

Proposed DRAFT Official Plan Amendment No 2 with Proposed DRAFT Schedules**DRAFT OFFICIAL PLAN AMENDMENT
AMENDMENT NO. 2 TO THE OFFICIAL PLAN
OF THE BURLINGTON PLANNING AREA****CONSTITUTIONAL STATEMENT**

The Amendment contained in Part “B” of this document constitutes Amendment No. 2 to the Official Plan of the City of Burlington, 2020.

In accordance with Section 17(36.1.4) of the Planning Act, there is no appeal of the Protected Major Transit Area components of the Amendment.

PART A – PREAMBLE**1. PURPOSE OF THE AMENDMENT**

The purpose of this Official Plan Amendment is to revise certain elements the text and schedules of the Burlington Official Plan, 2020 to implement the findings of the Major Transit Station Areas (MTSA) Area Specific Planning Project for the Downtown Burlington UGC/Burlington GO MTSA, Aldershot GO MTSA and the Appleby GO MTSA. As it relates to the elements identified under Section 16(16) of the Planning Act for Protected Major Transit Station Areas, these stations are identified as Protected Major Transit Station Areas.

The effect of the proposed Amendment is to replace policies from the approved but under appeal Burlington Official Plan, 2020 to:

- Establish a planning vision for the MTSA's to evolve into three distinct and complete communities by accommodating intensification population and employment growth in a mix of uses to 2051 and beyond.
- Update the policies and schedules to identify the Burlington, Aldershot and Appleby GO Major Transit Station Areas as Protected MTSA's and including all associated policy requirements, and as Strategic Growth Areas within the City's Official Plan in accordance with the Regional Official Plan.
- Establish the policy framework for the Protected MTSA's for land use, urban design and public realm, parks and open space, transportation and infrastructure servicing and land use compatibility.
- Provide implementation direction and enabling Community Planning Permit policies to allow for the implementation of a Community Planning Permit System By-law for the Protected MTSA's.

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2. SITE AND LOCATION

Burlington Urban Growth Centre/Burlington GO Major Transit Station Area

The proposed amendment pertains to the lands within an approximate 800m radius of the Burlington GO Station, including Brant Street south to Ghent Avenue and north to Leighland Drive identified in Attachment 1, within the Burlington Urban Growth Centre/Burlington GO Major Transit Station Area.

Aldershot GO Major Transit Station Area

The proposed amendment pertains to the lands within an approximate 800m radius of the Aldershot GO Station, south of Alayne Bryk Way and north of (and including Plains Road East and West, East of Hidden Valley Park and west of Grove Park identified in Attachment 2, within the Aldershot GO Major Transit Station Area.

Appleby GO Major Transit Station Area

The proposed amendment pertains to the lands within an approximate 800m radius of the Appleby GO Station, south of the Queen Elizabeth Way and north of the Centennial Multi-Use Trail, west of Sherwood Forest Park and generally east of Inverary Road identified in Attachment 3, within the Appleby GO Major Transit Station Area.

3. BASIS FOR THE AMENDMENT

On November 30, 2020, the Burlington Official Plan, 2020 was approved by Halton Region. The Plan outlines the community's vision for growth through an Urban Structure and Growth Framework which establishes a hierarchy of land uses to accommodate growth within a set urban boundary. Within the vision, Major Transit Station Areas, the lands around the City's three GO stations are priority locations for the accommodation of transit supportive, mixed use intensification.

The majority of the Burlington Official Plan, 2020, including policies relating to MTSAs, is subject to appeal and therefore not yet in effect. Any parts of the Plan that were not appealed came into effect on Dec. 22, 2020- the day after the end of the appeal period. A Decision issued by the Ontario Land Tribunal (OLT) on January 4, 2023 confirmed which portions are in effect, meaning the Plan may be amended in accordance with the Planning Act.

