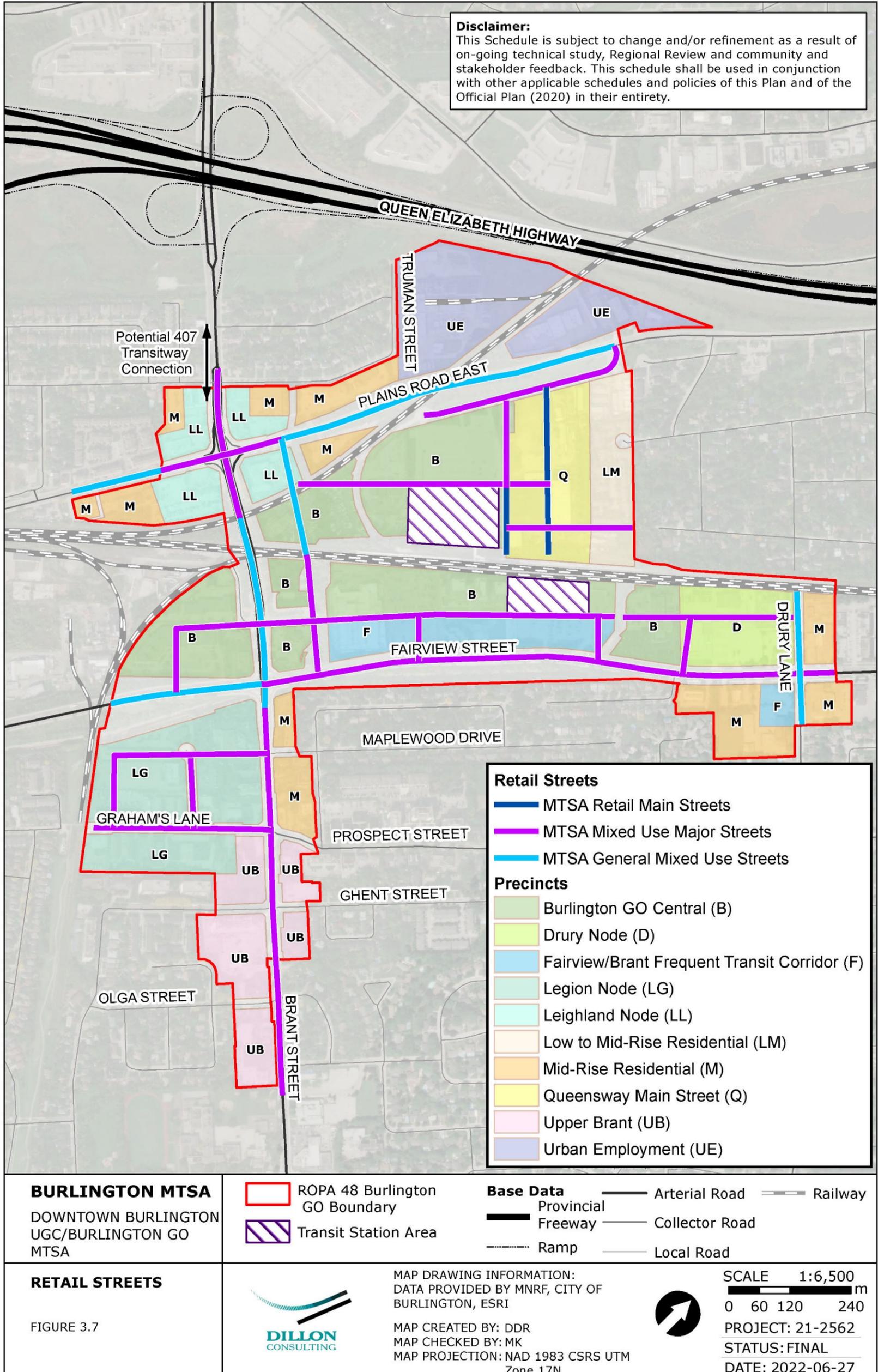
Policy Framework and Overarching Policy Directions

- c) New streets in the Burlington Junction MTSA not contemplated on **Figure 3.7** and located in Low to Mid-Rise Residential, Mid-Rise Residential and Upper Brant Precincts shall be designated MTSA General Mixed Use Street.
- d) New streets in Aldershot Corners MTSA not contemplated on Figure 3.8 and located in Aldershot GO Central, Emery Commons, Cooke Commons and Aldershot GO Main Street Precincts shall be designated MTSA Mixed Use Major Street.
- e) New streets in Aldershot Corners MTSA not contemplated on Figure 3.8 and located in the Mid-Rise Residential Precinct shall be designated MTSA General Mixed Use Street.
- f) Flexibility is required for retail and commercial uses in order to allow for appropriate and functionally sized units.
- g) The Zoning By-law shall establish:
 - i. a minimum floor-to-floor height at the ground floor, to support retail and service commercial uses at grade and to facilitate land use flexibility and adaptability over time.
 - ii. a maximum frontage at grade of approximately 7 to 10 metres for individual retail and service commercial units, along MTSA Retail Main Streets in order to create a character of small shops along the Retail Main Streets and to achieve a vibrant, active and animated built environments. Despite this maximum frontage, a retail or service commercial operation could occupy more than one individual retail and service commercial unit.
 - iii. a minimum floor area at grade for new individual retail and service commercial units to ensure the unit size is viable for a range of retail and service commercial uses.
- a) Along Retail Main Streets and MTSA Mixed Use Major Streets, existing retail and service commercial gross floor area shall at a minimum be replaced in any new development. Development shall demonstrate how the proposed retail and service commercial GFA proposed will support the Retail Streets policies and the specific precinct policies.
- h) Retail buildings and the ground floor of mixed-use buildings should be designed to:
 - i. Promote community identity and character, especially along MTSA Retail Main Streets through distinct design of each individual retail and service commercial unit;
 - ii. Create a fine grain of entrances along the street edge that supports the character and rhythm along the streets;
 - iii. Contain clear glazing on windows and doors along front facades to ensure active store frontages;
 - iv. Increase setbacks adjacent to the street in order to expand the pedestrian realm and provide opportunities for patios and pedestrian amenities;
 - v. Restrict, where possible, residential lobbies along MTSA Retail Main Street and MTSA Mixed Use Major Street frontages and direct them to side streets or rear entrances;

Policy Framework and Overarching Policy Directions

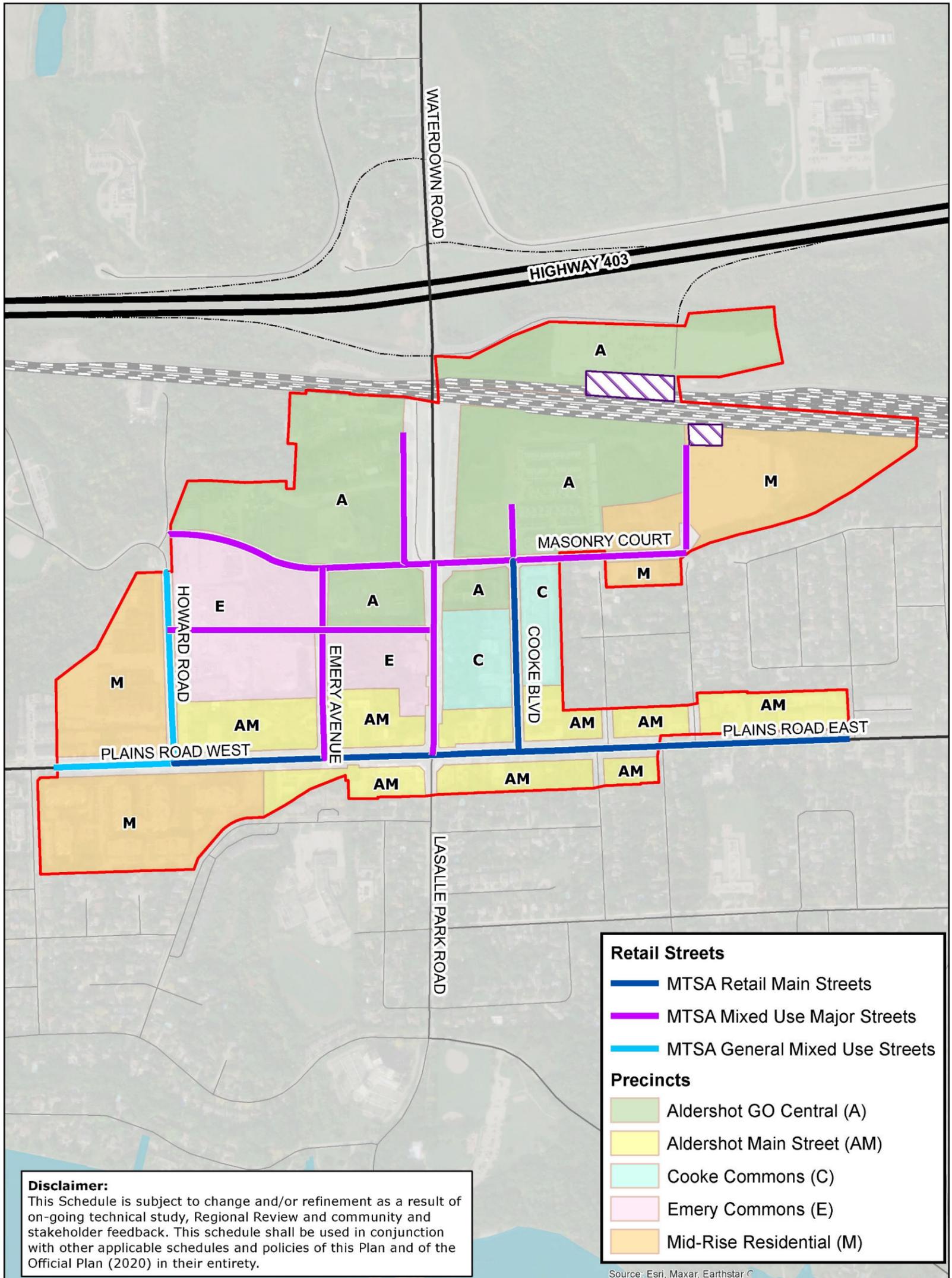
- vi. Provide servicing, loading and parking access from a rear public lane, shared private lane and/or shared driveways where possible and not from the MTSA Retail Main Street frontage;
- vii. Support walkability, social interaction strong retail visibility and space for retail display in the interface between the building and sidewalk;
- viii. Articulate storefront window treatments;
- ix. Provide articulation with awnings, arches, canopies and colonnades where appropriate; and,
- x. Accommodate different space needs of changing retail and service commercial tenants including restaurants with minimal re-construction.

Figure 3.7 - Burlington GO MTSA Retail Streets



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Figure 3.8 - Aldershot GO MTSA Retail Streets



Disclaimer:
 This Schedule is subject to change and/or refinement as a result of on-going technical study, Regional Review and community and stakeholder feedback. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan and of the Official Plan (2020) in their entirety.

Retail Streets

- MTSA Retail Main Streets
- MTSA Mixed Use Major Streets
- MTSA General Mixed Use Streets

Precincts

- Aldershot GO Central (A)
- Aldershot Main Street (AM)
- Cooke Commons (C)
- Emery Commons (E)
- Mid-Rise Residential (M)

Source: Esri, Maxar, Earthstar.C

<p>BURLINGTON MTSA ALDRESHOT GO</p>	<p>ROPA 48 Aldershot GO Boundary</p>	<p>Base Data</p> <ul style="list-style-type: none"> Provincial Freeway Ramp Arterial Road Collector Road Local Road Railway
	<p>Transit Station Area</p>	<p>MAP DRAWING INFORMATION: DATA PROVIDED BY MNR, CITY OF BURLINGTON, ESRI MAP CREATED BY: DDR MAP CHECKED BY: MK MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N</p>

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3.3.3.3 Streetscape Improvement Policies

Streetscape improvements are needed to enhance the character of streets in each MTSA and promote the unique sense of place for each area such as a vibrant residential and shopping destination, a community hub or an employment area. **Streetscapes** will be developed to create a unified street identity in each area, provide greening and create safe spaces for pedestrians and multi-modal transportation. In addition to the streetscape considerations specific to each MTSA, the following streetscape improvement policy directions should be considered:

Streetscapes, defined in the City of Burlington's Official Plan (2020) as, "The visual appearance of a street formed by the location of physical features such as buildings, pedestrian, cycling, transit and vehicular facilities and landscaping", contributes to an identity of a street. Improvements to the **streetscape**, such as providing special landscaping, gateway elements and a continuous streetwall, are needed to enhance the character of streets in the MTSA and promote a unique sense of place for each precinct in the MTSA as a vibrant residential and shopping destination, a community hub, or an employment area. **Streetscape** improvements are also recommended to provide greening and safe spaces for pedestrians and multi-modal transportation. In addition to the streetscape improvement considerations specific to each MTSA, the following streetscape improvement policy directions should be considered:

- a) Design of the public and the private realms should be coordinated in order to provide attractive streetscapes throughout the MTSA. Streetscape improvements apply to the public land within the right-of-way along which shall have consideration for transition to privately owned space;
- b) Streetscape improvements should be made along Frequent Transit Corridors, Candidate Frequent Transit Corridors, Retail Streets as well as any streets expecting more intense/denser development and along any Potential New Streets;
- c) Streetscape improvements will be timed and phased appropriately with road and infrastructure projects as well as construction of developments throughout the MTSA;
- d) Potential New Streets should make appropriate linkages to potential new parks and will have supportive landscape treatments;
- e) Streetscape considerations within the MTSA should be contextually sensitive and allow for a variety of uses and users along the public right of way;
- f) Low Impact Development should be incorporated along the streetscapes;
- g) Streetscapes should create a strong, harmonious and human scaled environment through the use of:
 - i. Pedestrian and cycling amenities;
 - ii. Continuous retail at grade;
 - iii. Thematic elements such as pole wraps, banners and public art; and,
 - iv. Appropriate wayfinding, informational and interpretive signage.

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3.3.3.4 Private Realm

The Private Realm Policies identify the desired future character and function of the built environment, including massing, building articulation, parking, loading and vehicle movement, and landscaping. The intent is to ensure that new buildings will:

- reinforce a coherent, harmonious and appealing urban environment;
- are compatible in scale, form, massing and height, transition between existing and new urban forms; and,
- contribute to the enhancement of the public and private realm. The following policies should be considered for the private realm:
 - a) Ensuring that buildings have an attractive and animated face, especially at the ground level is a priority;
 - b) Require the creation of a strong, coherent and human-scaled streetscapes and community through the use of setbacks, stepbacks and linkages through development;
 - c) Buildings and structures should be organized on their sites to have consistent setbacks;
 - d) Infill development should align with existing buildings that contribute to the character of the area;
 - e) New development should aim to provide landscaped setbacks adjacent to streets in order to soften and contribute to the animation and overall character of the street;
 - f) Building entrances should be oriented toward public streets and other public spaces, in order to clearly define the public realm and to create a safe and attractive street environment for pedestrians;
 - g) Ensure pedestrian comfort, shading, and adequate access to sunlight to the maximum extent possible;
 - h) Pedestrian connections should be universally accessible and allow for barrier free movement internally as well as between the public right-of-way and private property;
 - i) Midblock connections should be used where appropriate to avoid large impassable building blocks and façades;
 - j) Support functions, such as parking, loading and servicing areas should be located away from the public realm;
 - k) New development should be designed to provide adequate transition and buffering to existing residential-low density designated areas and historic commercial as well as industrial uses to reduce compatibility issues;
 - l) New buildings in the MTSA shall be located in the following manner to provide appropriate transition between new development, the public realm and existing uses. However, new development should not hinder, detract from or prohibit other development in accordance with the ASPs:

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- i. Where applicable, the use of appropriate setbacks, landscape buffers and green walls should be used to soften transition between uses.
- ii. New development should be sympathetic to the existing uses (residential/main street commercial) and be developed in a way that does not detract or impose negative impacts for light and shadow.
- iii. Where applicable taller buildings should transition from the height of adjacent buildings through the use of building step backs, increased setbacks, and terracing building mass.
- iv. Properties in proximity to rail lines should have consideration of Provincial and Regional policies and guidelines for development in proximity to rail.

3.3.4 Complete Communities

Complete communities meet the daily needs for all living within its boundaries. These areas will be designed to provide convenient access to a diverse and appropriate mix of jobs; local services; housing; public services and facilities; affordable housing; schools; parks, recreation and open spaces. A thriving community and cultural scene will help to create and foster a strong and positive sense of place. Active transportation and public transit access are to be provided throughout. Policies related to a wide range of complete community elements are provided below.

3.3.4.1 Housing Policies

The City's recently approved Housing Strategy developed a vision for Housing:

Everyone is welcome in Burlington. Burlington is a city where all current and future residents have access to the housing options that meet their needs at all stages of life and that are attainable at all income levels.

The policies of this Study complement Section 3.1 of the City of Burlington's Official Plan (2020), and are intended to facilitate the provision of an adequate range of housing choices by type, tenure and affordability level to accommodate the needs of all residents and workers, regardless of age, income level, physical, sensory and mental health and ability, culture, level of support services, household structure and family composition. The following comprise the policies for housing in the MTSA:

- a) All forms of **affordable housing**, including subsidized non-market housing units, are encouraged to be integrated within neighbourhoods and may be standalone or combined in developments that also provide market housing.
- b) The City will collaborate with the Region and non-profit housing providers to locate opportunities for subsidized non-market housing units within the Area-Specific Plan areas.
- c) The use of surplus lands owned by the City and other public authorities shall be considered for affordable housing before using them for other land uses.
- d) The City shall prepare an **Inclusionary Zoning Municipal Assessment Report** in compliance with Provincial regulations to determine the feasibility of implementing

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inclusionary zoning in the Secondary Plan area. The ASPs shall contain enabling policies to implement **inclusionary zoning** requirements at Council's direction.

- e) The City may explore options to facilitate the development of affordable housing units within the MTSA's when preparing a Community Improvement Plan in accordance with Action 8 of the City's Housing Strategy (2022).
- f) Applicants shall prepare a housing impact statement where the development proposal includes more than 100 dwelling units, identifying:
 - i. How the proposal contributes to achieving the Region of Halton housing targets, and the City of Burlington Housing Strategy targets, including the identification of any proposed new affordable or assisted housing units;
 - ii. Where the City has established housing targets, the housing impact statement shall document how the proposal helps to support the City's targets;
 - iii. How the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type;
 - iv. Where construction of the units is expected to occur in phases, information regarding the number of affordable housing units to be provided by phase, where applicable;
 - v. The proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments and mechanisms to retain the long term affordability of units, where applicable.
- g) When updating the Zoning by-law, and in accordance with the overarching transportation policies of the Official Plan, the City shall consider incorporating alternative parking standards in the MTSA's to reduce barriers to housing creation.
- h) The City shall update its Zoning by-law to include as-of-right minimum and maximum height permissions in Protected MTSA's in accordance with this Plan.
- i) Existing rental housing is an important asset and contributes significantly to the supply of affordable housing. The preservation and maintenance of the supply of rental housing is required to ensure that the MTSA provides an appropriate range of tenure types. Demolition or conversions of rental housing to condominium ownership shall comply with Section 3.1.2(2) of the City's Official Plan (2020).

3.3.4.2 Community Facilities Policies

As the City intensifies, there is a need to explore a variety of opportunities to plan for and achieve necessary community facilities. The scale of the intensification of the MTSA's will generate a demand for additional community services both within and outside the boundaries of these new urban complete communities. There are a variety of types of community facilities (also considered Public Service Facilities), including but not limited to recreation, community and culture facilities, parks, natural areas and open spaces, education, child care, human and social services, and emergency services. The following sections outline policies for community facilities in the MTSA's.

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3.3.4.2.1 General Policies

- a) Community services and facilities are permitted in all precincts within the Area-Specific Plan area subject to the land use compatibility policies.
- b) Community services and facilities should be co-located wherever possible such as being integrated within schools, community centres, public buildings, and private developments.
- c) Community services and facilities should be located within close proximity to linear parks and along public transit networks.
- d) All community services and facilities should be designed with flexibility and adaptability to accommodate shifts in demographics, community needs and function over the long term.
- e) All City community service facilities **shall** be designed in a multi-purpose function to accommodate a variety of community uses and users in accordance with the City's Park Provisioning Master Plan and Parks, Recreation, and Cultural Assets Master Plan.
- f) Public/private partnerships for the purpose of providing public service facilities will be encouraged.
- g) All community services and facilities **shall** be delivered in a timely manner to align with growth.
- h) Development **shall** be required to deliver community service facility needs identified through City studies including but not limited to the Parks Provisioning Master Plan and the Parks, Recreation, and Cultural Assets Master Plan, Regional, Provincial and School Board requirements that identify need related to growth by providing:
 - i) On-site community facilities.
 - ii) Off-site community facilities within 1.6km or an appropriate distance.
 - iii) A contribution in accordance with 3.3.4.3. where applicable.
- i) Through the ASPs, the City may explore the creation of additional land use designations and the identification of specific locations and lands related to the following elements of a complete community, including but not limited to:
 - i) Parks, Open Space and Linear Parks.
 - ii) Public Service Facilities.
 - iii) Natural Heritage System and Key Features.

3.3.4.2.2 Recreation, Community and Culture Facilities

- a) At a minimum maintain the existing City-wide level of service for recreation, community and culture facilities noted in the Community Services Technical Memo. Adjusted targeted provisioning levels will be developed through the City's Parks, Recreation and Cultural Assets Master Plan.
- b) Community centres should be located near public transit to facilitate local and regional accessibility;

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- c) Develop / continue shared use agreements with school boards for municipal use of school facilities during off hours (gymnasiums, playgrounds, outdoor fields/spaces);
- a) Encourage the opportunity to allow private recreational facilities in a variety of forms to service the community pending the outcome of the City's Parks, Recreation and Cultural Assets Master Plan.