The City's current approach to advancing the appealed portions of the Burlington Official Plan, 2020, while also addressing the ongoing changes to Ontario's land use planning framework, is outlined in report [PL-25-42: Burlington Official Plan, 2020 Targeted](#)

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[Realignment Exercise – Initial Work Plan](#). The work plan identifies a role for both modifications (through the OLT process) and amendments (through a City-initiated statutory process) to address the whole range of changes to the planning framework that was in place at the time of Regional approval of the Official Plan.

While changes to appealed policies typically proceed by way of modification, in some limited and specific circumstances, amendments may also be brought forward to replace policies that are not yet in effect, such as the Major Transit Station Area policies. In this context, the City is effectively ‘withdrawing’ the appealed policies and proposing new policies that are in alignment with the updated Regional and Provincial planning framework. These amendments will follow the standard Planning Act process and any appeals to the new policies would be expected to be consolidated with the existing appeals to the Burlington Official Plan, 2020, where appropriate.

On November 11, 2021, the Minister of Municipal Affairs and Housing approved Regional Official Plan Amendment 48 (ROPA 48) with minor modifications bringing the amendment into full effect. The boundaries of the Major Transit Station Areas (MTSAs) and the identification of the minimum density targets were confirmed through the Region of Halton’s municipal comprehensive review in conformity to the Province’s Growth Plan through Regional Official Plan Amendment No. 48 (ROPA 48). ROPA 48 also established in the Upper-tier plan direction under provisions 16(16) of the Planning Act that the City’s MTSAs are identified as Protected Major Transit Station Areas (PMTSAs). In accordance with the Planning Act, the Protected Major Transit Station Area policy framework must be implemented through the City’s Official Plan. ROPA 48 implemented a Regional Urban Structure hierarchy of Strategic Growth Areas (SGAs) and other non-discretionary elements to achieve conformity to the Provincial Growth Plan. In addition to items related to the regional urban structure, including employment conversions and identification of regional nodes as strategic growth areas, ROPA 48 implements the following for the City of Burlington:

- Confirms the boundaries of Burlington’s Urban Growth Centre.
- Implements the boundaries for all Major Transit Station Areas, sets minimum density targets and policy changes to conform to the Growth Plan, 2019 and implements a policy framework that identifies the stations as Protected MTSAs to meet the legislative requirements under Section 16(16) of the Planning Act.
- Directs local municipalities to complete area specific plans for Strategic Growth Areas – including MTSAs.

Since the approval of the Burlington Official Plan, 2020, there have been a number of changes to the Regional and Provincial planning policy framework. These changes have necessitated in a "Targeted Re-alignment" exercise for the Burlington Official Plan, 2020 to ensure consistency with/conformity to the updated policy framework. The policies in this amendment are consistent with or in conformity to the in effect Provincial plans and

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policies at the time of adoption and will be subject to change as the Ontario planning policy and regulatory landscape continues to evolve.

This Official Plan Amendment is one of the first elements of the Targeted Re-alignment exercise to advance Council's priority of establishing a policy framework and implementing Community Planning Permit System to establish the MTSA's as complete communities where the significant majority of the City's population and employment growth will be accommodated to 2051 and beyond.

The MTSA Area Specific Planning project began in 2016 as the Mobility Hubs Study. The purpose of the project was to develop area specific plans, supported by technical studies to guide growth and investment around the City's GO Stations. Following a pause in early 2019 to allow the City to address other planning priorities, the process was re-initiated in September 2021 as the MTSA Area Specific Planning project (reflective of a change in Provincial terminology). On July 5, 2022, staff presented the MTSA ASP Planning study process from January to July 2022 and the findings of the MTSA ASP Planning Study Final Report. Through report PL-10-22, Council directed staff to use the MTSA ASP Planning Study Final Report to prepare a draft amendment to the Burlington Official Plan, 2020. Through this project, the City has developed policy recommendations to guide the transformation of the MTSA's into transit oriented, mixed-use, and complete communities which will support future growth being directed to the City.