3.3.4.2.3 Parkland, Public Spaces and Natural Areas

- a) At a minimum, maintain the existing City-wide level of service for parks, open spaces and natural areas noted in the Community Services Technical Memo. Adjusted targeted provisioning levels will be developed through the City's Parks Provisioning Master Plan and the Parks, Recreation, and Cultural Assets Master Plan.
- b) Additional typologies have been outlined as part of this study including Urban Parks (Including Transit Station Plazas) and Linear Parks:

i. **Urban Parks**

- Urban Parks generally contain a higher quality of amenities as well as a greater diversity and opportunity for flexible programming. They typically experience higher volumes of use due to their proximity to higher density populations.
- Transit Station Plazas are considered urban parks. They are to be functional, safe and accessible and should be integrated into new transit station developments where applicable with strong connections to the station building.
- The incorporation of urban parks will be included in the (Appleby, Aldershot & Downtown UGC/Burlington) MTSA. Urban parks should be directly connected to the street as well as any adjacent developments and work in concert to create a new focal point of the community.
- Urban Parks will be further examined and defined (location, size, amenities, etc.) through the revised park classification section of the Parks Provisioning Master Plan.
- The location(s) of Urban Parks may also be determined through block planning and development review process.

ii. **Linear Parks**

- Linear parks are typically long and linear and provide connections alongside roads which can connect internally into development sites away from the street.
- The incorporation of linear parks will be included in the MTSA's in order to provide enhanced connections between new and existing park spaces. Linear park locations noted in each ASP are shown conceptually and subject to change.
- Linear parks will be further examined and defined (locations, widths, lengths, amenities, etc.) through the revised park classification section of the Parks Provisioning Master Plan.

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- The location(s) of linear parks may also be determined through block planning and development review process.
- c) Additional park space **shall** be provided in the MTSAs through one or more public urban parks that will create leisure opportunities for the residents of the precinct and surrounding areas. *Development applications may* be required to provide a park concept plan to illustrate how a public urban square could be provided and function on the site.
- d) Consider developing a network of smaller, high quality urban parks or public spaces through the development application process to help mitigate challenges associated with securing larger, new park spaces.
- e) New park space will need to be the result of parkland dedication through development and land acquisition. New park space should be strategically located in order to support new neighbourhoods utilizing parkland tools available to the City to expand the parkland system within and around the MTSA boundary.
- f) The location, configuration and classification of parks, open spaces and natural areas are subject to change and will be based on the outcomes of the future Parks Provisioning Master Plan.
- g) Privately Owned Publicly Accessible Open Spaces (POPS) may be used to augment, complement, and connect the system of urban parks and the overall public realm, but **shall** not be used as a replacement to public parkland dedication.
- h) Privately Owned Publicly Accessible Open Spaces (POPS) POPs are encouraged in areas of intense redevelopment.
- i) The City may prepare design guidelines for POPs.
- j) All parks, open spaces and natural areas should be designed in accordance with the policies of Section 3.3 of Burlington's Official Plan (2020) and the following polices:
 - i. New public spaces must be designed to meet Burlington's Accessible Design Standards and should include a mix of design elements, including but not limited to: enhanced social spaces; shade opportunities (structures and/or trees); ample locations for seating; and, public art.
 - ii. New public spaces should be located close to the street and be connected to the pedestrian network. New public spaces should also be designed with direct active transportation connections to existing or planned transit stops and offer bicycle parking to encourage multi-modal community options.
- k) The design and development of public spaces **shall** be in compliance with applicable by-laws or planning guidance in effect at the time of the project being undertaken.
- l) Parks, open spaces and natural areas **shall** be classified according to the policies in Section 3.3.2 of the City's Official Plan (2020).

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3.3.4.2.4 Education

- a) Schools should be located near or adjacent to parks to facilitate supplementary use and active transportation;
- b) Schools are considered a sensitive use and should be located appropriately to mitigate any land use compatibility issues. Section 3.2.6 of this plan includes policies for Land Use Compatibility;
- c) Support school boards by providing flexibility for locating future schools within the MTSA's; and,
- d) Enable opportunities for alternative formats of schools sites should the school boards accommodation processes determine need (co-location with other facilities etc.).

3.3.4.2.5 Human and Social Services

- a) Human and social services should be located in any precinct, especially near areas where employment uses are located;
- b) Human and social services should be located near public transit stops or along active transportation networks;
- c) Encourage the location of Human and Social services throughout the MTSA's through a variety of partnerships and formats.

3.3.4.2.6 Day Care Centres

- a) Day Care Centres are considered a sensitive use and should be located appropriately to mitigate any land use compatibility issues. Section 2.2.6 of this plan includes policies for Land Use Compatibility.
- b) Day Care Centres should be located within schools and community centres to provide an opportunity for extended hours during evenings and weekends;
- c) Day Care Centres may also be located within residential towers and near employment areas to facilitate child pick-up and drop-off.

3.3.4.2.7 Emergency Services – Fire Department

- a) All MTSA's will require service standard enhancements due to the anticipated population, dwelling intensification and occupancy types (e.g. mid-rise and high rise buildings, employment) that is planned in the MTSA's.
- b) To accommodate growth within the MTSA's, additional fire station(s) may be required in order to continue to provide appropriate service levels. The Fire Master Plan will be referenced to determine preferred locations to support growth and ensure community safety needs are taken into consideration.

3.3.4.2.8 Emergency Services - Emergency Medical Services

- a) Collaborate with EMS to ensure service deliver to support the MTSA in accordance with their respective master planning work.

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3.3.4.2.9 Emergency Services - Halton Regional Police Services

- a) Collaborate with Police Services to ensure service deliver to support the MTSA in accordance with their respective master planning work.

3.3.4.3 Community Benefit Charges

A Community Benefit Charge (CBC) is a fee that is required to be paid when land is developed to contribute to the “capital costs of facilities, services and matters” incurred from development and population growth. Only single and lower tier municipalities can impose a CBC. The City is currently undertaking work to create a CBC. The following policies pertain to CBCs:

- a) Height, density and/or intensity permissions stated within the MTSAs and precincts **shall** be inclusive of the provision of any and all community benefits which may be required as part of the approval of a development to the satisfaction of the City.
- b) Community benefits charge exemptions **shall** be determined through the Community Benefit Charge Study.
- c) The identification of specific community benefits to be provided as part of a development **shall** be based on the needs and objectives of each MTSA community as a whole, and **shall** be determined by City staff on a case-by- case basis or through a City wide and/or Area-Specific study and may be implemented through agreements and/or development conditions required as part of the approval of a development application.
- d) Where the Province establishes a specific standard and process for determining community benefits, the standard **shall** be applied to the approval of a development application instead of the process set out in this Area-Specific Plan or the Burlington’s Official Plan (2020).

3.3.5 Cultural and Natural Heritage, Natural Hazards/Flooding Policy Directions

The technical studies supporting the MTSA ASP work identify areas where there are cultural, natural heritage or hazard features that have to be avoided, protected or considered as the areas develop. The following are the general policies related to these features that apply to all MTSAs. As noted, the Flood Hazard Assessment and Stormwater Management Assessments and Scoped Environmental Impact Studies are still underway and the wording identified for the related policies may be subject to changes pending the finalization of the studies.

3.3.5.1 Cultural Heritage & Archaeological Resources

Cultural Heritage and Archaeological Resources are depicted in **Figure 3.9** – Burlington Junction Cultural Heritage and **Figure 3.10** Aldershot Corners Cultural Heritage. The following policies pertain to cultural heritage in the MTSAs:

- a) The protection and conservation of cultural heritage resources **shall** be in accordance with the policies of Section 3.5 of the Burlington’s Official Plan (2020) and the following policies:
 - i. The integration of cultural heritage resources into any new development **shall** be the preferred means of conserving cultural heritage resources.

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- ii. Any development located in close proximity to cultural heritage resources, as shown in **Figures 3.9 – 3.10**, shall be sensitive to the cultural heritage context of the street and not just of the immediately adjacent buildings, to maintain the character of those areas.
- iii. Locations where archaeological potential has been identified, as shown in **Figure 3.9 & 3.10**, require a detailed, property specific Stage 1 archaeological assessment, including a property inspection, once project design concepts are known, in accordance with the Ministry of Tourism, Culture and Sport 2011 Standards and Guidelines for Consultant Archaeologists, in order to confirm the assessment of archaeological site potential and to determine the degree to which recent development and landscape alteration may affect that potential.
- iv. The City may undertake an evaluation of potential cultural heritage resources and potential cultural heritage landscapes in the MSTAs to determine if any should be listed on the Municipal Register and/or designated pursuant to The Ontario Heritage Act and/or protected through amendments to the City's Official Plan or design guidelines.

Figure 3.9 - Burlington GO Cultural Heritage Resources and Archaeological Potential

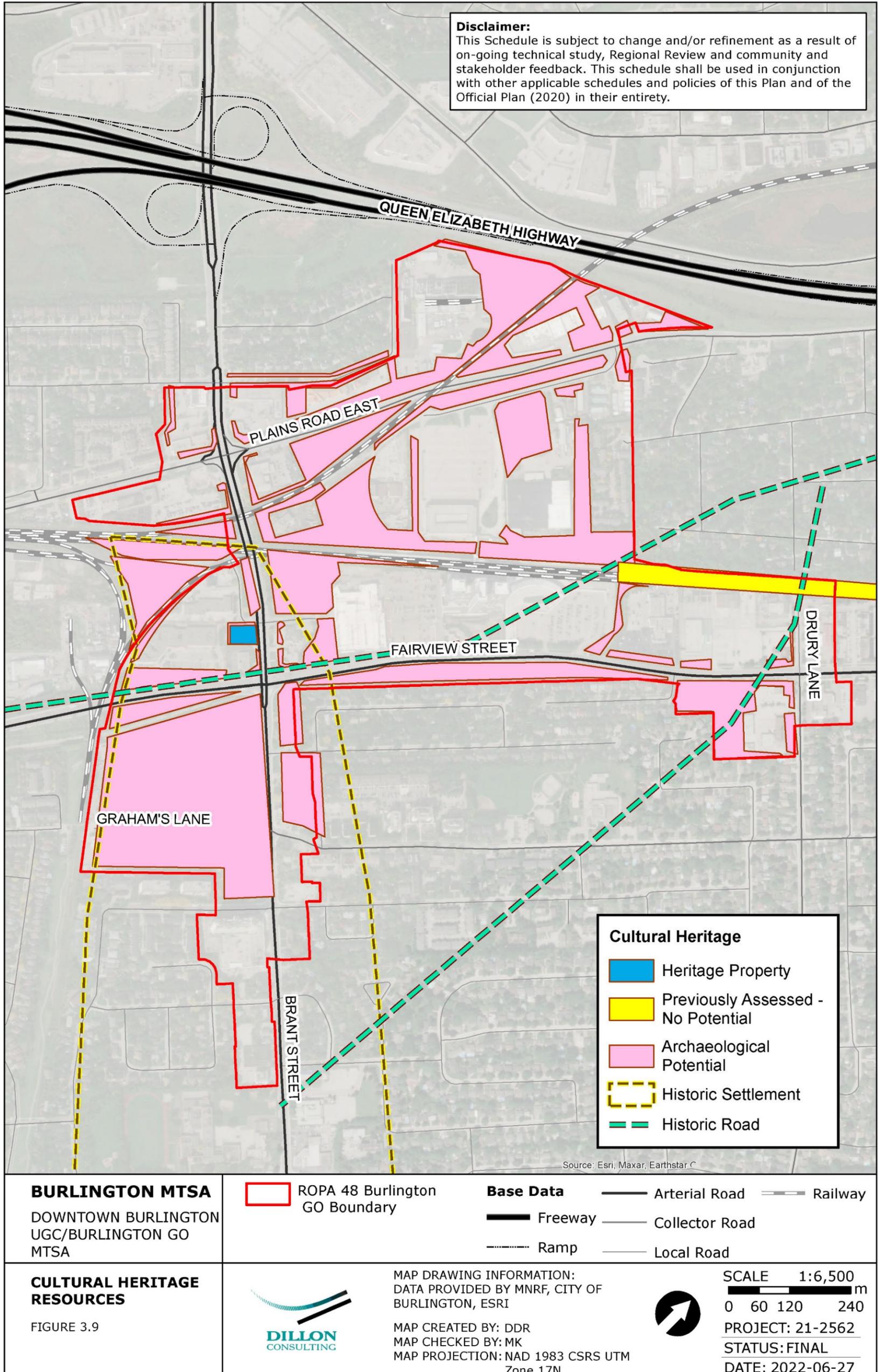
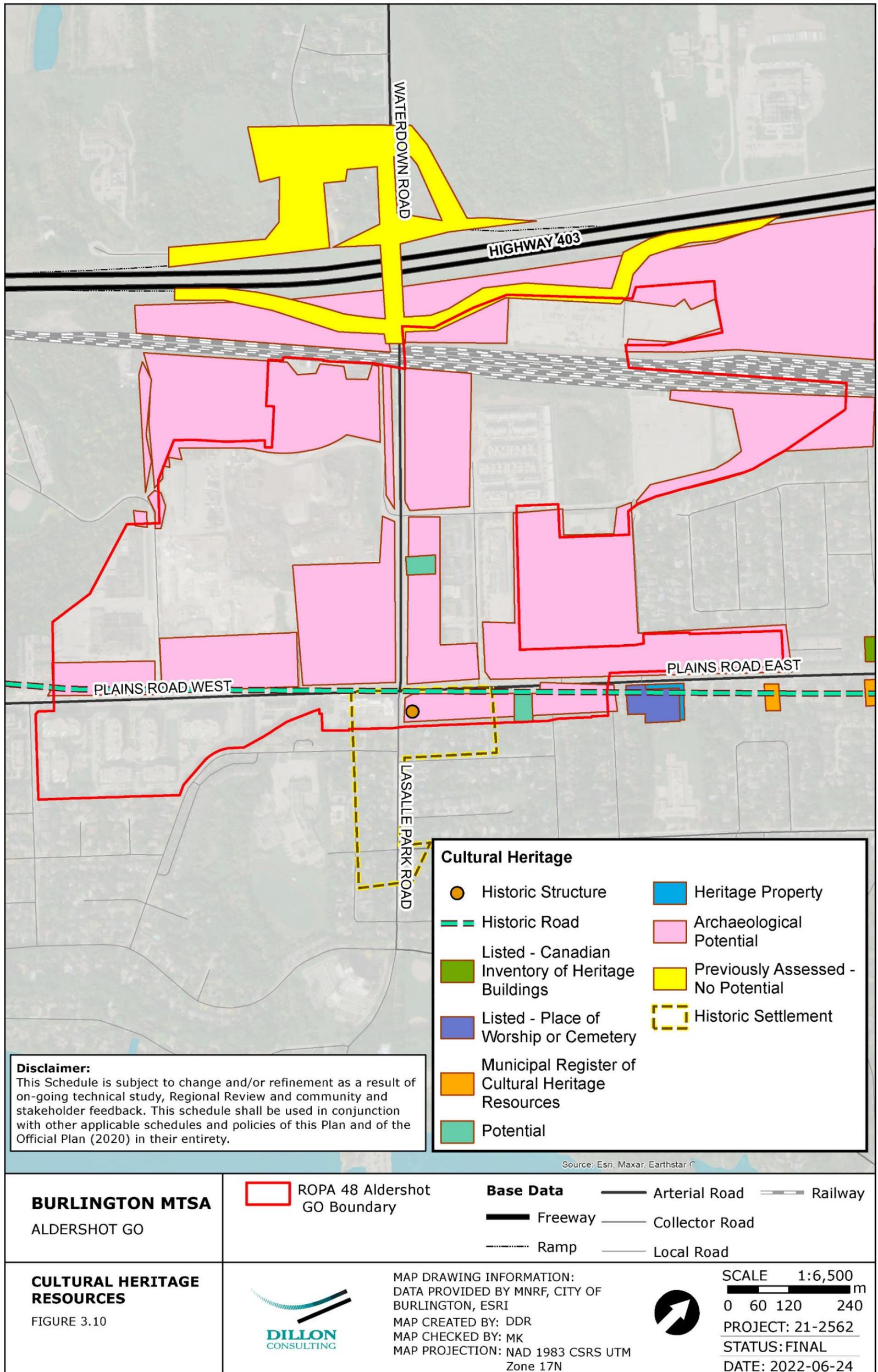


Figure 3.10 - Aldershot GO MTSA Cultural Heritage Resources and Archaeological Potential



3.3.5.2 Natural Hazards & Flooding

EISs were completed to identify the natural hazards and extents of flooding, however work continues with agencies to determine how to implement the findings. Future ASPs will contain additional policies and mapping as appropriate. The following list comprises the natural hazards and flooding policies for the MTSAs:

- a) The natural heritage policies of Burlington's Official Plan (2020) **shall** be adhered to including other relevant policies found within Halton Region Official Plan.
- b) Natural heritage features as well as the larger system should be protected, maintained and enhanced.
- c) Developments **shall** take into account the recommendations and findings from the latest Flood Hazard Assessments and Stormwater Management Plans pertaining to each area.
- d) Conservation Halton regulates lands in or adjacent to river or stream valleys (including flooding and erosion hazards), wetlands, shorelines and other hazardous lands. Permission is required from Conservation Halton for undertaking any works in or adjacent to watercourses, river or stream valleys. The objectives and policies for the City's Natural Heritage System within the MTSAs are found in Section 4.2, Natural Heritage System of Burlington's Official Plan (2020), and the following policies.
- e) The City's Natural Heritage System is designated on Schedule C: Land Use – Urban Area, of Burlington's Official Plan (2020). The Natural Heritage System in the Urban Area is part of the broader, City-wide Natural Heritage System shown on Schedule M: The Natural Heritage System of Burlington's Official Plan (2020), which in turn is part of a much larger system extending far beyond the City's boundaries. The Key Natural Features and New Features that have been identified within the Natural Heritage System are shown on Schedule M: Natural Heritage System, of Burlington's Official Plan (2020).
- f) The following uses **may** be permitted in the City's Natural Heritage System designation, subject to the other policies of this Plan and to the applicable policies of the Greenbelt Plan, except where the use involves development or site alteration prohibited under Subsection 4.2.2 m) (i) of this Plan:
 - i. non-intensive recreation uses such as nature viewing and pedestrian trails;
 - ii. forest, wildlife and fisheries management;
 - iii. archaeological activities;
 - iv. essential linear infrastructure facilities;
 - v. essential watershed management and flood and erosion control projects either carried out or supervised by a public authority or approved in this Plan. Stormwater management ponds are not permitted in Key Natural Features or in buffers to those features.
- g) The delineation and regulation of hazardous lands and hazardous sites is administered by the Conservation Authority. Conservation Halton regulates lands in or adjacent to river or stream valleys (including flooding and erosion hazards), wetlands, shorelines and other hazardous lands. The approximate regulated limit of these lands and the location of watercourses are illustrated in Appendix E: Conservation Halton Approximate Regulation Limit Mapping, of this

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Plan. The limits of hazardous lands in Appendix E of this Plan may be updated from time to time. The map lines are approximate and there may be some regulated areas which have not been mapped. Technical studies may be required to identify regulated hazardous lands, hazardous sites, watercourses and wetlands that are unmapped. Conservation Halton must be contacted to confirm the approximate regulation limit mapping and permit requirements.

- h) Development adjacent to valleyland and watercourse features, as well as development within or in proximity to, hazardous lands may be required to be supported by detailed slope stability, stream erosion and/or flooding studies, where appropriate. The studies and resulting limits of the hazardous lands **shall** be to the satisfaction of the City and Conservation Halton.
- i) The City should consider the potential impacts of a changing climate that could increase the risk associated with natural hazards, in conjunction with Conservation Halton and develop mitigation and adaptation measures as appropriate.
- j) New developments adjacent to the Natural Heritage System will required a thirty (30) metre buffer to provide adequate protection. The boundary may be refined through an Environmental Impact Assessment or through the development process

3.3.6 Employment Uses & Conversions

The Region also identifies overall employment targets for each MTSA, as each MTSA has a unique population to jobs ratio target and overall planned density target (refer to the corresponding Land Use policies in 4.4.1 and 6.4.1 for details). In addition to achieving a target number of employments within each MTSA, the expectation is that the Major Transit Station Areas are also planned as the preferred location for new **Major Office** uses.

Prior to the completion of this study, some of the lands within the MTSA were previously identified as employment lands in the City's Official Plan (2020) and as Employment Areas in the Region of Halton Official Plan. As part of the development of the City's new Official Plan a number of areas within the MTSA were identified to be re-designated through the detailed area-specific planning work for these areas. In addition, as part of the Region's Municipal Comprehensive Review a number of properties were removed from the Region's Employment Area mapping to allow for the development of more transit-supportive development in proximity to the GO stations. For example, in the Downtown Burlington Urban Growth Centre/Burlington GO MTSA, approximately 22.8 hectares of employment lands were converted or re-designated to allow for non-employment uses. The City will consider approaches through metrics and monitoring to ensure that a minimum number of jobs in future development is provided to offset the converted employment lands.

The following are policies for employment uses and lands re-designated in the MTSA as identified on **Figure 3.11 and 3.12**:

- a) For lands within the MTSA that have precinct designations that were a result of the Employment Conversions, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site. Refer to **Figure 3.11 and 3.12** for applicable lands
- b) On lands within the MTSA that have been converted from the Regional Employment Area overlay and the City's Employment Area, the City may utilize planning tools such as a holding provision and supported by metrics and monitoring to ensure the delivery of a similar number

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of jobs on site. A holding zone provision may be applied to restrict the introduction of residential development until a minimum amount of employment is achieved on the site.

- c) **Home occupations may** be permitted in all precincts where residential uses are permitted, subject to Section 8.3.7 of Burlington's Official Plan (2020).
- d) Development on lands that have been converted from the City and Regional Employment Area as identified on **Figure 3.11 and 3.12, shall** be required to deliver community service facility needs in accordance with 3.3.4.2.1 of this Plan.

Figure 3.11 - Burlington GO MTSA Redesignated Employment Lands

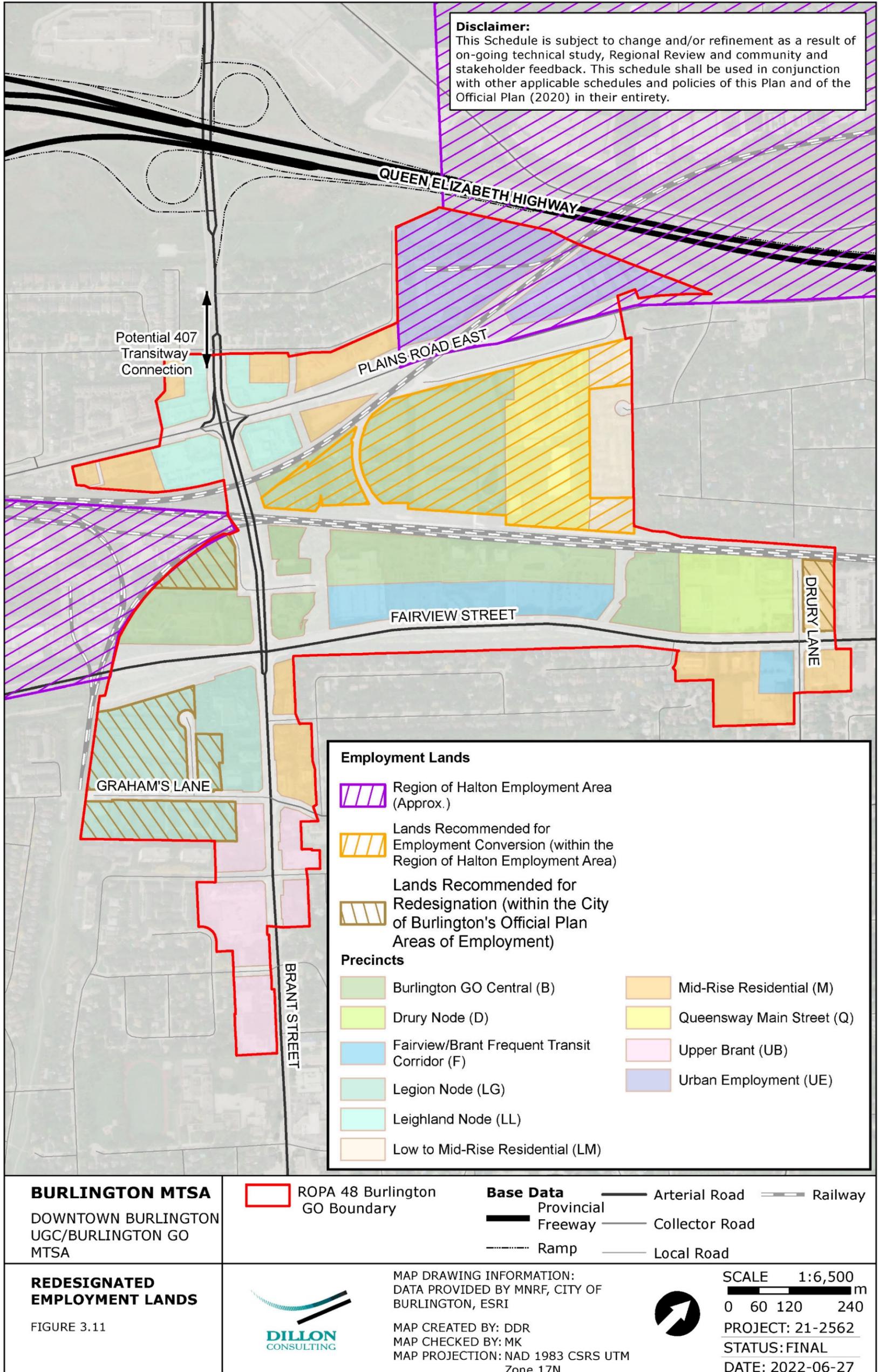
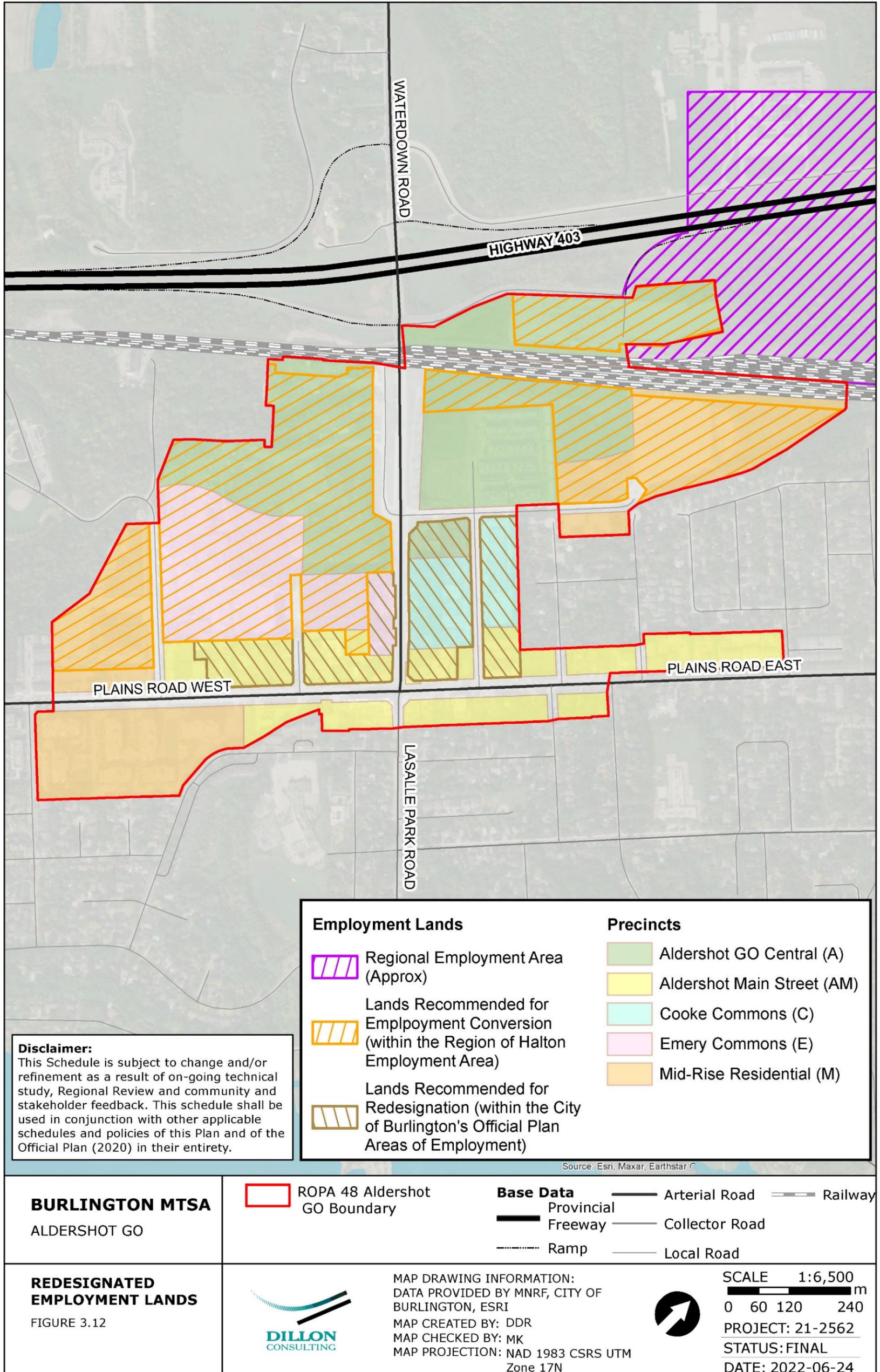


Figure 3.12 - Aldershot GO MTSA Redesignated Employment Lands



3.3.7 Land Use Compatibility

While the MTSAs will evolve over time, the areas at present all include industrial employment uses that could have practices creating noise, dust and odour considered incompatible with residential development. The desire is for current and future industry and abutting residential areas to be able to co-exist as good neighbours. The policy directions are intended to ensure that steps are taken at the time of development to understand the potential for impacts on future residents and to build in mitigation to significantly reduce or eliminate any negative effects. This section presents the policy/policy direction related to land use compatibility.

3.3.7.1 General Land Use Compatibility Policies

- a) Sensitive land uses **shall** be planned, phased and developed to avoid, or if avoidance is not feasible, minimize and mitigate any potential adverse effects from noise, vibration, odour, dust and other contaminants, and ensure risk to public health and safety is minimized.
- b) All planning proposals **shall** demonstrate how land use compatibility has been assessed and addressed in accordance with applicable guidelines with the use of mitigation as needed.
- c) As part of the approvals process for any future development containing sensitive uses, detailed land use compatibility studies are recommended to be required for each new development within the MTSAs.
- d) Land Use Compatibility studies **shall** be undertaken in accordance with applicable Provincial and Regional Land Use Compatibility and Air Quality Guidelines and in conformance with the requirements set out by the City.
- e) Land use compatibility studies **shall** include engagement of existing industrial designated land owners and quantitative analysis to demonstrate compatibility with respect to air quality contaminants, odour, dust, noise and vibration.
- f) All development applications **shall** include supporting technical studies which address air, noise, vibration and other land use compatibility concerns.
- g) Where a compatibility study demonstrates that source and/or site receptor mitigation actions are required, the mitigation measures **shall** be undertaken at the expense of the applicant and agreed upon by all affected parties.
- h) Any new proposed sensitive development within 1000 metres of an existing Class 3 industrial facility, 300 metres of an existing Class 2 industrial facility or 70 metres of an existing Class 1 industrial facility **shall** have regard for the Province's D-6 Guidelines for Land Use Compatibility. The Land Use Compatibility study will determine which class the facility falls within.
- i) The City should consider the potential implementation of holding provisions or other control measures to hold development until compatibility studies are completed and/or mitigation (as needed) is undertaken.
- j) Redevelopment should be staged to coincide with the phasing out of major industrial facilities where employment conversions have occurred.

Policy Framework and Overarching Policy Directions

- k) Intervening land uses should be planned and implemented in order to provide a buffer of uses such as locating lighter industrial uses, retail or service commercial in proximity to heavier industrial uses versus more sensitive uses such as residential etc.
- l) The City should consider developing long term monitoring and maintenance requirements for mitigation measures for land use compatibility.
- m) Warning clauses in offers of purchase and sale, lease or rental agreements and condominium declarations, or other development agreement as applicable, **shall** be determined and secured through the planning application process, and may include but not be limited to advising purchasers and future occupants of:
 - i. the proximity of industrial uses with associated heavy truck traffic; and,
 - ii. the proximity of the railway and associate rail traffic and operations.

3.3.7.2 Roadway Policies

- a) Air quality studies are required if a sensitive land uses is located within 30 metres of an arterial road or provincial highway, or within 150 metres of a provincial freeway (Highway 403 and QEW).
- b) Road traffic noise impact assessments are required where sensitive land uses are proposed within proximity to highways, arterial roads, and collector roads.
- c) To mitigate the effects of noise along roads, developments **shall** have regard for the Region of Halton's Noise Abatement Guidelines. Noise attenuation walls adjacent to public streets **shall** be avoided. Where a noise attenuation wall is unavoidable, it **shall** be attractive and contribute to a high-quality public realm, including landscaping where appropriate, and is subject to planning authority review.
- d) All proposed developments located adjacent to and within the Ministry of Transportation Ontario's (MTO) permit control area under the Public Transportation and Highway Improvement Act (PTHIA) is subject to MTO approval.

3.3.7.3 Railway Policies

- a) The Burlington Official Plan (2020) Section 6.2.5(2) provides land use compatibility policies for railways. They are summarized in the following sections:
 - i. New development within 300m of the railway's right of way should have regard for the Federation of Canadian Municipalities and the Railway Association of Canada's Guideline for New Development in Proximity to Railway Operations and will require a noise study. This policy does not apply to railyards as these are considered stationary industries which fall under Noise Pollution Control (NPC) 300.
 - ii. Compatibility studies are required as part of the development application adjacent to the railway right-of-way to identify measures required to mitigate any identified safety, security, noise, vibration and air quality issues.
 - iii. Unless the property owner of the railway right-of way approves a lower setback distance, buildings **shall** be setback a minimum of 30 metres from the property line of

Policy Framework and Overarching Policy Directions

the railway right-of-way. Notwithstanding the required setback, infrastructure, parking areas, transit facilities including ancillary uses and amenities related thereto, and parks and open spaces, may be permitted within the setback.

3.3.8 MTSA Comprehensive Block Plans

Comprehensive block plans will provide further guidance on planning and development within a Precinct and provide more detailed resolution for a Precinct. A comprehensive block plan is a non-statutory document considered by Council in the context of a development approval. It further articulates the policies of this Plan and the identity of a precinct by outlining specific development principles and guidelines at a level of detail that may not be appropriate at the broader Official Plan level.

3.3.8.1 Comprehensive Block Plan Policies

- e) Comprehensive block plans **shall** provide a framework for the distribution of development provide design direction on streets and blocks, land use, parks and open space, building massing, building setbacks, public realm and streetscapes, parking and access, landscape, pedestrian connections and heritage integration.
- f) A comprehensive block plan will be prepared for lands within the precincts identified by Subsections 4.3 (o) and 6.3 (n).
- g) Comprehensive block plans **shall** be completed and approved prior to the approval of any development application within the block plan area.
- h) Landowners within a block plan area are encouraged to work together to complete the comprehensive block plan, but an individual landowner may complete the comprehensive block plan for the entire block plan area if other landowners decide not to participate.
- i) A comprehensive black plan and accompanying document prepared in accordance with an approved terms of reference may include, among other things, the following:
 - i. Precinct identity and character;
 - ii. The proposed layout of streets, lanes and development blocks;
 - iii. The transportation and active transportation network, including pedestrian, cycling and transit stops;
 - iv. the location of required parks, open spaces, linear parks and any public service and/or institutional uses;
 - v. the appropriate mix of land uses;
 - vi. the protection of the natural heritage system
 - vii. Stormwater management;
 - viii. conservation of cultural heritage resources
 - ix. the distribution of height and density having regard for transition to existing low-rise neighbourhoods and appropriate relationships between built form, streets and open spaces;
 - x. the location of publicly accessible walkways and vehicular access driveways, including mid-block connectors and potential surface parking areas;
 - xi. the size and location of privately owned publicly accessible open spaces (POPs);

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- xii. the identification of existing landmarks or locations for new landmarks and any special requirements for building orientation architectural features and public art;
- xiii. sustainable best practices;
- xiv. other specific urban design issues that will be addressed in implementing plan(s) of subdivision, zoning standards and site plan approvals, based on Urban Design Guidelines;
- xv. phasing of development including all relevant information required to evaluate the phasing plan;
- xvi. Demonstrate that future development on adjacent property(ies) will not be compromised by the proposed development; and,
- xvii. Demonstrate that proposed development is designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist, as determined by the City.



4.0 Downtown UGC/Burlington GO Major Transit Station Area-Specific Plan Study

4.1 Background

4.1.1 Area Description

The Downtown Burlington Urban Growth Centre (UGC)/Burlington GO Major Transit Station Area (MTSA), hereafter referred to as the Burlington Junction, consists of lands surrounding the Burlington GO station and has an area of approximately 103 hectares. Its boundaries and status as an Urban Growth Centre and Protected Major Transit Station Area were delineated and identified by Halton Region through Regional Official Plan Amendment (ROPA) 48.

In accordance with the Province's Growth Plan for the Greater Golden Horseshoe (2019) and the Halton Region Official Plan, the area is therefore intended to be a focus for significant population and employment growth and investment in commercial, recreational, cultural and entertainment uses.

4.1.2 Existing Area Context

The existing area around the Burlington GO Station is comprised of large parcels in areas fragmented by rail/spur lines, grade separated overpasses and underpasses and wide arterial City and Regional streets. The UGC/MTSA is made up primarily of a wide range of employment and commercial activities. There are however significant residential uses found throughout the MTSA including a tall residential development in close proximity to the GO Station, established townhouse developments north of the rail line, and south of Fairview Street along Brant existing residential rental buildings, and existing homes. The area along Brant Street south of Graham's Lane/Prospect Street have seen development applications submitted to the City for tall residential development. It does not contain any functional parks or open spaces, and is not well served by parks adjacent to the MTSA. Many of the properties currently contain large-scale and/or auto-centric commercial uses as well as heavy employment uses both within and adjacent to the UGC/MTSA.

The Metrolinx and CN rail lines through Burlington Junction and the QEW to the north currently act as barriers to the different areas within the MTSA and to the neighbourhood north of the QEW, particularly for walking and cycling. Existing active transportation crossings at the GO station and Drury Lane connects the communities north of the rail line to the mixed uses along Fairview Street and a potential active transportation crossing of the QEW is identified in the City's Cycling Master Plan. There is an opportunity to develop a major crossing of the rail at DePaul's Lane connecting the lands north of the rail.

Brant Street and Fairview Street are identified as Frequent Transit Corridors in the City's Official Plan (2020). Pedestrian-oriented development is desired along these corridors to support the frequent transit service. The 407 Transitway is a Provincial initiative for a higher order transit facility along Highway 407. Although this project is not yet funded it will be important for the City to consider how a potential future connection to the 407 Transitway could be integrated into Burlington Junction.

4.2 Vision

4.2.1 Vision for the Burlington Junction

Burlington Junction is the City's Urban Growth Centre, the focal point for growth. It will have the greatest variety and intensity of uses in the City, from residential to commercial, cultural, recreation, public service facilities, major office and other employment uses. Burlington Junction will be an urban destination for residents both within and beyond the MTSA for recreational, cultural, employment and day to day needs connected by a network of urban parks, linear parks and greenspaces. Enhanced connections will be made for active transportation between Burlington Junction, the Downtown and the waterfront.

The tallest buildings will be located steps away from the Burlington GO Station and along portions of Brant Street, connecting to the Downtown. These tall buildings will be framed by buildings of lower heights and intensities stepping down to established nearby neighbourhoods.

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

Burlington Junction is made up of ten distinct precincts with varying characteristics which support the vision for the area.

4.2.2 Specific Objectives for Burlington Junction

As an Urban Growth Centre and MTSA, Burlington Junction is expected to be a destination for *major office* and office type uses. Attracting major office and office uses to the area is a critical element to ensure that area develops as a complete community. To facilitate the development of major office and office employment in the area, the Area-Specific Plan includes a series of employment policies intended to prioritize the development of major office and office uses in advance of residential uses to ensure that an appropriate mix of population and employment is developed in the area and that aspects of provincial and regional policy are met.

In addition to the objectives set out in Section 3.2 which are applicable to all MTSAs, the following additional objectives should guide the planning for the Burlington GO MTSA.

The following are unique objectives for Burlington Junction:

- Limiting intensity of residential uses in areas with close proximity to existing industrial uses which continue to have a planned employment function;
- Locating the highest intensity developments in locations that will support strong active transportation and frequent transit corridor connections;
- Providing new uses and amenities that will support the planned functions of the Downtown UGC/ Burlington GO MTSA; and,
- Locating the densest forms of development in closest proximity to the Burlington GO Station.

4.3 General Land Use Policies

- a) Burlington Junction is subject to all overarching policies in Section 3.3 of this report.
- b) The following land use designations apply to the lands shown on **Figure 4.1** of this Area-Specific Plan:
 - i. Burlington GO Central
 - ii. Queensway Main Street
 - iii. Fairview Frequent Transit Corridor
 - iv. Urban Employment
 - v. Drury Node
 - vi. Legion Node
 - vii. Leighland Node
 - viii. Upper Brant
 - ix. Mid-Rise Residential
 - x. Low to Mid-Rise Residential
- c) The maximum heights for each land use designation are shown on **Figure 4.2**.
- d) The residents and jobs associated with **development** in the Burlington Junction **shall** contribute towards meeting the minimum density target of the Urban Growth Centre.
- e) The Downtown UGC/Burlington GO MTSA is planned to achieve a minimum density of 200 people and jobs per hectare. The population to jobs ratio is approximately 65% residents and 35% jobs for the MTSA, resulting in a planned population of 13,300 people and 7,200 jobs.
- f) The target of a minimum 200 people and jobs per hectare **shallnot** be applied on a site-specific basis, and **shall** only be applied to the entire geography to which the target applies.
- g) The full extent of maximum **development** permissions stated within all precincts **may** not be achievable on every site within a precinct, due to site-specific factors including, but not limited to, design excellence, **compatibility** and transition to adjacent **development** and parkland, public spaces and natural areas, **negative** environmental impacts, hazardous lands, transportation, stormwater management, **cultural heritage resources**, land use compatibility and/or **infrastructure** capacity.
- h) Major **entertainment, major office, cultural, institutional uses and public service facilities** including educational uses, **should** be directed to and **encouraged** to locate within Burlington Junction.
- i) **Development** will support and enhance Burlington Junction as a lively, vibrant and people-oriented place.