On March 28, 2023, through Report ES-02-23 which delivered the Parks Provisioning Master Plan, Council approved a recommendation directing the Community Planning Department to conduct an exploration of a Community Planning Permit System in our MTSA's. A Community Planning Permit System (CPPS) is a land use planning tool available under The Planning Act that combines Zoning By-law Regulations/Amendments, Minor Variance and Site Plan applications into one single application and approval process. The CPPS is administered through a Community Planning Permit By-law and replaces a traditional Zoning By-law for the area where the system applies. The Official Plan, 2020 contains policies which permit the use of a CPPS in the city and establishes the process to which more detailed enabling policies would be created to implement a CPPS.

On June 27, 2023, through report PL-40-23: MTSA Update and Community Planning Permit Exploration, staff provided an update on the MTSA planning project from June 2022 to June 2023 and provided an overview of the Community Planning Permit System tool and its benefits to streamlining the development of these intensification areas. Report PL-40-23 directed staff to prepare a draft Community Planning Permit By-law to align and support the implementation of the MTSA Official Plan policies. To implement a Community Planning Permit By-law, detailed enabling Official Plan policies are required. The requirements for a Community Planning Permit are identified in Ontario Regulation 173/16 of The Planning Act.

PL-59-23, Statutory Public Meeting: MTSA OPA and CPP By-law presents the draft CPP By-law as the companion to this Amendment.

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The policies of this amendment will replace the policies in subsection 8.1.2 of the Burlington Official Plan, 2020 and modifies Sections 2.2.3 d) iv) and 2.3.1 h) and i). These policies were developed at a time when the Region of Halton's Municipal Comprehensive Review was still underway and a Regional policy framework for MTSAs had not yet been developed. The policies of the Burlington Official Plan, 2020 were designed to provide interim direction and to communicate a high-level local vision, based on the work completed through the former Mobility Hubs Study and other projects. Since this time, the Regional policy framework for MTSAs has been established through the approval of ROPA 48, which is also reflective of post-2020 changes to Provincial policies concerning MTSAs. In addition, a detailed local vision has been developed through the City's MTSA Area-Specific Planning project, supported by various technical studies that are reflective of current conditions. Given the complexity of the ongoing appeal process, as well as the other elements of the Targeted Realignment exercise, this amendment is limited to the core enabling policies required to advance the MTSAs in accordance with the City's growth priorities. Additional revisions that may be required, such as updating terminology and cross-references in other sections of the Plan, implementing further changes to Provincial policy, or incorporating future decisions of the OLT, will be addressed throughout the other processes as outlined in PL-25-42.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

1.1 Text Change:

The amendment includes the changes to the text of the Burlington Official Plan, 2020 as described in the following table, and as provided in Attachment 4:

In the "Description of Change" column, text that is underlined is new text to be inserted into the Burlington Official Plan, 2020 by way of changes to the approved or under appeal policies not in effect. Text that is crossed out ("~~strikethrough~~") is to be deleted from the under-appeal policies not in effect.

Item No.	Section	Description of Change
1	2.2.3 d) iv)	Modify Section 2.2.3 d) iv) as follows: The final delineation of Major Transit Station Areas (MTSAs) boundaries and minimum density targets will be established by the Region of Halton through the municipal comprehensive review in keeping with the policies of the