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- j) Except for **development** containing **major office** uses and **development** located within the Mid-Rise Residential or Low to Mid-Rise Residential Precincts, **development shall** contain a minimum of two permitted uses and should contain three permitted uses where feasible.
- k) **Development** within the Mid-Rise Residential Precinct **should** contain a minimum of two permitted uses.
- l) **Development shall** provide uses at the ground level in accordance with Section 3.3.3.2 Retail Streets of this Plan.
- m) **Development** will respect and be **compatible** with the existing built form character of adjacent **development** and provide appropriate built form transition.
- n) **Development** will support the achievement of the vision and function of the precinct within which it is located.
- o) A comprehensive block plan, scoped to the satisfaction of the City, **shall** be required prior to any development being approved in the north side of Burlington GO Central (north of the railway), Queensway Main Street and Legion Node Precincts. The parameters of the comprehensive block plan are set out in 3.3.7 of this Plan and **shall** provide for complete community elements including but not limited to:
 - i. Transportation, active transportation and trail connections along with an assessment of the function, ownership, cross-section, alignment and design of transportation connections, including connections to the area south of the railway;
 - ii. An assessment of the need for, and recommended location of pedestrian connections;
 - iii. Transition to adjacent Residential – Low Density or Low-Rise Neighbourhood Precinct, as identified on Schedule C: Land Use – Urban Area of the Official Plan
 - iv. New public parks, open spaces and linear parks within the Precinct including the size, location and configuration of public parks as set out in the Plan; and
 - v. New community service facilities along with an assessment of function, configuration and ownership;
 - vi. The location and configuration of retail and service commercial floor area
 - vii. Provision of special needs, assisted and affordable housing and if applicable inclusionary zoning units, in accordance with the Housing Policies of the Official Plan policies of 3.3.4.1 of this Study.
 - viii. Relationship to adjacent precincts.

Figure 4.1- Downtown Burlington UGC/Burlington GO MTSA Precincts

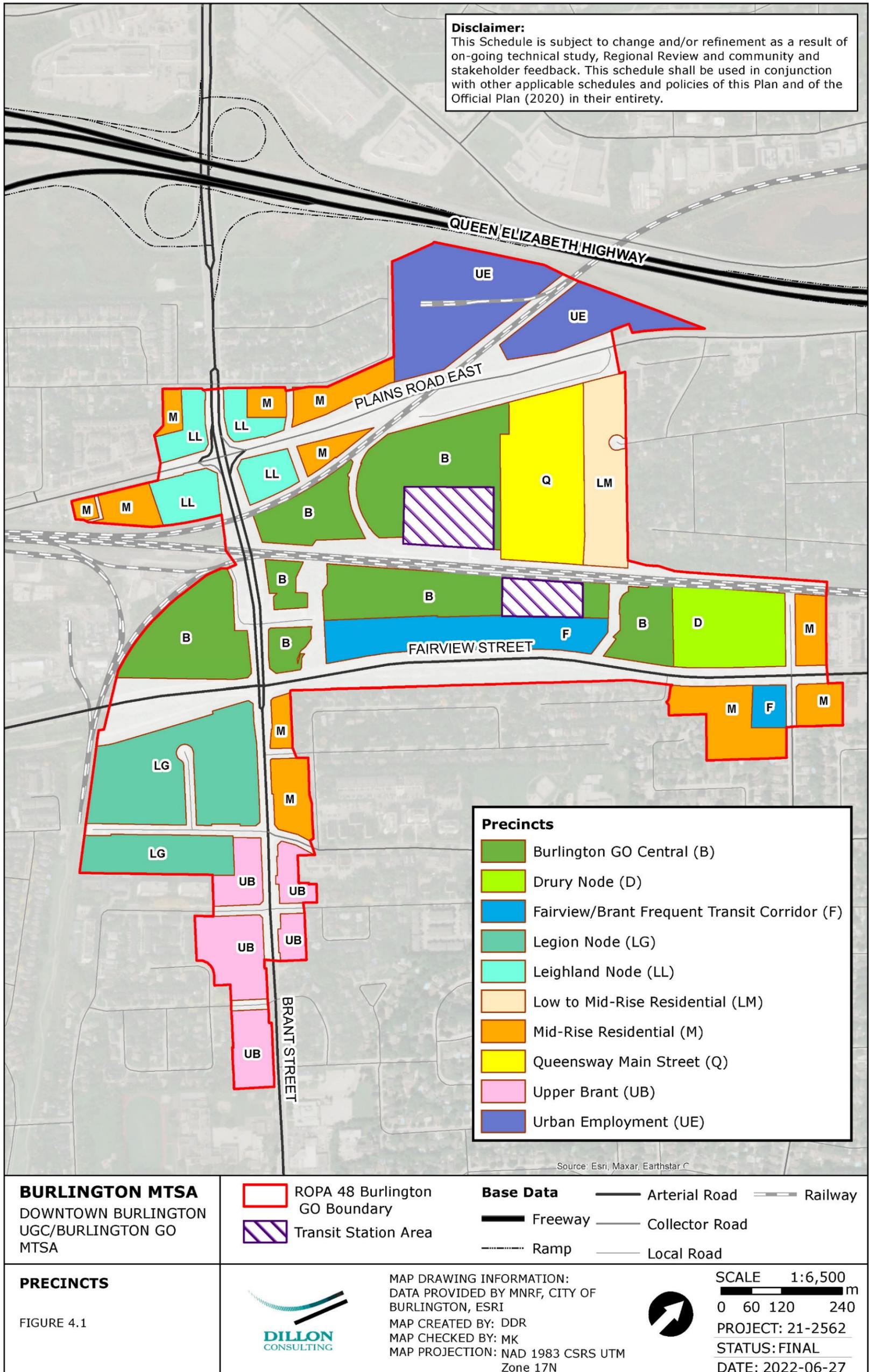
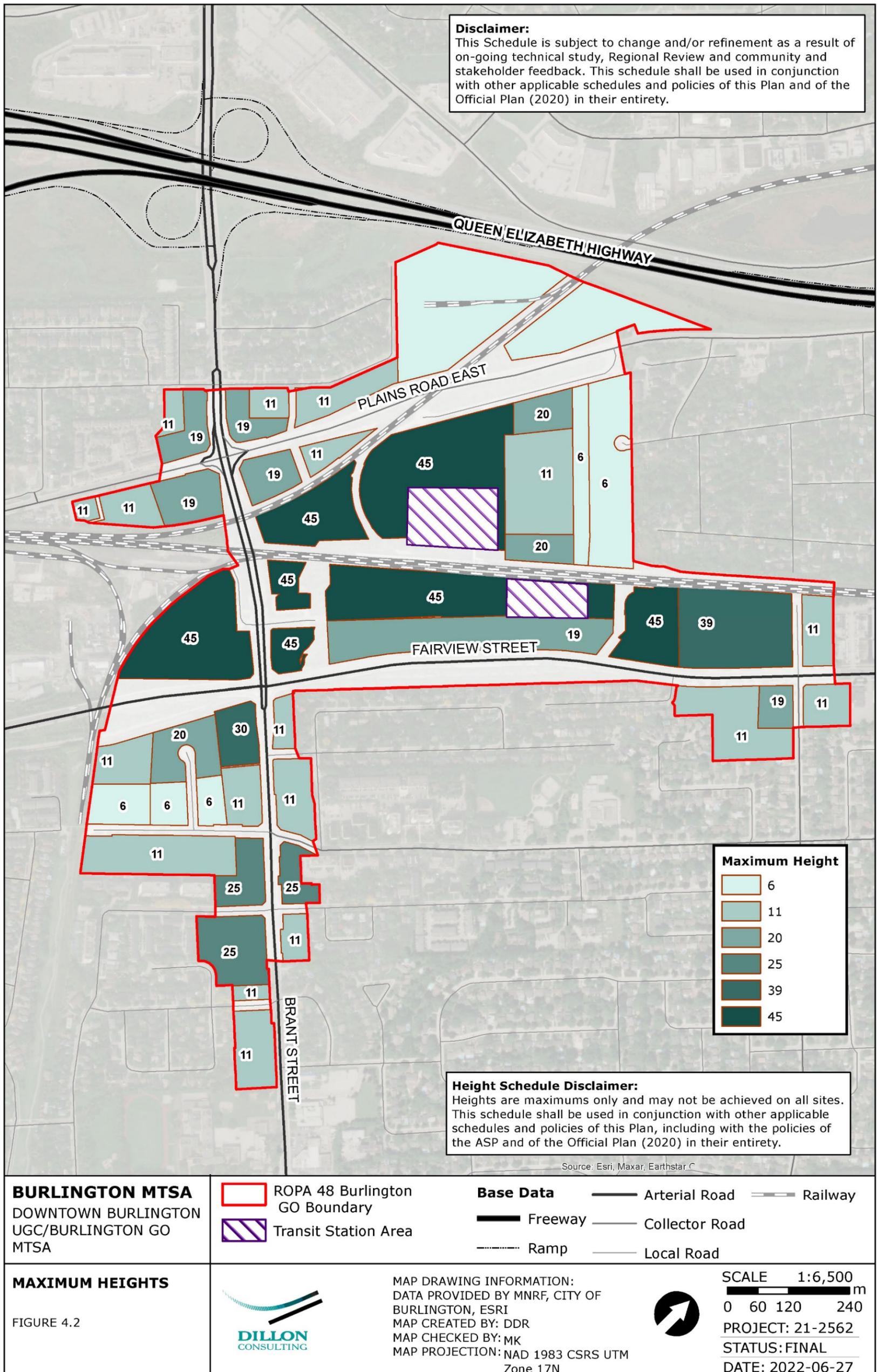


Figure 4.2 - Downtown Burlington UGC/Burlington GO MTSA Heights



4.4 Land Use Policies

4.4.1 Burlington GO Central

This precinct is the preeminent destination for **Major Office**, regional public service facilities as well as commercial, recreation, cultural and entertainment uses. This precinct is also expected to accommodate high density employment centres, accommodate affordable housing and urban format retail and focuses tall buildings (maximum 45 stories) close to the GO station. This precinct will also be designed and developed to support the area as a landing and leaving place for all transit trips.

Built-form transition is very important in this precinct, to ensure increased density is also met with streetscape design that creates a pedestrian-focused area for travelers to arrive in, find amenities, and enjoy outdoor spaces. Tallest buildings should be located along the rail corridor, where shadows will have the least impact. Tall buildings at the interface of parks and natural heritage systems will provide sufficient setback with reduced height to provide a transition and minimize shadow impacts.

There is a requirement in this precinct north of the railway, specifically to require block planning for future development plans to offer more comprehensive planning.

4.4.1.1 Policies

- a) The following uses **may** be permitted within the Burlington GO Central Precinct:
 - i. residential uses with the exception of single detached dwellings, semi-detached dwellings, and other forms of stand-alone **ground-oriented dwellings**;
 - ii. **standalone office**;
 - iii. office and major office uses;
 - iv. retail and **service commercial** uses (on bottom two floors only);
 - v. hotel uses;
 - vi. recreation uses (on bottom two floors only); and,
 - vii. **entertainment uses** (on bottom two floors only).
- b) The minimum building height is six (6) storeys and the maximum building height **shall** not exceed forty-five (45) storeys.
- c) Maximum building heights are not guaranteed and are to be commensurate with the degree of community benefit or amenity provided by the development. Maximum heights will be approved by the City at their discretion based on benefit to the community.
- d) The northwest corner of Brant Street and Fairview Street will have a maximum of 6 storeys building height within the first 10 metres along both streets, to ensure property transitions with surrounding conditions and create pedestrian-scaled built form.
- e) Tallest buildings in the precinct are focused in close proximity to the Burlington GO Transit Station and along the potential new streets that divide the Burlington GO Central and Fairview Frequent Transit Corridor precincts.

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- f) An appropriate built form should be provided along the creek block to prevent wind and shadow impacts that would negatively affect the natural heritage system.
- g) Office and retail and service commercial uses should be prioritized near the Burlington GO Transit Station to encourage areas of employment within walking distance of the station. These uses can be accommodated in building podiums, with residential uses above in building towers.
- h) The provision of freestanding office and major office uses are permitted and encouraged.
- i) Mid-rise built form should be located adjacent to existing and potential parks and natural corridors, to create a buffer for built-form transition.
- j) Podium-to-tower stepbacks and lower 11-storey buildings should facilitate an ease in transition to adjacent existing natural heritage systems and creek blocks, as well as existing low-rise residential buildings in adjacent neighbourhoods.

4.4.2 Queensway Main Street

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

Queensway Main Street will be the focus of mid-rise built-form. Large, single-use buildings are to be avoided to better establish a fine-grained street frontage along the new potential **flex street**.

There is a requirement in this precinct specifically to require block planning for future development plans to offer more comprehensive planning.

4.4.2.1 Policies

- a) The following uses are permitted within the Queensway Main Street Precinct:
 - i. residential uses with the exception of single detached dwellings, semi-detached dwellings, other forms of stand-alone **ground-oriented dwellings**;
 - ii. **office** uses (on bottom two floors only);
 - iii. retail and **service commercial** uses (on bottom two floors only);
 - iv. hotel uses;
 - v. **entertainment uses** (on bottom two floors only); and
 - vi. **recreation uses** (on bottom two floors only).
- b) The minimum building height is six (6) storeys and the maximum building height **shall** not exceed twenty (20) storeys. To ensure compatibility with adjacent residential areas, the Zoning By-law may establish maximum building heights lower than twenty (20) storeys on sites that are small in size, have insufficient depth, are adjacent to the Low to Mid-Rise

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Precinct, or front local streets. To provide appropriate building height transitions within the Queensway Main Street Precinct, the following policies will apply in accordance with **Figure 4.2**:

- i. Building heights up to twenty (20) storeys may be located nearest the rail corridor and at the intersection of the new potential flexible street and Queensway Drive;
 - ii. Buildings **shall** not exceed eleven (11) storeys fronting the proposed new north south street indicated in **Figure 4.5** Mobility Network;
 - iii. Adjacent to the Low to Mid-Rise Residential Precinct, the maximum height **shall** be six (6) storeys.
- c) The new proposed north south street is proposed to be a potential flex street.
 - d) Building podiums will be required to establish a 3-storey high continuous streetwall along both sides of the new **flex street**. Above the third storey, buildings **shall** be stepped back at minimum 3 metres
 - e) Development **shall** address the policies of Subsection 3.3.3.2 Retail Streets of this ASP

4.4.3 Fairview Frequent Transit Corridor

The Fairview Frequent Transit Corridor is planned as a vibrant, lively, and people-oriented location that is serviced by frequent and diverse modes of transport. This precinct will accommodate a significant concentration of residential, retail, employment and commercial uses, with a main-street pedestrian experience along the **frequent transit corridor** of Fairview Street, and setback treatments that allow for patio spaces, public open space, and enhanced tree canopies.

4.4.3.1 Policies

- a) The following uses **may** be permitted within the Fairview Frequent Transit Corridor Precinct:
 - i. residential uses with the exception of single detached dwellings, semi-detached dwellings, and other forms of stand-alone **ground-oriented dwellings**;
 - ii. **office** uses;
 - iii. retail and **service commercial uses** (on bottom two floors only);
 - iv. hotel uses; and,
 - v. **entertainment uses** (on bottom two floors only).
- b) The minimum building height is six (6) storeys and the maximum building height **shall** not exceed nineteen (19) storeys. To ensure compatibility with adjacent residential areas the Zoning By-law may establish maximum building heights lower than nineteen (19) storeys on sites that are small in size, have insufficient depth, or front local streets. If fronting on a road with adequate width to accommodate transition, low density transition policy does not apply.
- c) New **development shall** generally be comprised of **tall buildings** at the north end of the Precinct, closest to the Burlington GO Central Precinct and **mid-rise buildings** at the east

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end of the Precinct, connecting to the Drury Node Precinct to the east, in accordance with the Zoning By-law.

- d) A continuous and consistent streetwall will be established along Fairview Street within the first 10 metres per OPA 119. Minimum 3-metre setbacks will be required above the 6th floor of buildings along the Fairview Street frontage.
- e) Appropriate transitions will be required when development is abutting an existing low-rise neighborhood and existing or planned parks (including POPS and linear parks) in accordance with the Section 3.3.3 (Urban Design) of this Plan. Additionally, development **shall**:
 - i. Not exceed a maximum six (6) storeys, where the development is located across the street from an existing low-rise neighbourhood; and,
 - ii. Provide a minimum seven and a half (7.5) metre setback from a property line shared with an adjacent existing low-rise building.
- f) The corner of Drury Lane and Fairview Street represents a special area where heights have the possibility to exceed the maximum eleven (11) storeys in accordance with policy 8.1.3 (7.2) i) ii) in Official Plan (2020).

4.4.4 Urban Employment

The Urban Employment precinct is part of the Region's Employment Areas. The Urban Employment precinct is and will continue to be an employment area which will grow to accommodate more intensive office and additional employment uses in mid-rise built form.

4.4.4.1 Policies

- a) The following uses **may** be permitted on lands designated Urban Employment Lands:
 - i. **industrial** uses;
 - ii. **office** uses;
 - iii. **accessory** retail and **service commercial uses** which serve the day to day needs of employees; and,
 - iv. **recreation uses** (limited range subject to ancillary provisions)
- b) **Accessory** retail and service commercial uses may only be permitted provided that:
 - i. the use is located at grade level; and
 - ii. the use is located within a building containing or proposed to contain employment uses above the first storey.
- c) Limited display and/or retail sale of products manufactured, processed, fabricated, assembled or warehoused on-site, and located in the same premises as the primary use, may be permitted as follows:

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- i. the proportion of the area of a building devoted to the display and/or sale of products **shall** be limited in the Zoning By-law, so that the space is accessory and clearly subordinate to the primary use of the building
- d) Transit-supportive and pedestrian-oriented urban design **shall** be required in the **development** of Urban Employment Lands.
- e) The minimum building height **shall** be three (3) storeys, except for **industrial** uses where no minimum height is required; no maximum heights are applicable to this designation. .
- f) The Zoning By-law **shall** establish a maximum floor area and a maximum floor area at grade per individual **accessory** retail and **service commercial** unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Urban Employment Lands.
- g) To generate smooth built-form transitions and where required to ensure **compatibility**, building heights will not exceed 6 storeys and may be required to be terraced when abutting existing low-rise neighbourhoods, the Mid-Rise Residential precinct and future parks.
- h) An easement or right of way should be established along the western portion of this precinct which fronts along Plains Road East and the rail corridor in order to accommodate the potential future active transportation connection as well as potential future underpass connection connecting to south of the precinct under Plains Road. Connections are shown on **Figure 4.5**.

4.4.5 Drury Node

The Drury Node is the eastern entryway into Burlington Junction. The Drury Node is surrounded by the railway corridor, existing creek block, existing low-rise neighbourhoods north of the rail line, and the Mid-Rise Residential and Fairview Frequent Transit Corridor precincts. This mixed-use precinct is focused around a new mid-block connection and is intended to accommodate a wide range of housing options with a variety of built form and services to provide for the day-to-day and weekly needs of residents within the precinct and the surrounding neighbourhoods.

4.4.5.1 Policies

- a) The following uses are permitted on lands designated Drury Node:
 - i. retail and **service commercial uses**;
 - ii. residential uses with the exception of single-detached and semi-detached dwellings and other forms of stand-alone **ground-oriented dwellings**;
 - iii. **office** and **Major Office** uses;
 - iv. **entertainment uses**; and,
 - v. recreation uses.
- b) The minimum building height is six (6) storeys and the maximum building height **shall** not exceed thirty nine (39) storeys.

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- c) Maximum building heights are not guaranteed and are to be commensurate with the degree of community benefit or amenity provided by the development. Maximum heights will be approved by the City at their discretion based on benefit to the community.
- d) To provide appropriate building height transitions within Drury node, the following policies will apply:
 - i. The tallest buildings are to be located in the northern portion of the precinct where the boundary is closest to the Burlington GO Central Precinct and the rail line.
 - ii. Mid-rise buildings will define Fairview Street and Drury Lane, with a maximum height of 6 storeys within the first 10 metres from the right-of-way per OPA 119. Appropriate built form transitions are required to respond to the existing neighbourhood on the south side of Fairview Street and on the east side of Drury Lane.
- e) The Zoning By-law **shall** establish a maximum floor area and a maximum floor area at grade per individual retail and service commercial unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in the Drury Node.
- f) Residential and office uses will be encouraged in the upper storeys of commercial buildings and may be permitted in buildings exclusively used for residential or office use provided that:
 - i. the building does not adversely impact the capacity of the Drury Node to provide for the retail and service needs of on-site residents and surrounding neighbourhoods;
 - ii. the building is located to the rear of street-related retail and service commercial uses; and,
 - iii. the building is part of an overall development of mixed residential/commercial building forms.
- g) The City will encourage the creation of public outdoor amenity spaces, such as urban squares and parkette features, as part of the development of Drury Node in a manner that is appropriate to the local context to enhance the neighbourhood function as a public gathering place.

4.4.6 Legion Node

The Legion Node Precinct, which represents former City employment lands that were converted, presents an opportunity for ground-oriented housing units as well as some ground floor retail and service commercial uses. This new community hub will provide for the introduction of new public service facilities such as community centres and will support the creation diverse range and mix of housing options, including the retention of existing rental housing. This precinct presents an opportunity to develop a **complete community** / community hub through integration of some ground and second floor retail and service commercial uses in mixed-use buildings. Existing employment/jobs will be retained through the creation of new uses serving this area including community facilities, retail and service commercial uses. There is a requirement in this precinct specifically to require block planning for future development plans to offer more comprehensive planning for this key node.

4.4.6.1 Policies

- a) The following use are permitted within the Legion Node Precinct:
- i. apartments;
 - ii. **ground-oriented** dwellings with the exception of single and semi-detached dwellings;
 - iii. office uses (on bottom two floors only);
 - iv. retail and **service commercial** uses (on bottom two floors only);
 - v. **entertainment** uses (on bottom two floors only); and,
 - vi. employment uses, including **major office** (on bottom two floors only).
- b) The minimum building height is four (4) storeys and the maximum building height **shall** not exceed thirty (30) storeys. To ensure compatibility with adjacent residential areas the Zoning By-law may establish maximum building heights lower than thirty (30) storeys on sites that are small in size, have insufficient depth, or front local streets. To provide appropriate building height transitions within Legion Node, the following policies will apply in accordance with **Figure 4.2:**
- i. Tall buildings (up to thirty (30) storeys) are to be located at the northeast corner, closest to the Brant Street and Plains Road East intersection. The next tallest (twenty (20) storeys) is immediately to the west and south west where the new road intersects the terminus of the existing Legion Road.
 - ii. Lands fronting along Graham's Lane to the north are to be a maximum of six (6) storeys. Lands to the south are to be a maximum of eleven (11) storeys.
 - iii. Buildings adjacent to the hydro corridor and fronting on the future park are to be a maximum of four (4) storeys, with heights gradually increasing to the east to a maximum of eleven storeys fronting on the new north/south road.
 - iv. Buildings fronting Brant Street are to be a minimum of six (6) storeys and a maximum of eleven (11) storeys south of the new east/west street connecting to Maplewood Drive.
 - v. An appropriate built form and landscape buffer should be provided along the watercourse designated as Natural Open Space that runs east-west along the northern boundary of the precinct, as well as the hydro corridor to the east to create a separation from development and an interface to prevent adverse impacts.
- c) Maximum building heights are not guaranteed and are to be commensurate with the degree of community benefit or amenity provided by the development. Maximum heights will be approved by the City at their discretion based on benefit to the community.
- d) Active uses at grade are required along **frequent transit corridors**. Residential uses on the ground floor will only be permitted facing local streets and rear/side property lines and **shall** provide adequate public/private transition, through a minimum setback from the property line as set out in the zoning by-law.

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- e) In order to achieve an appropriate transition as described in Section 8.1.1(3.19.4), of Burlington's Official Plan (2020) a **mid-rise building may** need to have lower heights than the maximum permitted.
- f) Where proposed development is abutting an existing/planned park, considerations will be provided for appropriate setbacks and stepbacks to mitigate the effects of shadows on the future public space.
- g) Community services and facilities **shall** be encouraged to be located within the Legion Node Precinct and should be encouraged to be located in mixed use developments.

4.4.7 Leighland Node

The Leighland Node is the northern gateway for Burlington Junction. The area is planned to allow for intensification at the major intersection of Brant Street and Plains Road East. This gateway location and the key intersection of Brant Street and Plains Road East provides opportunities for public service facilities as well as retail and service commercial use within landmark buildings. Lands designated as Leighland Node are intended to serve as a key commercial and retail area sensitively connecting adjacent residential neighbourhoods to the Burlington GO Central Precinct.

4.4.7.1 Policies

- a) The following uses are permitted on lands designated Leighland Node:
 - i. retail and **service commercial** uses (on the bottom two storeys only);
 - ii. residential uses with the exception of single-detached and semi-detached dwellings and other forms of stand-alone **ground-oriented dwellings**;
 - iii. **office** uses;
 - iv. **entertainment** uses (on the bottom two storeys only); and,
 - v. Recreational uses (on the bottom two storeys).
- b) The minimum building height is six (6) storeys and the maximum building height **shall** not exceed nineteen (19) storeys. To ensure compatibility with adjacent residential areas the Zoning By-law may establish maximum building heights lower than nineteen (19) storeys on sites that are small in size, have insufficient depth, and are adjacent to areas designated Residential- Low Density, or front local streets.
- c) To provide appropriate building height transitions within Leighland Node, the following policies will apply:
 - i. Tall buildings are to be located at the four corners of the major intersection of Brant Street and Plains Road East.
 - ii. Appropriate setbacks are to be provided along the four-corner landmark location, to accommodate privately owned publicly accessible spaces on each block which encourage social interactions at-grade, and allow for spillover from at-grade uses.

- iii. An appropriate built form and landscape buffer should be provided along the watercourse that runs north-south along the eastern boundary of the precinct, to create a separation from development and an interface to prevent adverse impacts.

4.4.8 Upper Brant

The Upper Brant Precinct is the connection between the Downtown Burlington UGC and the Burlington GO MTSA. The Upper Brant Precinct will accommodate **developments** with a variety of building heights proportional to parcel depth along Brant Street between Prospect Street and Blairholm Avenue, with the tallest **developments** located along and north of Ghent Avenue. **Development** will generally achieve a height and density that reflects the precinct's walking distance to **higher-order transit** at the Burlington GO Station and contribute to the creation of a transit, pedestrian and cycling oriented area while also achieving **compatibility** with adjacent Residential-Low Density areas.

A low-rise feel will be maintained for pedestrians along Brant Street through setbacks above the third storey for buildings **abutting** 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 **may** be considered in the depth of the setback from Brant Street above the third storey.

4.4.8.1 Policies

- a) The following uses may be permitted within the Upper Brant Precinct:
 - i. residential uses with the exception of single detached dwellings, semi-detached dwellings and other forms of stand-alone ground-oriented dwellings;
 - ii. office uses (on the bottom two floors only);
 - iii. retail and service commercial uses (on the bottom two floors only);
 - iv. hotel uses;
 - v. recreation uses (on the bottom two floors only); and,
 - vi. entertainment uses (on the bottom two floors only).
- b) The minimum building height is eleven (11) storeys and the maximum building height **shall** not exceed twenty-five (25) storeys. To ensure compatibility with adjacent residential areas the Zoning By-law may establish maximum building heights lower than twenty-five (25) storeys on sites that are small in size, have insufficient depth, and are adjacent to areas designated Residential-Low Density, or front local streets.
- c) Notwithstanding the permitted uses above, residential uses **shall** not be permitted on the ground floor facing Mixed Use Streets as identified in Figure 3.7. Primary public entrances for residential lobbies/access should be located on side streets or at the rear of the building where feasible.

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- d) New development **shall** generally be comprised of tall buildings at the northern end of the Precinct and mid-rise buildings at the south according to the maximum heights set out in policies above.
- e) Buildings abutting Brant Street **shall** incorporate a setback above the third storey to provide a low-rise feel for pedestrians along Brant Street. The setback should be similar to the 20 m setback in the Brant Main Street and Mid Brant precincts of the Downtown Urban Centre, but flexibility in the setback may be considered through the review of development applications 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.
- f) Ground-oriented dwellings with heights as noted in policy 4.4.8.1 b) above should be provided adjacent to a property line shared with a property designated Residential Low-Density. Alternatively ground-oriented dwelling units could be incorporated into a podium of a mid-rise or tall building provided the **podium** meets the angular plane requirements of Policy 8.1.1(3.8.1) f) of the Official Plan (2020).
- g) Where proposed development abuts a rear property line of a Residential – Low Density neighbourhood outside of the PMTSA boundary, considerations will be provided for:
 - i. Minimum 7.5-metre setback from the Residential – Low Density neighbourhood property line.
 - ii. The built form to fit within a 45-degree angular plane projected from the neighbourhood property line.

4.4.9 Mid-Rise Residential

The Mid-Rise Residential precinct is scattered in various places across Burlington Junction, and is intended to support the general housing and height transition objectives for this Area-Specific Planning Study. It will include a variety of low-rise and mid-rise building forms up to 11 storeys, with the tallest buildings framing main streets, such as Plains Road East, Queensway Drive, Brant Street, Fairview Street, and along the rail corridor. Gradual transitions from the mid-rise buildings along Fairview Street, Drury Lane, Plains Road East and Leighland Road will give way to the adjacent low-rise neighbourhoods, offering flexibility for new housing development to support the growing population of the area.

4.4.9.1 Policies

- a) The following use are permitted within the Mid-Rise Residential Precinct:
 - i. apartments;
 - ii. stacked townhouses;
 - iii. back-to-back townhouses;
 - iv. street townhouses that form the base of buildings;
 - v. office uses;
 - vi. retail and service commercial uses (on bottom two floors only); and,

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- vii. recreation uses (on bottom two floors only).
- b) Within forty (40) metres of a low-rise residential area, the minimum building height is two (2) storeys and the maximum building height **shall** not exceed four (4) storeys. Beyond the forty (40) metres, the minimum building height is six (6) storeys and the maximum building height **shall** not exceed eleven (11) storeys.
- c) To ensure compatibility with adjacent residential areas, the Zoning By-law may establish maximum building heights lower than eleven (11) storeys taking into consideration factors including, but not limited to, sites that are small in size, have insufficient depth, are adjacent to areas designated Residential- Low Density, or front local streets.
- d) Development **shall** address the policies of Section 3.3.3.2 Retail Streets of this ASP.
- e) Where retail, service commercial or office uses at grade are not required, residential uses on the ground floor **shall** provide adequate public/private transition, through a minimum setback from the property line as set out in the zoning by-law.
- f) Ground-oriented dwellings with heights as noted in policy 4.4.9.1 b) above should be provided adjacent to a property line shared with a property designated Residential Low-Density. Alternatively ground- oriented dwelling units could be incorporated into a podium of a mid-rise or tall building provided the **podium** meets the angular plane requirements of Policy 8.1.1(3.8.1) f) of the Official Plan (2020).
- g) Where proposed development abuts a rear property line of a Residential – Low Density neighbourhood outside of the PMTSA boundary, considerations will be provided for:
 - i. Minimum 7.5-metre setback from the Residential – Low Density neighbourhood property line.
 - ii. The built form to fit within a 45-degree angular plane projected from the neighbourhood property line.
- h) Where proposed development is fronting a Residential – Low Density neighbourhood, considerations will be provided for:
 - i. Minimum 5-metre front yard setback from the property line;
 - ii. No commercial uses are to front onto Leighland Road where adjacent to Residential- Low rise outside of the PMTSA; and,
 - iii. Vehicular access from Leighland Road for new developments is to be restricted to minimize congestion and conflicts.
- i) Where proposed development is abutting an existing/planned park, considerations will be provided for:
 - i. Appropriate setback from any parkland or natural heritage system elements. Development within thirty (30) metres of a natural heritage feature will trigger the need for an Environmental Impact Assessment to determine the impact of the proposed development.

4.4.10 Low to Mid Rise Residential

The Low to Mid Rise Residential Precinct applies to an area that serves as a transition between existing low-rise residential neighbourhoods and the intensification areas within the MTSA. This precinct is within the existing residential area east of the GO Transit Station along Glenwood School Drive. While the existing low-rise built form is not anticipated to redevelop in the long term, the policies for this precinct recognize the existing low rise development and allow for lower mid-rise residential and residential/mixed use infilling opportunities

4.4.10.1 Policies

- a) The following uses are permitted within the Low to Mid-Rise Residential Precinct:
 - i. existing single-detached dwellings;
 - ii. apartments;
 - iii. stacked townhouses;
 - iv. existing duplexes;
 - v. street townhouses; and,
 - vi. group homes.
- b) The minimum building height is two (2) storeys and the maximum building height **shall** not exceed six (6) storeys.
- c) To ensure compatibility with adjacent residential areas, the Zoning By-law may establish maximum building heights lower than six (6) storeys taking into consideration factors including, but not limited to, sites that are small in size, have insufficient depth, are adjacent to areas designated Residential- Low Density, or front local streets.
- d) Development **shall** be designed in a manner that provides a transition between the mixed-use, taller built forms that are envisioned to the west and the existing residential development within this precinct and the neighbourhood to the east outside of the PMTSA boundary.
- e) In addition to the policies in Section 3.3.4.2 (Community Facilities) of this Plan, day care centres **shall** be subject to the policies of Subsection 8.3.10 of Burlington's Official Plan (2020). Development **shall** be encouraged to incorporate additional residential units wherever possible.

4.5 Burlington Junction Community Services and Facilities

The Burlington Junction ASP presents a proactive approach to planning for a range of community services and facilities. Refer to **Figure 4.3** for mapping which highlights existing Community Services and Facilities. All precincts and land uses are permitted to contain community services and facilities in accordance with the policies of the Official Plan and this study.

4.5.1 Community Service and Facilities Policies

Each type of community service and facility has specific recommendations and service provision requirements. The Official Plan (2020) permits these service facilities broadly throughout the City. Burlington Junction ASP policies will continue to advance these policy directions to permit and support the provision of these public services and facilities as well as consider opportunities for partnership and alternative formats to provide these services throughout the MTSA.

There is a need to consider alternative opportunities for delivering high quality, accessible, diverse, and convenient community facilities and services in an urban context recognizing the existing and evolving context in the MTSAs and the surrounding areas, while not compromising the City's service standards and ability to deliver these amenities. These services will promote active living, community engagement and identity.

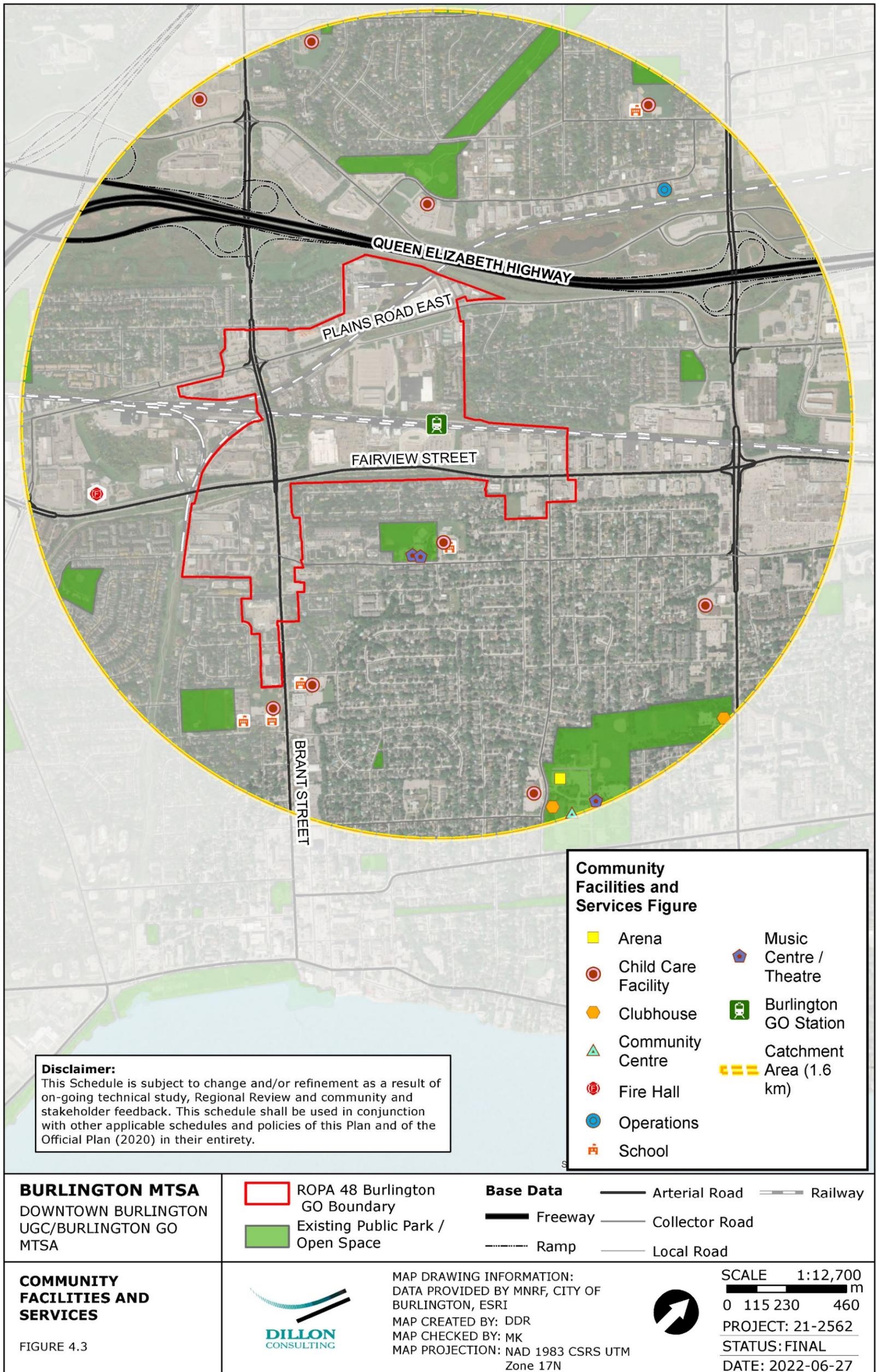
4.5.1.1 Recreation, Community and Culture Facilities

- a) **Figure 4.3** Describes the existing recreation, community and culture services and facilities in the catchment area. It is expected that any new locations will be refined during the Parks Provisioning Master Plan and Parks, Recreation and Cultural Assets Master Plan.
- b) Linear parks should be considered where noted in **Figure 4.4** in order to provide enhanced connections between new and existing park spaces throughout the MTSA. Linear parks noted in **Figure 4.4** are shown conceptually and subject to change.
- c) All new parks should include both hardscape and softscape features as well as the use of paving materials that are of a colour and material appropriate for Burlington Junction;
- d) The following Potential New Park locations identified in Burlington Junction are shown conceptually and will be refined through the findings of the Parks Provisioning Master Plan, block planning and development review process. The following conceptual locations are shown in **Figure 4.4**:
 - i. New public park/open space in the Urban Employment precinct in close proximity to the existing neighbourhood in order to provide social and amenity space for employees and residents as well as serving as a buffer to help transition between uses;
 - ii. New public park/open space in the Leighland Node as a community point for local residents as well as providing a link between various development;

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- iii. New public park/open space in the Legion Node between the Hydro Corridor and the new north-south road. This park is connected to Grahams Lane through a linear park running north south and connecting to another linear park which runs east-west along the watercourse south of Plains Road;
 - iv. New public park/open space in the Drury Node precinct alongside the proposed connector street on the Frequent Transit Corridor;
 - v. New public park/open space in the Fairview Frequent Transit Corridor south of the linear park, west of the AT connection and potential complete street.
 - vi. New public parks/open space in the Queensway Main Street precinct including a Transit Station Plaza. The parks should be connected to the new street in order to create a new focal point for the community;
 - vii. New public park/open space in Upper Brant Precinct near the intersection of Brant and Ghent avenue providing a common green and gathering space and a new focal point along Brant Street; and,
 - viii. Four potential park/open spaces are identified for Burlington GO Central. One located in the triangular parcel to the east of Brant and to the west of Burlington GO Station, west of the watercourse, potentially providing a natural expansion to this natural corridor. The second is located just north of the station adjacent to the future AT connection west of Queensway Main Street. The third is located east of the watercourse on the eastern edge of the linear park adjacent to the Drury Node. The fourth is located between the potential new complete street and AT connection west of Brant Street, north of Fairview Street.
- e) New public parks/open spaces **shall** be located and designed in accordance with the policies of Section 3.3 of the Burlington Official Plan (2020) and Section 3.3.4.2.3 of this Study.

Figure 4.3 - Burlington Junction – Community Services and Facilities



4.6 Burlington Junction Public Realm Policies

The following sections outline the public realm improvements and streetscape directions for Burlington Junction. The policies of this section are intended to complement and build on the urban design policies in the Official Plan (2020), relevant City of Burlington Urban Design Guidelines, and the overarching urban design directions provided in Section 3.3.3 of this document. The planned public realm improvements for Burlington Junction are depicted in Figure 4.4 on a conceptual basis; it is expected that the City will refine this plan through future provisioning and master planning processes. The suggested public realm improvements are intended to enhance the attractiveness and functionality of the Burlington Junction MTSA and address:

- Parks and Public Spaces;
- Streetscapes;
- Active Transportation; and,
- Appropriate Transitions.

4.6.1 General Policies

- a) The planned public realm improvements, including potential new parks and linear parks, as described in Section 4.5 of this ASP, are depicted in **Figure 4.4** on a conceptual basis; it is expected that the City will refine this plan through future provisioning and master planning processes.
- b) All improvements to the public realm will be aligned with future redevelopments and planned reconstructions. Development applications will be expected to collaborate with the City and aim to align with the intent of this plan as appropriate deemed by the City.