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		<p><u>Provincial Growth Plan. The boundaries of the Major Transit Station Areas are depicted in the Regional Official Plan and this Plan. These boundaries identify the area around an existing higher order transit station as a Protected Major Transit Station Area in accordance with The Planning Act. The boundaries and minimum density targets of the Protected Major Transit Station Area are identified through Section 8.1.2.</u></p>
2	2.3.1 h)	<p>Modify Section 2.3.1 h) as follows:</p> <p><i>Major Transit Station Areas (MTSAs) are an important component of the City’s Urban Planning Area, and are intended to serve as city-wide destinations and focal points for the provision of transit. MTSAs will exhibit a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. Located in key areas served by the regional and local transit networks, MTSAs are focal points for higher intensity and mixed-use, transit supportive development that will accommodate a significant share of the City’s future population and employment growth. It is anticipated that the majority of growth within the City’s four MTSAs will occur in the three MTSAs located along higher order transit routes and with planned frequent transit service by way of Regional Express Rail.</i></p> <p>In keeping with the policies of the Provincial Growth Plan, the final delineation of the MTSA boundaries and the identification of minimum density targets, will be established by the Region of Halton through the municipal comprehensive review and will be implemented through a future Official Plan Amendment.</p>
3	2.3.1 i)	<p>Modify Section 2.3.1 I) as follows:</p> <p>In Burlington there are three <i>Protected Major Transit Station Areas</i> MTSA Special Planning Areas identified by the City and the Region around the <u>Downtown Burlington Urban Growth Centre/Burlington GO, Aldershot GO and Appleby GO Stations</u>. All three areas are major transit station areas. In this Plan, the three MTSAs Special Planning Areas are identified as areas that will be subject to further detailed area-specific planning. The boundaries of the major transit station areas and assignment of growth targets will be confirmed through the Region of Halton’s municipal</p>

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		comprehensive review in conformity to the Provincial Growth Plan.
4	8.1.1(3.8) Upper Brant Precinct	Delete Section 8.1.1(3.8) in its entirety.
5	8.1.2 Major Transit Station Areas	Delete Section 8.1.2 Major Transit Station Area in its entirety and replace with the new policies as shown in Attachment 4 .
6	12.1.14 Community Planning Permit Systems	<p>Insert a new subsection 12.1.14(3) as follows:</p> <p>12.1.14 (3) Community Planning Permit System</p> <p><i>A Community Planning Permit System is a land use planning tool available to municipalities in Ontario through <u>The Planning Act</u>. The tool can be implemented for an entire municipality or for a specific area. Once implemented, the Zoning By-law for the identified area is replaced with a Community Planning Permit By-law.</i></p> <p><i>A Community Planning Permit By-law combines Zoning By-law Amendments, minor variance, and site plan approval processes into a single application and approval process. The By-law may also identify <i>development</i> rules and requirements usually covered under separate processes, such as vegetation removal, and allow discretionary uses, conditional approvals, and variations. Doing so provides staff and Council with flexibility in approving <i>development</i> applications that meet the growth objectives of the Permit Area while streamlining the <i>development</i> approvals process. It also provides the public and developers with more certainty on the type of <i>development</i> permitted within an area under a <i>Community Planning Permit System</i>.</i></p>

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		<p>a) The City will adopt a Community Planning Permit By-law to implement the Major Transit Station Area policies of this Plan.</p> <p>b) The following areas are designated <i>Community Planning Permit Areas</i>, as shown on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area, and Schedule H: Land Use- Appleby GO Major Transit Station Area :</p> <ul style="list-style-type: none">i. Downtown Burlington Urban Growth Centre/Burlington GO <i>Major Transit Station Area</i>;ii. Aldershot GO <i>Major Transit Station Area</i>; andiii. Appleby GO <i>Major Transit Station Area</i>. <p>The <i>City's</i> Zoning By-law and Site Plan Control By-law <i>shall</i> not apply within areas where a Community Planning Permit By-law has been enacted.</p> <p>c) Pursuant to the provisions of <u>The Planning Act</u>, a Community Planning Permit By-law <i>shall</i>:</p> <ul style="list-style-type: none">i. Contain a description of the area to which the by-law applies, which must be within the boundaries of the Community Planning Permit Area identified in the Official Plan;ii. Set out and define permitted and discretionary uses;iii. Set out a list of minimum and maximum <i>development</i> standards;iv. Set out any internal review procedures for community planning permit decisions;v. Describe notification procedures for community planning permit decisions;vi. Set out criteria for determining whether a proposed use or <i>development</i> is permitted;vii. Describe the process for amending community planning permits, community planning permit agreements and pre-existing Site Plan agreements;
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		<ul style="list-style-type: none"> viii. Outline any conditions of approval that <i>may</i> be imposed; ix. Set out the scope of delegated authority, including any limitations; and x. Include exemptions for any class of <i>development</i> or use of land from the complete information and material requirements for applications under a Community Planning Permit By-law. <p>d) Pre-consultation with the <i>City</i> and other affected agencies, as outlined in this Plan and in the Community Planning Permit By-law, <i>shall</i> occur prior to the submission of a community planning permit application.</p> <p>e) For a Community Planning Permit application to be deemed complete, the <i>City</i> will require the provision of additional supporting information or material required to allow full consideration of the application, as outlined in this Plan and in the Community Planning Permit By-law. The scope of the information or material required for each application <i>shall</i> be determined as part of the pre-consultation process.</p> <p>f) If a Community Planning Permit By-law is enacted, the use and <i>development</i> of land within the <i>Community Planning Permit Area</i> must comply with the permitted uses, standards and criteria set out in the Community Planning Permit By-law as demonstrated by the issuance of a Community Planning Permit, unless the proposed use or <i>development</i> is exempted from a permit as indicated in the Community Planning Permit By-law. In the context of a Community Planning Permit By-law, <i>development</i> is defined in accordance with <i>O.Reg 173/16</i> under <u>The Planning Act</u> and includes site alteration, including but not limited to: alteration of the grade of land, placing or dumping fill, or the removal of vegetation. The removal of vegetation defined as a tree <i>shall</i> not require a Community</p>
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		<p>Planning Permit and is subject to the City's Public and Private Tree By-law as amended.</p> <p>g) The criteria for determining whether a <i>development</i>, use of land, discretionary use or variation to the By-law provisions <i>may</i> be permitted and <i>shall</i> be set out in the Community Planning Permit By-law and <i>shall</i> include demonstration of the following to the satisfaction of the City:</p> <ul style="list-style-type: none">i. The proposed <i>development</i> implements the Guiding Principles of the Community Planning Permit By-law;ii. The proposed <i>development</i> implements the complete community requirements and maintains the general intent of the Burlington Official Plan;iii. The proposed <i>development</i> does not result in significant off-site impacts, or any potential significant off-site impacts can be mitigated to the satisfaction of the <i>City</i>;iv. The proposed <i>development</i> demonstrates consideration for provincial, regional and municipal guidelines and regard for technical studies; and,v. The proposed <i>development</i> is consistent with provincial policy, regulations and standards, as amended. <p>h) The Community Planning Permit By-law establishes permitted uses, listed discretionary uses subject to criteria identified in the By-law and <i>may</i> also allow, as a discretionary use, any use not specifically listed as a permitted use, provided that the proposed use is similar to and compatible with the uses permitted under the By-law, would have no negative impact on adjoining properties, and would maintain the intent, objectives and policies of this Plan and the criteria set out in the Community Planning Permit By-law.</p>
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		<p>i) The Community Planning Permit By-law <i>may</i> outline provisions for issuing a Community Planning Permit for the extension or enlargement of a non-conforming use, building or structure as a discretionary use, provided the proposal conforms with the intent, objectives, and policies of this Plan and the criteria set out in the Community Planning Permit By-law.</p> <p>j) Where existing Site Plan Agreements are already registered on a property, those agreements <i>may</i> be amended as long as such amendments comply with the applicable provisions of the Community Planning Permit By-law.</p> <p>k) The Community Planning Permit By-law <i>may</i> allow for variations to a development standard as specified in the Community Planning Permit By-law.</p> <p>l) Any proposal for a use which is not listed as a permitted or discretionary use subject to criteria in the Community Planning Permit By-law, or which exceeds the limit of variation permitted in the Community Planning Permit By-law, <i>shall</i> require an amendment to the Community Planning Permit By-law. An application to amend a Community Planning Permit By-law <i>shall</i> be supported by a comprehensive planning rationale, details of public engagement, and applicable supporting studies and conformity to the Burlington Official Plan. The scope of the information or material required for the amendment <i>shall</i> be determined as part of the pre-consultation process.</p> <p>m) Where a Community Planning Permit By-law has been enacted, Council <i>may</i> delegate to staff, a Committee, or a body appointed by Council the approval or issuance of Community Planning Permits. Limits on and criteria for such delegation <i>shall</i> be established in the Community Planning Permit By-law.</p> <p>n) A Community Planning Permit will not be required for the following:</p>
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		<ul style="list-style-type: none"> i. Any <i>development</i> that has a Plan approved through prior Site Plan Control and/or existing Site Plan Agreements. Such <i>developments</i> may proceed in accordance with the approved Site Plan. ii. Any use or <i>development</i> explicitly exempt within the Community Planning Permit By-law. iii. The placement of a portable classroom on a school site of a district school board, if the school site was in existence on January 1, 2007 subject to Section 8.1.2(7.1) of this Plan. <p>o) Upon consideration of a complete Community Planning Permit Application, the <i>City may</i>:</p> <ul style="list-style-type: none"> i. Approve the application and issue a Community Planning Permit with no conditions; ii. Approve the application and issue a Community Planning Permit with conditions attached as outlined in the By-law; iii. Approve the application subject to conditions being met before the issuance of a Community Planner Permit (Provisional Approval); iv. Approve the application subject to the conditions being met before the issuance of the Community Planning Permit (Conditions Attached to Approval and Provisional Approval) and with conditions as outlined in the By-law; or v. Refuse to approve the application. <p>p) The Community Planning Permit By-law <i>may</i> include policies related to the requirement of specified facilities, services or matters in exchange for a specified density or height of development or increases in density or height where there is a maximum height as regulated in the Community Planning Permit By-law, in accordance with <u>The Planning Act</u>. The By-law <i>may</i> establish a proportional relationship between the quantity or monetary value of the facilities, services and matters</p>
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		<p>that may be required and the height or density of development that <i>may</i> be allowed.</p> <p>q) In addition to Section 12.1.14 (3) p) of this Plan, a Community Planning Permit By-law <i>may</i> identify other specified facilities, services or matters as part of issuing a Community Planning Permit to achieve <i>Protected Major Transit Station Area</i> objectives, provided the proposal conforms with the intent, objectives, and policies of this Plan and the criteria established within the Community Planning Permit By-law.</p> <p>r) A Community Benefits Charge and By-law <i>shall</i> not apply in an area where a Community Planning Permit System is in effect, in accordance with <u>The Planning Act</u>.</p>
7	Part VIII, Definitions	<p>By adding the following new Definition under Part VIII, Definitions:</p> <p><u>Community Planning Permit Area- An area within a municipality that is subject to the regulations and provisions of a Community Planning Permit System By-law as adopted by Council.</u></p>
8	Part VIII, Definitions	<p>By adding the following new Definition under Part VIII, Definitions:</p> <p><u>Community Planning Permit System – a land use planning tool under The Planning Act that combines the Zoning By-law, Site Plan Control and Minor Variance approvals into a single permit application and approval process. The <i>Community Planning Permit System</i> establishes regulations, permitted uses, standards, and criteria for variations for <i>development</i> within a <i>Community Planning Permit Area</i>.</u></p>
9	Part VIII, Definitions	<p>By modifying the following definitions under Part VIII, Definitions:</p> <p><u>Development - Within areas designated Community Planning Permit System, Development means:</u></p> <ul style="list-style-type: none"> o <u>a change of use of land,</u> o <u>the construction, erection or placing of one or more buildings or structures on land,</u>