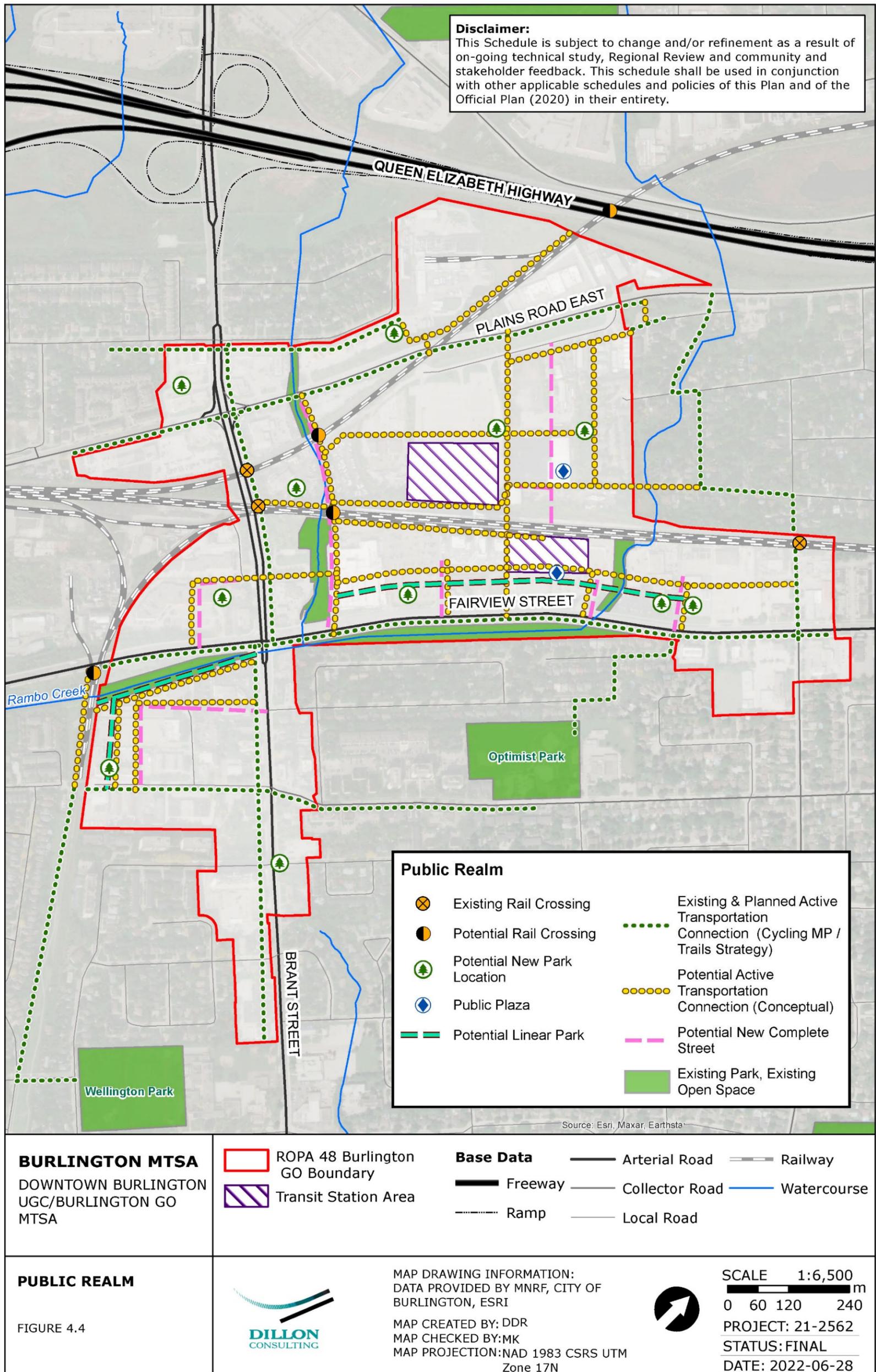
4.6.2 Streetscape Policies

- a) Fairview Street is identified as a Frequent Transit Corridor, and is serviced by frequent public transit and is a corridor for intensification.
- b) In addition to the overarching streetscape improvement considerations described in Section 3.3.3.3 of this ASP, the following improvements specific to Burlington Junction should be considered:
 - i. Streetscape considerations for Fairview Street may include:
 - Allowance for on-street parking where space permits;
 - Appropriate new buildings setbacks from street curb to building face on the ground level, to provide adequate space for interaction between the private and public realms;
 - Tree planting and special landscaping should be developed along the corridor; and,
 - Provide wide sidewalks and convenient cycling infrastructure.
 - ii. Brant Street plays an important role as a Gateway Street into Burlington Junction and is also a Frequent Transit Corridor. Streetscape considerations include:
 - Gateway and entrance features (such as iconic vertical features) should be considered;

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- Landscaping and tree planting should be developed along the corridor;
 - Appropriate new buildings setbacks from street curb to building face on the ground level, to provide adequate space for interaction between the private and public realms;
 - Tree planting and special should be developed along the corridor;
 - Provide wide sidewalks and convenient cycling infrastructure;
 - Future development should address the street frontage with main entrances facing towards the sidewalk;
 - Future development should provide a continuous streetwall to create a sense of enclosure;
 - Special design consideration should be made for the four corners at the Brant Street and Plains Road East intersection, by emphasizing landmark elements and public amenities to foster a sense of place and identity.
- iii. Plains Road East provides an east-west connection to the surrounding areas. The street will accommodate pedestrian and cyclist movement while accommodating large vehicles for transportation of goods. Streetscape considerations may include:
- Allowance should be considered for on-street parking where space permits;
 - New buildings should provide adequate setbacks to allow adequate space for transitional elements between the public and private realms;
 - Tree planting and special should be developed along the corridor;
 - Provide wide sidewalks and convenient cycling infrastructure.
- iv. All Potential New Streets are characterized as Complete Streets. **Figure 4.5** depicts where Potential New Streets are located within the MTSA. Potential New Streets should have regard for the policies in Sections 3.3.2 and 3.3.3 in this document.
- c) New street and active transportation connections will be secured through the redevelopment process. The connections on **Figures 4.4** and **4.5** will inform new development applications and will be a condition of approval by the City.

Figure 4.4 - Burlington Junction – Public Realm Improvements



4.7 Burlington Junction Transportation & Infrastructure

The existing and planned Transportation network is depicted in **Figure 4.5** and is designed to accommodate a variety of modes scaled to the role and function for Burlington Junction. The network and improvements should build on the City's and Region's planned improvements. See Section 3.3.2.1 for overarching MTSA Transportation & Infrastructure policy directions.

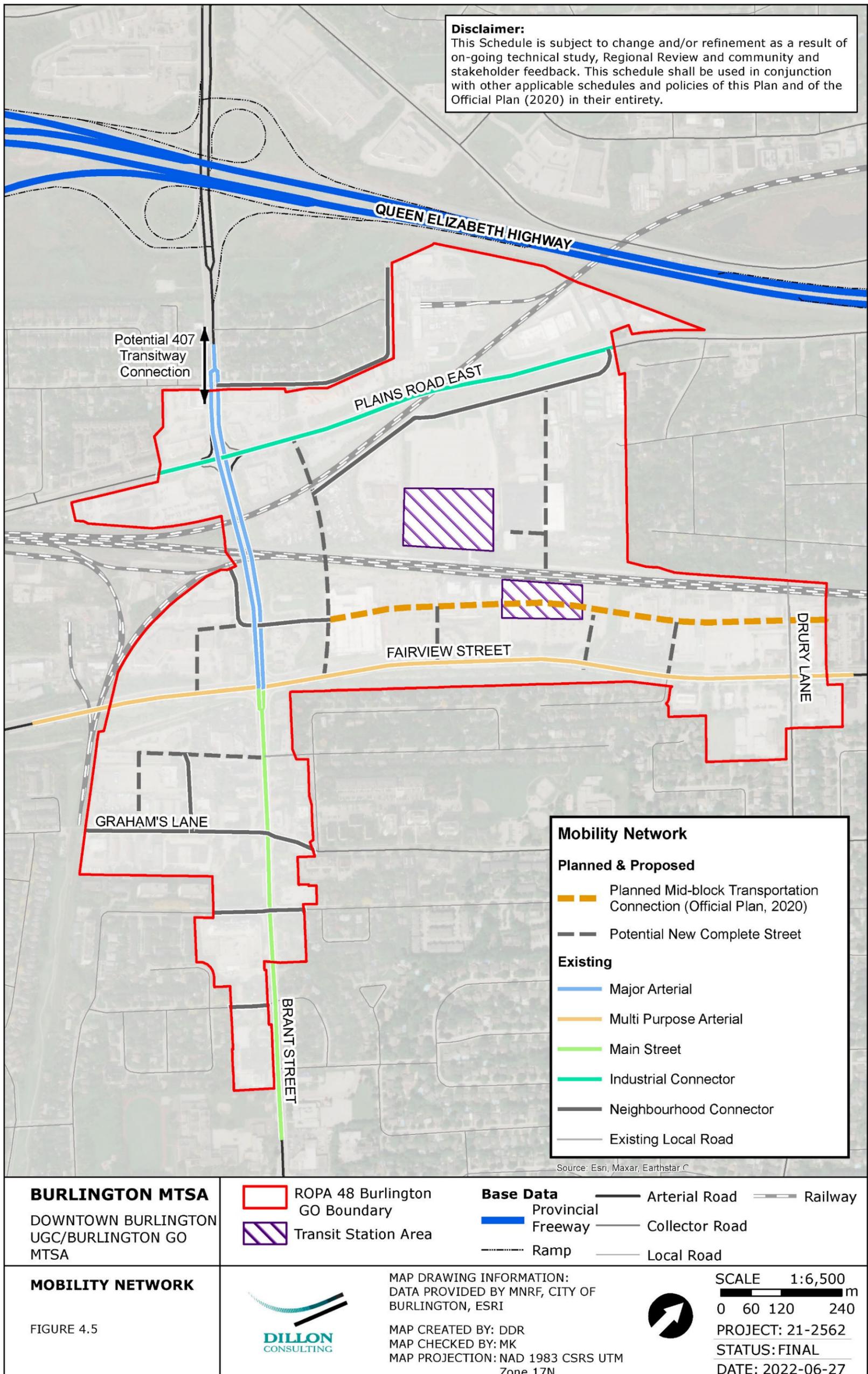
4.7.1 Recommended Policies

In addition to the overarching policies, there are considerations needed for laneways in the Burlington Junction MTSA. Policy directions are discussed below:

4.7.1.1 Laneways

- a) Laneways should be considered in Burlington GO Central, Fairview/Brant Frequent Transit Corridor, Legion Node, Queensway Main Street and Drury Node precincts in relation to new developments.
- b) Laneways should be used to provide a pedestrian and midblock connection into the interior of redevelopment sites as well as access to the required services and utilities for the buildings and uses in the development blocks.
- c) Laneways should be located to the middle or rear of developments, access points should provide adequate distance between intersections and existing driveways.

Figure 4.5 - Burlington Junction – Mobility Network



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5.0 Appleby GO Area-Specific Plan Study

5.1 Background

5.1.1 Area Description

The Appleby GO Major Transit Station Area, also known as the Appleby Gateway, defines a series of new areas for development in proximity to the Appleby GO Transit Station. Well established as a key employment node, the area is currently evolving where new, denser forms of commercial, mixed-use and residential uses are infilling around the Appleby GO Transit Station, along Harvester Road and at its intersection with Appleby Line and Fairview Street. Divided into a northern, employment focused area and a southern, mixed-use portion by the railway corridor, this Major Transit Station Area (MTSA) is a destination for a range of market functions. The eastern edge of the southern section meets Sherwood Forest Park, providing access to a large suburban recreational area with a range of spaces for active play as well as trails and areas for rest.

5.1.2 Existing Area Context

The existing Appleby GO MTSA area, hereafter referred to as the Appleby Gateway, consists largely of existing employment uses north of the rail line including offices, manufacturing and industrial uses. The area south of the rail line is characterized by low and mid-rise residential development south of Fairview Street as well as large employment lands along the north side of Fairview Street, some of which are vacant or undeveloped in the area around the Appleby Line and Fairview Street intersection.

The area is well served by a major park (Sherwood Forest Park) just outside of the MTSA boundary and has direct access to the Centennial Multi-Use Pathway providing an active transportation connection directly to the surrounding communities and to the Downtown.

5.2 Vision & Objectives

5.2.1 Vision for the Appleby Gateway

The Appleby Gateway is a key gateway into Burlington from Toronto at the eastern edge of Burlington, presenting a vital link to between Burlington and the Greater Toronto Area and the first point of arrival for visitors west travelling from Toronto on the Lakeshore West GO line.

Traversed by the Metrolinx rail corridor, the Appleby Gateway North will grow to accommodate more intensive office and employment uses while continuing to support existing major facilities. Appleby Gateway South will evolve as an urban village with a balanced mix of employment, mid-rise residential and commercial opportunities, bordered by Sherwood Forest Park. The two areas will be connected by a new transit plaza, as well as enhanced active transportation facilities crossing the rail line. Transitions from North to South will focus on compatibility and will include mitigation measures to protect both existing employment uses and new sensitive uses.

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

5.2.2 Specific Objectives for Appleby Gateway

In addition to the objectives set out in **Section 1.5.1** which are applicable to all MTSA ASPs, the following additional objectives should guide the planning for the Appleby Gateway.

The following are the unique objectives for Appleby Gateway:

- Providing new parks and open spaces to serve employment areas and employees;
- Generally allowing for higher intensity development on employment lands to help establish the MTSA as a major employment destination;
- Concentrating the highest intensity employment uses in close proximity to the GO Station, Appleby Line and the QEW corridor, north of the rail corridor; and,

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- Creating new streets and active transportation connections to enhance the existing transportation network to improve permeability for pedestrians and cyclists and mitigate traffic associated with future growth.
- Focus on creating safe streets for pedestrians and cyclists to travel along the streets in the area with high levels of truck traffic servicing the employment uses.
- Opportunity to attract higher density, major office uses in proximity to the GO station.

5.3 Land Use Policies

Work continues on the Appleby GO MTSA ASP policies. Schedules, policy directions and policies specific to the Appleby GO MTSA will be provided at a later date.



6.0 Aldershot GO Area-Specific Plan Study

6.1 Background

6.1.1 Area Description

The Aldershot GO MTSA is located at the west end of the Burlington and consists of approximately 86 hectares of land surrounding the Aldershot GO Station. Its boundaries and status as a Protected Major Transit Station Area were delineated and identified by Halton Region through Regional Official Plan Amendment (ROPA) 48. The area is intended to be a focus for population and employment growth, and investment in commercial, recreational, cultural and entertainment uses, in accordance with the Province's Growth Plan for the Greater Golden Horseshoe (2019) and the Halton Region Official Plan.

6.1.2 Existing Area Context

The existing area around the Aldershot Corners comprises several established residential areas adjacent to the MTSA boundary and includes the presence of existing low-intensity and land extensive employment uses. Hidden Valley Park forms a natural boundary along the northwest edge of the MTSA boundary, providing access to a large greenspace and community park.

The redevelopment of Aldershot Corners will involve conversion of some existing employment lands for residential, commercial, and office uses, creating opportunities for density and housing while also seeking to maintain the availability and access to jobs in the community. The main commercial corridor is Plains Road, an active shopping destination with easy access to Highway 403. There is strong community support for continuing the revitalization of Plains Road into an attractive, mid-rise main street. The area is currently an evolving area where new, denser forms of commercial, mixed-use and residential are infilling around the GO Station, along Plains Road, and at its intersection with Waterdown Road.

6.2 Vision

6.2.1 Vision for Aldershot Corners

Located minutes from Hamilton at the western edge of Burlington, Aldershot Corners is a visitor's first impression of Burlington when travelling east from Hamilton and Niagara on the Lakeshore West GO line. The area is nestled within the Aldershot Village Business Improvement Area and focused at the corners of Plains Road, Waterdown Road and Cooke Boulevard. Part of the Treaty 3 lands, Indigenous People were stewards of the land for thousands of years before settlers arrived. Post-Colonially, this area was a major hub for brick manufacturing, and also has a rich agricultural past rooted in fruit production.

The vision for Aldershot Corners is to continue to evolve as an urban area with a distinct sense of neighbourhood character, supported by a mix of residential, commercial and employment uses. The Aldershot GO MTSA is envisioned to consist of five distinct precincts with varying characteristics.

Taller buildings will be concentrated along the rail line and will decrease in height and intensity closer to Plains Road and the existing residential neighborhoods. Aldershot Corners will be a vibrant, livable community with urban shopping and dining opportunities serving those living and working close by.

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

6.2.2 Specific Objectives for Aldershot Corners

In addition to the objectives set out in **Section 3.2** which are applicable to all MTSA ASPs, the following additional objectives should guide the planning for the Aldershot Corners.

The following are the unique objectives for Aldershot Corners:

- To achieve context-sensitive transitions to established residential neighbourhood areas outside of the MTSA by varying the maximum heights for new-mid-rise development within the MTSA;

- To encourage mixed use development by concentrating higher intensity development on large brownfield/greyfield sites that contain existing employment uses in order to encourage mixed use development;
- To recognize the existing employment function in the area and planning for future employment and commercial uses in the MTSA;
- Planning for flexible commercial and retail spaces that can respond to the changing commercial/retail landscape;
- Creating new streets and active transportation connections to enhance the existing transportation network, including the establishment of new east-west corridors which will improve permeability through the area for pedestrians and cyclists and mitigate traffic associated with future growth; and,
- Focusing height away from Plains Road and towards the rail corridor to concentrate future residents in close proximity to the GO station and to maintain the mid-rise vision for Plains Road.

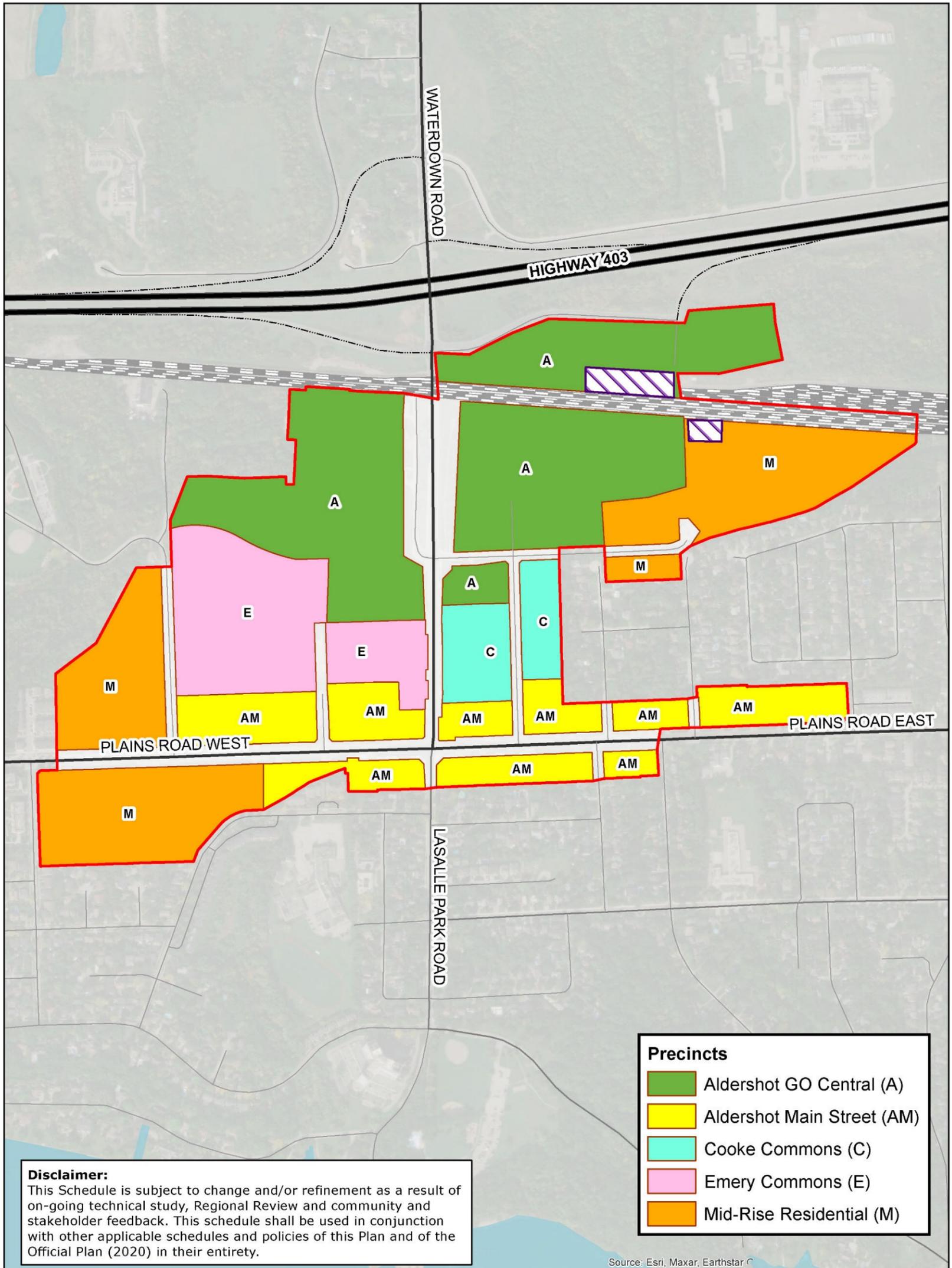
6.3 General Land Use Policies

- a) Aldershot Corners is subject to all overarching policies in **Section 3.3** of this report.
- b) The following land use designations apply to the lands shown on **Figure 6.1** of this Area-Specific Plan:
 - i. Aldershot GO Central
 - ii. Aldershot Main Street
 - iii. Cooke Commons
 - iv. Emery Commons
 - v. Mid-Rise Residential
- c) The minimum and maximum heights for each land use designation are shown on **Figure 6.2**.
- d) The Aldershot GO MTSA is planned to achieve a minimum density of 150 people and jobs per hectare. The population to jobs ratio is approximately 80% residents and 20% jobs for the MTSA, resulting in a planned population of 10,328 people and 2,582 jobs.
- e) The target of a minimum 150 people and jobs per hectare **shall** not be applied on a site-specific basis, and **shall** only be applied to the entire geography to which the target applies.
- f) The full extent of maximum **development** permissions stated within all precincts **may** not be achievable on every site within a precinct, due to site-specific factors including, but not limited to, design excellence, compatibility and transition to adjacent **development** and parkland, public spaces and natural areas, **negative** environmental **impacts, hazardous lands**, transportation, stormwater management, **cultural heritage resources, land use compatibility/or infrastructure capacity**.