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		<ul style="list-style-type: none"> ○ <u>the making of an addition or alteration to a building or structure that has the effect of substantially increasing its size or usability,</u> ○ <u>the laying out and establishment of,</u> ○ <u>a commercial parking lot,</u> ○ <u>sites for the location of three or more mobile homes as defined in subsection 46 (1) of the <i>Planning Act</i>,</u> ○ <u>sites for the construction, erection or location of three or more land lease community homes as defined in subsection 46 (1) of the <i>Planning Act</i>, or</u> ○ <u>sites for the location of three or more trailers as defined in subsection 164 (4) of the <i>Municipal Act, 2001</i>,</u> ○ <u>site alteration, including but not limited to:</u> <ul style="list-style-type: none"> ○ <u>alteration of the grade of land, and</u> ○ <u>placing or dumping fill, or</u> ○ <u>the removal of vegetation.</u> <p>In all other cases, Development means-</p> <p>The creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under The Planning Act, but does not include:</p> <ol style="list-style-type: none"> 1. activities that create or maintain infrastructure authorized under an environmental assessment process; or 2. works subject to The Drainage Act.
10	Part VIII, Definitions	<p>By modifying the following definitions under Part VIII, Definitions:</p> <p>Development Application – Formal request to the City of Burlington and/or Region of Halton, for an Official Plan amendment, zoning by-law amendment, site plan approval, land conveyance, minor variance approval, plan of subdivision, plan of condominium, part-lot control application, <u>community planning permit application</u>, Niagara Escarpment development permit application, or Parkway Belt regulation application.</p>
11	Part VIII, Definitions	<p>By adding the following new Definition under Part VIII, Definitions:</p>