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- g) Major entertainment, major office, cultural, institutional uses and public service facilities including educational uses, should be directed to and encouraged to locate within Aldershot Corners.
- h) **Development** will support and enhance Aldershot Corners as a lively, vibrant and people-oriented place.
- i) Except for **development** containing **major office** uses and **development** within the Mid-Rise Residential Precinct, all **development shall** contain a minimum of two permitted uses and should contain three permitted uses where feasible.
- j) **Development** within the Mid-Rise Residential Precinct **should** contain a minimum of two permitted uses.
- k) **Development shall** provide uses at the ground level in accordance with Section 3.3.3.2 Retail Streets of this Study.
- l) **Development** will respect and be **compatible** with the existing built form character of adjacent **development** and provide appropriate built form transition.
- m) **Development** will support the achievement of the vision and function of the precinct within which it is located.
- n) A comprehensive block plan, to the satisfaction of the City, **shall** be required prior to any development being approved in the Cooke Commons, Emery Commons, Aldershot GO Central (west of Waterdown) and Mid-Rise Residential Precincts. The parameters of the comprehensive block plan are set out in 3.3.7 of this Study and **shall** provide for complete community elements including but not limited to:
 - i. Transportation, active transportation and trail connections along with an assessment of the function, ownership, cross-section, alignment and design of transportation connections;
 - ii. An assessment of the need for, and recommended location of pedestrian connections;
 - iii. Transition to adjacent Residential – Low Density or Low-Rise
 - iv. Neighbourhood Precinct, as identified on Schedule C: Land Use – Urban Area of the Official Plan
 - v. New public parks, open spaces and linear parks within the Precinct including the size, location and configuration of public parks as set out in the Plan; and
 - vi. New community service facilities along with an assessment of function, configuration and ownership;
 - vii. The location and configuration of retail and service commercial floor area
 - viii. Provision of special needs, assisted and affordable housing and if applicable inclusionary zoning units, in accordance with the Housing Policies of the Official Plan policies of 3.3.4.1 of this Study.
 - ix. Relationship to adjacent precincts.

Figure 6.1 - Aldershot GO MTSA Precincts



Disclaimer:
 This Schedule is subject to change and/or refinement as a result of on-going technical study, Regional Review and community and stakeholder feedback. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan and of the Official Plan (2020) in their entirety.

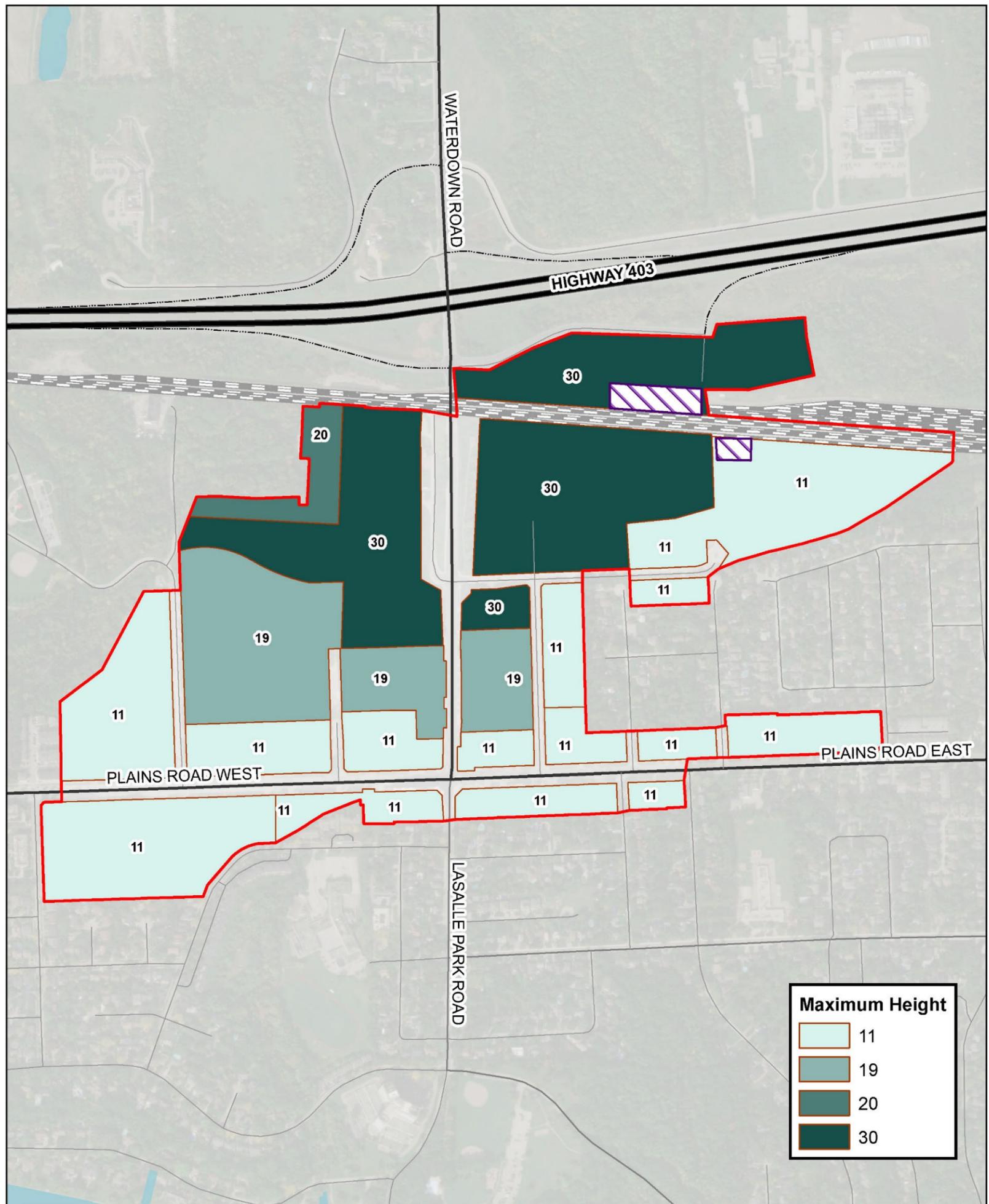
Precincts

- Aldershot GO Central (A)
- Aldershot Main Street (AM)
- Cooke Commons (C)
- Emery Commons (E)
- Mid-Rise Residential (M)

<p>BURLINGTON MTSA ALDERSHOT GO</p>	<p> ROPA 48 Aldershot GO Boundary</p> <p> Transit Station Area</p>	<p>Base Data</p> <p> Freeway</p> <p> Arterial Road</p> <p> Ramp</p> <p> Collector Road</p> <p> Local Road</p> <p> Railway</p>
	<p>PRECINCTS</p> <p>FIGURE 6.1</p>	<p></p> <p>MAP DRAWING INFORMATION: DATA PROVIDED BY MNR, CITY OF BURLINGTON, ESRI MAP CREATED BY: DDR MAP CHECKED BY: MK MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N</p>

FILE LOCATION: K:\2021\212562 - Burlington MTSA\Product\Client\Schedules\AL_Sched6_1_Precincts.mxd

Figure 6.2 -Aldershot GO MTSA Maximum Heights



Disclaimer:
 This Schedule is subject to change and/or refinement as a result of on-going technical study, Regional Review and community and stakeholder feedback. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan and of the Official Plan (2020) in their entirety.

Height Schedule Disclaimer:
 Heights are maximums only and may not be achieved on all sites. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan, including with the policies of the ASP and of the Official Plan (2020) in their entirety.

Source: Esri, Maxar, Earthstar C

<p>BURLINGTON MTSA ALDERSHOT GO</p>	<p> ROPA 48 Aldershot GO Boundary Transit Station Area</p>	<p>Base Data Freeway Ramp Arterial Road Collector Road Local Road Railway</p>	<p>Maximum Height 11 19 20 30</p>
<p>MAXIMUM HEIGHTS FIGURE 6.2</p>		<p>MAP DRAWING INFORMATION: DATA PROVIDED BY MNR, CITY OF BURLINGTON, ESRI MAP CREATED BY: DDR MAP CHECKED BY: MK MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N</p>	<p>SCALE 1:6,500 PROJECT: 21-2562 STATUS: FINAL DATE: 2022-06-24</p>

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6.4 Land Use Policies

6.4.1 Aldershot GO Central

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

Built-form transition is very important in this precinct, to ensure increased density is also met with streetscape design that creates a pedestrian-focused area for travelers to arrive in, find amenities, and enjoy outdoor spaces. Tallest buildings are planned to be located along the rail corridor, where shadows will have the least impact, and the height peak of the precinct is planned to be where Waterdown Road intersects the rail line.

There is a requirement in this precinct west of Waterdown Road, specifically to require block planning for future development plans to offer more comprehensive planning.

6.4.1.1 Policies

- a) The following uses **may** be permitted within the Aldershot GO Central Precinct:
 - i. apartments with non-residential uses on the ground floor;
 - ii. **office** and major office uses;
 - iii. retail and **service commercial** uses (on bottom two floors only);
 - iv. hotel uses;
 - v. **entertainment uses** (on bottom two floors only);
 - vi. **employment uses** such as light assembly and manufacturing uses compatible with abutting mixed-use residential buildings; and,
 - vii. **recreation uses** (on bottom two floors only).
- b) The minimum building height is six (6) storeys and the maximum building height **shall** not exceed thirty (30) storeys. The maximum height **shall** be 20 storeys adjacent to Hidden Valley Park.
- c) Maximum building heights are not guaranteed and are to be commensurate with the degree of community benefit or amenity provided by the development. Maximum heights will be approved by the City at their discretion based on benefit to the community.
- d) Unless otherwise noted on **Figure 3.8**, active uses are required at grade.
- e) Office and commercial uses should be prioritized near the Aldershot GO Transit Station to encourage areas of employment within walking distance of the station. These uses can be accommodated in building podiums, with residential uses above in building towers.

- f) The provision of freestanding office uses are permitted and encouraged.
- g) A thirty (30) metre buffer for development is required along the boundary of Hidden Valley Park to protect the natural heritage system. The boundary may be refined through an Environmental Impact Assessment or through the development process.

6.4.2 Aldershot Main Street

This mid-rise Precinct will advance the historic neighbourhood driven-Plains Road Village Vision and establish a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience along the frequent transit corridors of Waterdown Road and Plains Road (East and West). A three-storey streetwall is envisioned along Waterdown Road and Plains Road.

6.4.2.1 Policies

- a) The following uses are permitted within the Aldershot Main Street Precinct:
 - i. residential uses with the exception of single detached dwellings, semi-detached dwellings and other forms of stand-alone ground-oriented dwellings *office uses*;
 - ii. retail and **service commercial** uses (required at grade, on bottom two floors only);
 - iii. hotel uses;
 - iv. **entertainment uses** (on bottom two floors only); and,
 - v. **recreation uses** (on bottom two floors only).
- b) The minimum building height is six (6) storeys and the maximum building height **shall** not exceed eleven (11) storeys, except for locations specified in the Zoning By-law where taller buildings may be permitted.
- c) **Development** abutting Plains Road East, Plains Road West, Waterdown Road or Cook Boulevard **shall** contain a minimum of two permitted uses and **should** contain three permitted uses, where feasible.
- d) **Development shall** address the policies of Subsection 3.3.3.2 Retail Streets of this ASP.
- e) A continuous streetwall height of 3 storeys **shall** be provided throughout the precinct. Above the third story, buildings **shall** be stepped back at minimum 3 metres.
- f) New development will be scaled appropriately to provide transitions to the existing Residential – Low Density designation, adjacent precincts, and parks. Where development is proposed adjacent to a Residential Low-Density designation, considerations include:
 - i. Maximum 6 storey building height adjacent to the existing Residential – Low Density designation;
 - ii. Minimum 7.5 m setback from the neighbouring property line; and,

- iii. The built form to fit within a 45-degree angular plane projected from the neighbourhood property line.

6.4.3 Cooke Commons

The Cooke Commons Precinct is planned to accommodate a mix of uses, with tall and mid-rise mixed use buildings being the predominant built form and use. New development will support the growth of a unique retail and dining destination, with a comfortable and vibrant pedestrian environment fronting onto a re-imagined Cooke Boulevard **flex street**, with active uses at the street level and increased emphasis on pedestrian and multi-modal movement. Development which fronts onto Cooke Boulevard **shall** include a ground floor retail and service commercial use. There is a requirement in this precinct specifically to require block planning for future development plans to offer more comprehensive planning.

6.4.3.1 Policies

- a) The following uses **may** be permitted within the Cooke Commons Precinct:
 - i. residential uses with the exception of single detached dwellings, semi-detached dwellings, and other stand-alone **ground-oriented dwellings**;
 - ii. office uses;
 - iii. retail and service commercial uses;
 - iv. hotel uses;
 - v. **entertainment uses** (on bottom two floors only).; and,
 - vi. **recreation uses** (on bottom two floors only).
- b) The minimum building height is six (6) storeys and the maximum building height **shall** not exceed nineteen (19) storeys. Immediately adjacent to Aldershot GO Central precinct, on the west side of Cooke Boulevard, the maximum building height **shall** not exceed nineteen (19) storeys. The maximum heights along the east side of Cooke Boulevard **shall** not exceed eleven (11) storeys.
- c) New **development shall** generally be comprised of **tall buildings** along the west side of Cooke Boulevard and **mid-rise buildings** along the east side of Cooke Boulevard transitioning to the low-rise residential neighbourhoods to the east of the Aldershot MTSA.
- d) A continuous streetwall height of 3 storeys **shall** be provided along both sides of Cooke Boulevard. Above the third storey, buildings **shall** be stepped back at minimum 3 metres.
- e) Cook Boulevard is proposed to be redesigned as a **flex street**.
- f) Development **shall** address the policies of **Subsection 3.3.3.2 Retail Streets** of this ASP.
- g) Where proposed development abuts a rear property line of a Residential – Low Density neighbourhood outside of the PMTSA boundary, considerations will be provided for:

- i. Minimum 7.5-metre setback from the Residential – Low Density neighbourhood property line.
- ii. The built form to fit within a 45-degree angular plane projected from the neighbourhood property line.

6.4.4 Emery Commons

The Emery Commons precinct is in a transitional area between the tower-concentrated Aldershot GO Central precinct and the Mid-Rise Residential and Aldershot Main Street precincts. This mixed-use precinct will accommodate a concentration of residential, retail, employment and commercial uses in buildings with varying heights contributing towards the creation of lively, vibrant and people-oriented places. Emery Commons is envisioned to be a new Community Hub for Aldershot MTSA which is envisioned to include a concentration of community services, amenities and facilities. There is a requirement in this precinct specifically to require block planning for future development plans to offer more comprehensive planning.

6.4.4.1 Policies

- a) The following uses **may** be permitted within the Emery Commons Precinct:
 - i. residential uses with the exception of single detached dwellings, semi-detached dwellings, and other stand-alone **ground-oriented dwellings**;
 - ii. stacked townhouses as an ancillary use in side or rear lots,
 - iii. **office** uses;
 - iv. retail and **service commercial** uses (on bottom two floors only);
 - v. hotel uses;
 - vi. **entertainment uses** (on bottom two floors only); and
 - vii. **recreation uses** (on bottom two floors only).
- b) The minimum building height is six (6) storeys and the maximum building height **shall** not exceed nineteen (19) storeys. Where stacked townhouses are proposed as part of a larger mixed use development, the minimum building height for the stacked townhouse buildings **shall** be three (3) storeys (not including rooftop **amenity**/outdoor areas).
- c) Notwithstanding the minimum heights contained in 6.4.4.1 b), where a stacked townhouses form is component of a larger mixed use development and are located the in the side or rear of a development where at least one non-residential use is also proposed, the part of the development that has the stacked towns can have a lower height.
- d) New **development shall** generally be comprised of **tall buildings** at the north end of the precinct closer to the Aldershot GO Central Precinct and Emery Avenue, and transition downwards to a **mid-rise** building form towards the south of the precinct,
- e) Community services and facilities **shall** be encouraged to be located within the Emery Commons Precinct and should be encouraged to be located in mixed use developments.

6.4.5 Mid-Rise Residential

The Mid-Rise Residential precinct will include a variety of low-rise and mid-rise building forms at the eastern and western edges of the Aldershot GO MTSA. This precinct is planned to support access to housing as well as retail, commercial, and employment opportunities in close proximity to the Aldershot GO Transit Station and allow for transitions to existing neighbourhoods beyond the MTSA boundary.

6.4.5.1 Policies

- a) The following use are permitted within the Mid-Rise Residential Precinct:
 - i. apartments;
 - ii. stacked townhouses;
 - iii. back-to-back townhouses;
 - iv. street townhouses that form the base of buildings;
 - v. **office** uses;
 - vi. retail and **service commercial** uses (on bottom two floors only); and,
 - vii. **recreation uses** (on bottom two floors only).
- b) The minimum building height is three (3) storeys and the maximum building height **shall** not exceed eleven (11) storeys.
- c) To ensure compatibility with adjacent residential areas, the Zoning By-law may establish maximum building heights lower than eleven (11) storeys taking into consideration factors including, but not limited to, sites that are small in size, have insufficient depth, are adjacent to areas designated Residential- Low Density, or front local streets.
- d) Development **shall** be required to address the policies of **Section 3.3.3.2** Retail Streets of the ASP.
- e) Where retail, service commercial or office uses at grade is not required, residential uses on the ground floor **shall** provide adequate public/private transition, through a minimum setback from the property line as set out in the zoning by-law.
- f) Where proposed development abuts a rear property line of a Residential – Low Density neighbourhood outside the PMTSA boundary, considerations will be provided for:
 - i. Minimum 7.5-metre setback from the Residential – Low Density neighbourhood property line.
 - ii. The built form to fit within a 45-degree angular plane projected from the neighbourhood property line.

6.5 Aldershot Corners Community Services and Facilities

The Aldershot Corners ASP presents a proactive approach to planning for a range of community services and facilities. Refer to **Figure 6.3** for mapping which highlights existing Community Services and Facilities. All precincts and land uses are permitted to contain community services and facilities, however the map also indicates where they may be optimally placed to coincide with potential future redevelopment.

6.5.1 Community Services and Facilities Policies

Each type of community service and facility has specific recommendations and service provision requirements. The Official Plan (2020) permits these service facilities broadly throughout the City. Aldershot Corners policies will continue to advance these policy directions to permit and support the provision of these public services and facilities as well as consider opportunities for partnership and alternative formats to provide these services throughout the MTSA.

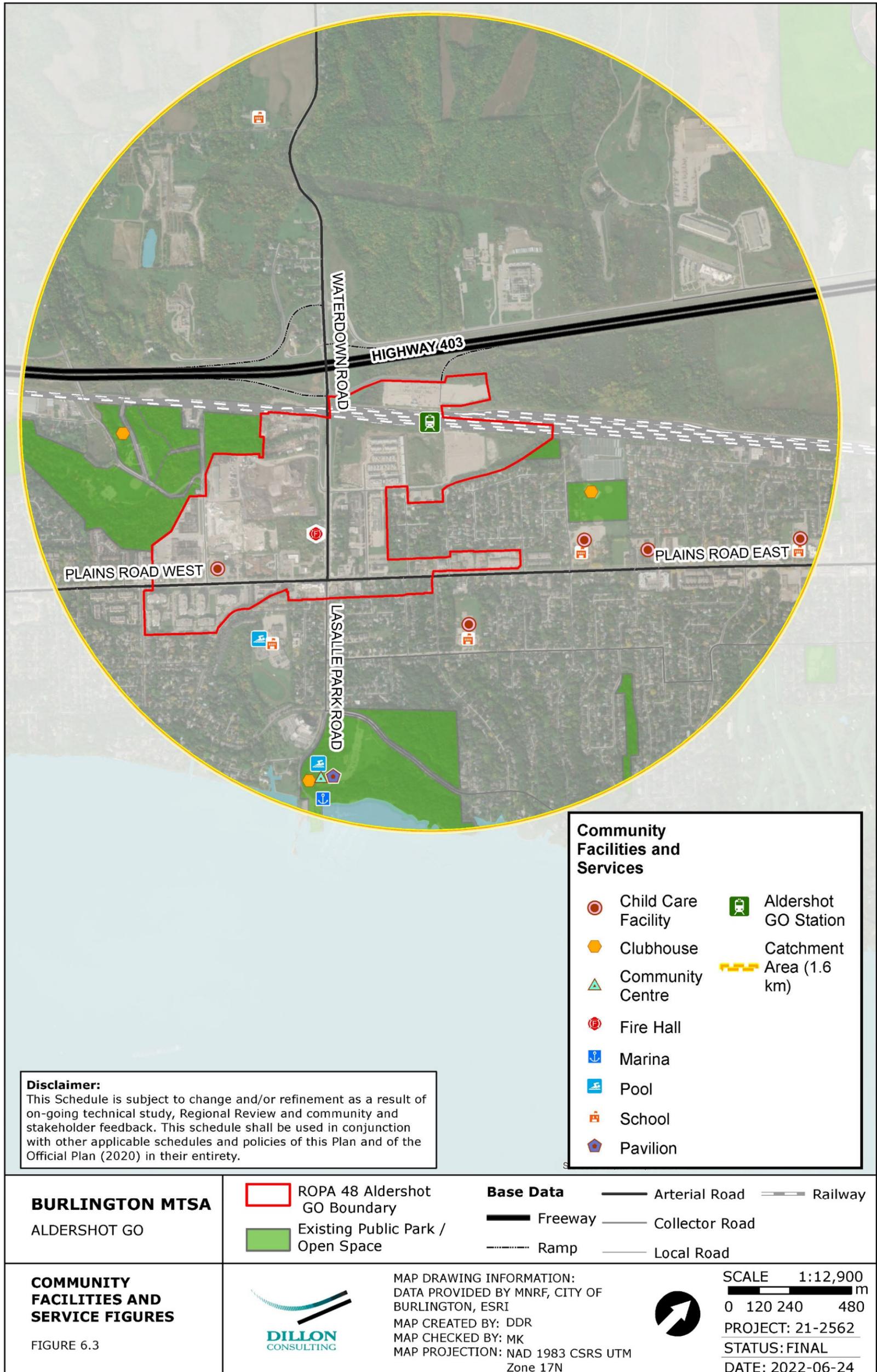
There is a need to consider alternative opportunities for delivering high quality, accessible, diverse, and convenient community facilities and services in an urban context recognizing the existing and evolving context in the MTSA and the surrounding areas, while not compromising the City's service standards and ability to deliver these amenities. These services will promote active living, community engagement and identity.

- a) **Figure 6.3** Describes the existing recreation, community and culture services and facilities in the catchment area. It is expected that any new locations will be refined during the Parks Provisioning Master Plan and the Parks, Recreation and Cultural Assets Master Plan.
- b) Linear parks should be considered where noted in **Figure 6.4** in order to provide enhanced connections between new and existing park spaces throughout the MTSA.
- c) The following Potential New Park locations identified in Aldershot Corners are shown conceptually and will be refined through the findings of the Parks Provisioning Master Plan, block planning and development review process. The following conceptual locations are communicated in **Figure 6.4**:
 - i. Three public parks/open spaces are proposed for the Mid-Rise Residential precinct, one on Howard Road, and two located at the north end of Masonry Court to complement the use of adjacent Hidden Valley Park and Grove Park.
 - ii. One public plaza located to the south of the southern transit station.
 - iii. One Linear Park in the Mid-Rise Residential Precinct along the north side of Masonry Court through precinct; east of St. Matthews Boulevard, the proposed Linear Park hugs the boundary leading into Grove Park. The Linear Park extends further to the west in Aldershot GO Central Precinct along the north side of Masonry Court through the Aldershot GO Central Precinct.

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- iv. One Linear Park located along the eastern side of Cooke Boulevard connecting Plains Road East to Masonry Court. This Linear Park runs through both the Cooke Commons and Aldershot Main Street Precinct.
 - v. One Linear Park located along the eastern side of Emery Avenue connecting Plains Road West north to the extension of Masonry Court. This Linear Park runs along Aldershot GO Central, Emery Commons and Aldershot Main Street Precinct.
 - vi. A new public park/open space connected to the Flex Street in Cooke Commons Precinct, working in concert to create a new focal point of the community.
 - vii. A new public park/ open space in Emery Commons Precinct, envisioned as an integral linkage with the future public facilities in the area and to act as a potential extension where appropriate;
 - viii. A new public park/ open space in the Aldershot GO Central Precinct, within the narrow parcel of land north of the watercourse, south of the South Service Road and east of Waterdown Road;
 - ix. A new public park/ open space in in the Aldershot GO Central Precinct, associated with the residential development north of Masonry and west of Cooke Boulevard extension;
 - x. One public plaza located at the corner of Cooke Boulevard and Plains Road East, it will help create a sense of place and arrival to Aldershot Corners;
- b) New parks and open spaces **shall** be designed in accordance with the policies of Section 3.3 of the Burlington Official Plan (2020) and the Subsection 3.3.4.2.3 under the overarching policies of this Study.

Figure 6.3 - Aldershot Corners – Community Services and Facilities



6.6 Aldershot Corners Public Realm Policies

The following sections outline the public realm improvements and streetscape directions for Aldershot Corners. The policies of this section are intended to complement and build on the urban design policies in the Official Plan (2020), relevant City of Burlington Urban Design Guidelines, and the overarching urban design directions provided in **Section 3.3.3** of this document. The planned public realm improvements for Aldershot Corners are depicted in **Figure 6.4** on a conceptual basis; it is expected that the City will refine this plan through future provisioning and master planning processes. The suggested public realm improvements are intended to enhance the attractiveness and functionality of the Aldershot Corners MTSA and include:

- Parks and Public Spaces;
- Streetscapes;
- Active Transportation; and,
- Appropriate Transitions.

6.6.1 General Policies

- a) The planned public realm improvements, including potential new parks and linear parks described in Section 6.5 of this ASP are depicted in **Figure 6.4** on a conceptual basis; it is expected that the City will refine this plan through future provisioning and master planning processes.
- b) All improvements to the public realm will be aligned with future redevelopments and planned reconstructions. Development applications will be expected to collaborate with the City and aim to align with the intent of this plan as appropriate deemed by the City.

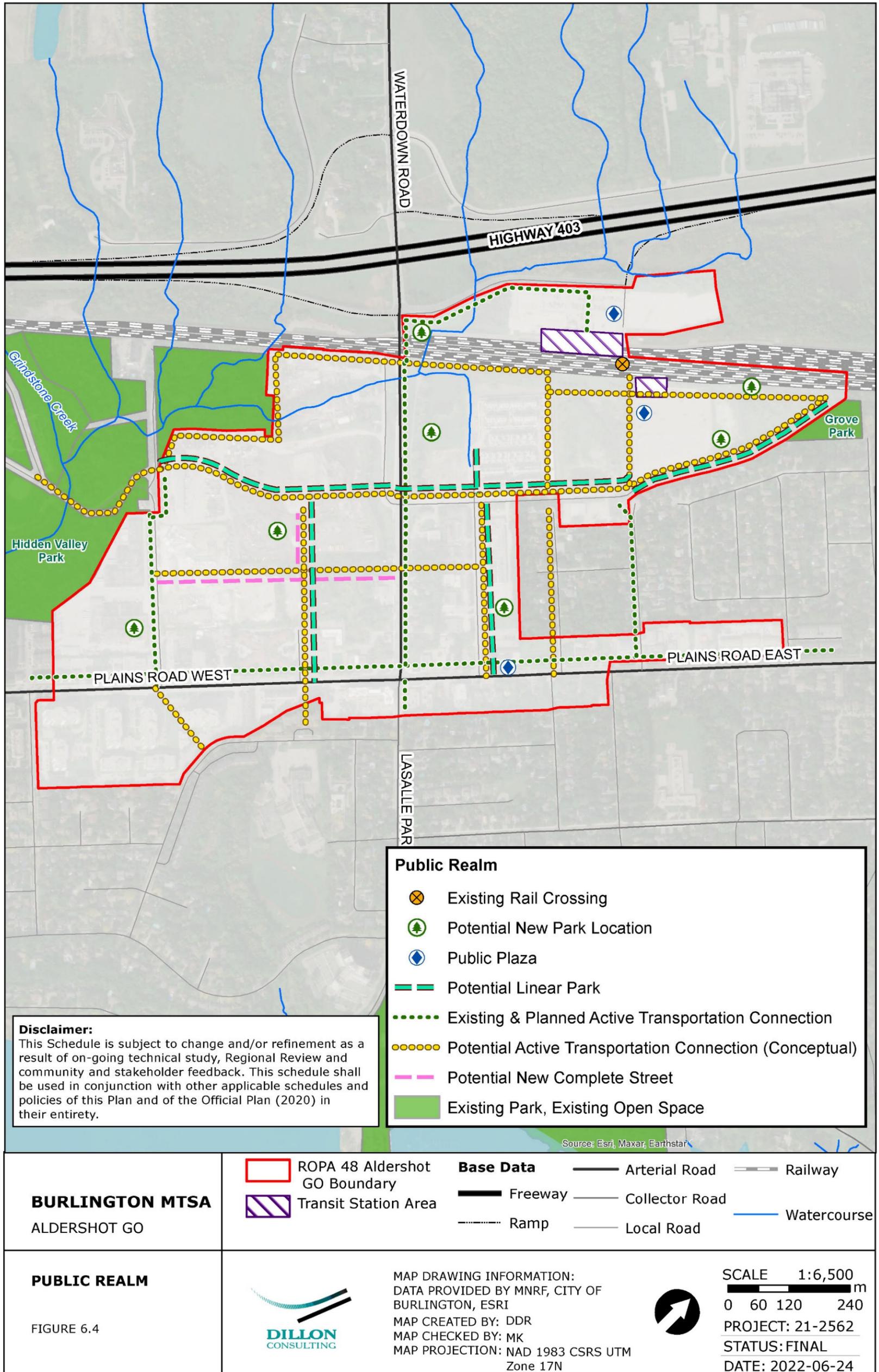
6.6.2 Streetscape Policies

- a) Waterdown Road plays an important role as a Frequent Transit Corridor and gateway into Aldershot Corners.
- b) In addition to the overarching streetscape improvement considerations described in Section 3.3.3.3 of this ASP, the following improvements specific to Aldershot Corners should be considered:
 - i. Streetscape considerations for Waterdown Road may include:
 - Formalized streetscape design and addition of gateway and entrance elements (such as iconic vertical features);
 - Tree planting and special landscaping should be developed along the corridor;
 - Provide wide sidewalks and convenient cycling infrastructure.
 - Appropriate new buildings setbacks from street curb to building face on the ground level, to provide adequate space for interaction between the private and public realms;
 - Consider locating stormwater retention facilities within the public realm such as bioswales and/or rain gardens;

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- Future development should provide a continuous streetwall to create a sense of enclosure.
 - Special design consideration should be made for the four corners at the Brant Street and Plains Road East intersection, by emphasizing landmark elements and public amenities to foster a sense of place and identity.
- a) Plains Road West provides an east-west connection to the surrounding areas. The street will accommodate pedestrian and cyclist movement while accommodating large vehicles for transportation of goods. Streetscape considerations include:
- i. Allowance should be considered for on-street parking where space permits.
 - ii. New buildings should provide adequate setbacks to allow adequate space for transitional elements between the public and private realms.
 - iii. Tree planting and special should be developed along the corridor.
 - iv. Provide wide sidewalks and convenient cycling infrastructure.
- b) All Potential New Streets and Proposed Roads are characterized as Complete Streets. **Figure 6.5** depicts where Potential New Streets are located within the MTSA. Potential New Streets should have regard for the policies in **Section 3.3.2**.
- c) New street and active transportation connections will be secured through the redevelopment process. The connections on **Figures 6.4** and **6.5** will inform new development applications and will be a condition of approval by the City.

Figure 6.4 – Aldershot Corners – Public Realm Improvements



6.7 Aldershot Corners Transportation & Infrastructure

The existing and planned Transportation network is depicted in **Figure 6.5** and is designed to accommodate a variety of modes scaled to the role and function for Aldershot Corners. The network and improvements should build on the City's and Region's planned improvements. See **Section 3.3.2** for overarching MTSA Transportation & Infrastructure policy directions.

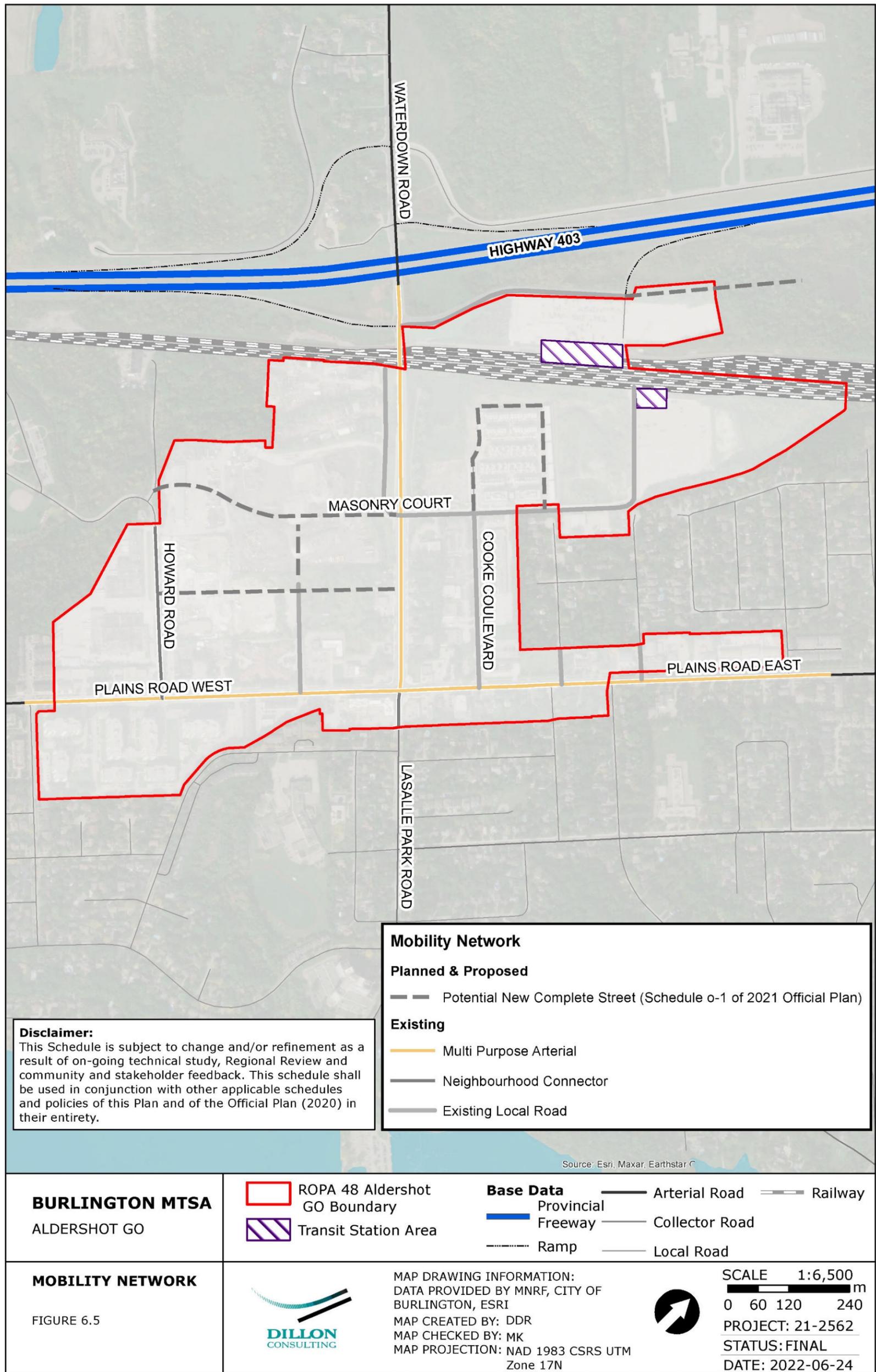
6.7.1 Recommended Policies

In addition to the overarching policies, there are considerations needed for laneways in the Aldershot Corners MTSA. Policy directions are discussed below:

6.7.1.1 Laneways

- a) Laneways should be considered in Aldershot GO, Emery Commons and the Mid-Rise Residential precincts in relation to new developments.
- b) Laneways should be used to provide a pedestrian and midblock connection into the interior of redevelopment sites as well as access to the required services and utilities for the buildings and uses in the development blocks.
- c) Laneways should be located to the middle or rear of developments, access points should provide adequate distance between intersections and existing driveways.

Figure 6.5 - Aldershot Corners – Mobility Network





7.0 Implementation

7.1 General Policies

The following represent the general implementation policies which are applicable to all MTSA ASPs:

- a) Approval of development applications **shall** be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks, and recreation facilities. These works **shall** be provided for in the appropriate development agreements. Phasing of the development, based on the completion of the external road works, may be required by the City.
- b) Approval of development applications **shall** also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer, and water supply facilities. These works **shall** be provided for in the appropriate development agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the City.
- c) All development within the MTSA **shall** be in accordance with the Urban Design and Sustainability policies of this Study as well as all other applicable policies and guidelines.

Implementation

Adjustments and further refinements may be considered at the development stage through submission of an Urban Design Brief which demonstrates how the objectives of the Urban Design and Sustainability policies are being achieved, to the satisfaction of the City.

- d) The ASP recognizes that comprehensive planning requires the equitable sharing amongst landowners of costs associated with the development of land. It is a policy of this Plan that prior to the approval of any development application, applicants/landowners **shall** have entered into appropriate cost sharing agreements which establish the means by which the costs (including Region of Halton costs) of developing the property are to be shared. The City may also require, as a condition of draft approval, that proof be provided to the City that landowners have met their obligations under the relevant cost sharing agreements prior to registration of a plan of subdivision.
- e) Prior to the approval of development applications within parts of, or the entire MTSA, studies, plans, and assessments **shall** be completed in accordance with City of Burlington Official Plan and Halton Region Official Plan policies and requirements.
- f) Every development application in an MTSA, as part of complete application and updated at the time of final approval, **shall** be accompanied by a planning justification report that **shall** include details regarding the following, if applicable:
 - i. How the development application helps to achieve the vision set out in the Area-Specific Plan.
 - ii. The **development** application area:
 - Net density by land use designation;
 - Number and type of units in conformity to the policies this Plan;
 - Total **development** application unit count; and,
 - Estimated population;
 - Amount/type of non-residential space and number of jobs; and,
 - How the application is implementing the housing policies of this Plan.
 - iii. How the application contributes to complete communities and the public realm improvement aspects of the Plan.
- g) The City may undertake further study and additional detailed planning for parks, community facilities and other public realm improvements in order to implement the policies of this Plan.
- h) Applications for development within the MTSA **shall** be subject to the policies of this Plan and the City's Official Plan (where applicable). Amendments to the zoning by-law **shall** be subject to policies of the Official Plan and **shall** require a planning justification report, along with any other supporting studies identified through the pre-consultation process.
- i) Development within the MTSA will take place in an orderly and logical manner. The City will work with all agencies, including but not limited to, the Region of Halton, Conservation Halton, the Province of Ontario, and neighbouring municipalities (as the

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case may be) to ensure that the policies of this plan are implemented in an orderly and logical manner.

- j) The City will work with the Region of Halton to ensure that the policies of this Plan are implemented, including any opportunities to implement the urban design and public realm improvements through any future Regional works.
- k) Where the City has an approved Community Benefit Charge Strategy and by-law in force and affect, the City may allow for additional height and density beyond the maximum heights/densities permitted in this Plan through a Zoning by-law Amendment. The Community Benefit Charge Strategy and associated by-law **shall** provide guidance for developments larger than five storeys and greater than 10 residential units.
- l) Upon completion of developments as a result of the ASPs, consideration should be given to developing a winter maintenance strategy that prioritizes public active transportation routes, linear parks with an active transportation function and flex streets.
- m) The City will develop checklists to assess the delivery of public service facilities in accordance with **Section 3.3.4.2** and 7.4 a) of this Study.

7.2 General Directions for Zoning

- a) The City **shall** update its Zoning by-law to implement the policies of this ASP.
- b) The Zoning by-law amendment **shall** implement appropriate aspects of urban design and site design, including the recommendations of any Urban Design Guidelines, which may apply to the following elements (but not limited to), minimum and maximum building heights, building setbacks, building step-backs, minimum tower separation distances, maximum podium floorplates, minimum landscaping requirements, frontage requirements, lot area requirements, aspects of sustainable design and other aspects of urban and site design.
- c) The Zoning by-law amendment **shall** include guidance for commercial space planning, taking into considerations differences in planned function and type. The by-law **shall** address minimum and maximum retail space permissions, minimum ground floor heights (in mixed use zones) and any other relevant aspects of commercial space design.
- d) The Zoning by-law amendment **shall** include any specific regulations to guide planning for employment uses, including guidance for **home occupations**, storage space, accessory uses and minimum/maximum amount of floorspace (as the case may be). The Zoning by-law amendment **shall** also provide guidance for phasing of Major Office/Employment uses in mixed use precincts.
- e) The Zoning by-law amendment **shall** include guidance for parking requirements, including alternative standards intended to limit the amount of parking so as to improve opportunities for transit supportive development and promote active transportation. The Zoning by-law **shall** also include guidance for implementing other Transportation Demand Management measures as required.

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- f) The Zoning by-law amendment **shall** include guidance for housing, including regulations intended to diversity housing types and unit sizes. The by-law may include guidance to implement Inclusionary Zoning, depending on the guidance from Council and the City's Housing Strategy.

7.3 Phasing and Financial Tools

The following list represents phasing and financial tools available to implement the MTSA ASPs:

- a) The City will include any growth-related infrastructure identified in this plan as part of the next Development Charges By-law update.
- b) The application of Parkland Dedication throughout the plan areas, will be a tool used by the City to ensure developments contribute to the enhancement of the public realm and spaces within the plan areas.

7.4 Monitoring Tools

- a) The City will prepare a monitoring program to track the implementation of the ASP and report on the progress of its implementation. The monitoring program should identify development statistics for residential intensification and the status of the various actions identified in this Plan (such as the infrastructure, public realm improvement projects, Community Facilities and Services).
- b) The Secondary Plan monitoring should be undertaken in conjunction with other monitoring activities described in the Secondary Plan chapter of the Official Plan.
- c) Upon the completion of developments as a result of the ASPs, The City, in partnership with Halton Region, will establish a program to monitor and report on the level of development in the ASP. The monitoring program will address:
 - i. Traffic volumes on key routes and intersections;
 - ii. Amount of existing and proposed floor space for zoning or site plan approvals that have been granted, status of development approvals, completions and occupancy;
 - iii. Travel characteristics and modal split (trends in volume and active transportation travel patterns);
 - iv. Population and employment generated by existing development and projected for approval but not yet occupied;
 - v. Evaluation of traffic volumes and transit ridership in relation to available capacity;
 - vi. The effectiveness of proposed Travel Demand Management strategies; and,
 - vii. Evaluation of existing and proposed Development Concept Reports to assist in identifying and planning transportation improvements or to assist in the regulating pace of development.

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In addition to monitoring development, the City **shall** undertake a review of this plan, and update it as necessary as required by the *Planning Act*.

7.5 Interpretation

The ASP has been developed in accordance with the policies of the City's Official Plan. Notwithstanding that intention, where there is a conflict between the principles, objectives, and/or policies of this Plan and the Official Plan, the principles, objectives, and/or policies of this ASP shall prevail, except in instances where a more up to date Official Plan policy has been implemented to address implementation of the Official Plan or provincial conformity, or any other applicable matter.