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		<p><u>Linear Park and Greenway – an active transportation corridor and connection between open spaces and community facilities and are either manicured (Linear Park) or more natural (Greenway) that provide connections in the area to support the larger objective of seamless connectivity through the public realm.</u></p>
12	Part VIII, Definitions	<p>By modifying the following definition under Part VIII, Definitions:</p> <p>Major Transit Station Area (MTSA) – The area including and around any existing or planned <i>higher order transit</i> station, or stop within a <i>settlement area</i>; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate five hundred (500) m to eight hundred (800) m radius of a transit station, representing about a ten (10) minute walk. In keeping with the policies of the Provincial Growth Plan, the final delineation of the Major Transit Station Area boundaries and the identification of minimum density targets, will be established by the Region of Halton through the municipal comprehensive review and will be implemented through a future Official Plan Amendment. The City's MTSA's are identified as <i>Protected Major Transit Station Areas</i> in accordance with The Planning Act and the Regional Official Plan.</p>
13	Part VIII, Definitions	<p>By adding the following new Definition under Part VIII, Definitions:</p> <p><u>Place of Assembly- Means a building or part of a building used to accommodate the gathering of people for events such as trade shows, banquets, conferences, conventions, meetings, seminars, workshops or other similar events and may include accessory food preparation.</u></p>
14	Part VIII, Definitions	<p>By adding the following new Definition under Part VIII, Definitions:</p> <p><u>Protected Major Transit Station Area – a Major Transit Station Area delineated and assigned a minimum density target in accordance with Section 16(16) of the Planning Act.</u></p>

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15	Chapter 14 List of Tables	Insert new Table 3- Classification of MTSA Transportation Facilities as shown in Attachment 6
16	Chapter 14 – List of Tables	Insert new Table 4- Major Transit Station Area Public Right-of-Way widths as shown in Attachment 7
This section is provided for reference purposes only and does not form part of the Official Plan.		
17	Appendices	UNDER DEVELOPMENT: Attachment 8 Figures 1,2 and 3 are presented to form the basis for future updates to relevant appendices showing CH Regulated area and components thereof (Appendix E: Conservation Halton Approximate Regulation Limit Mapping)

1.2 Map Changes:

The following schedules in Attachment 5 to OPA 2 are hereby added to the Official Plan as follows:

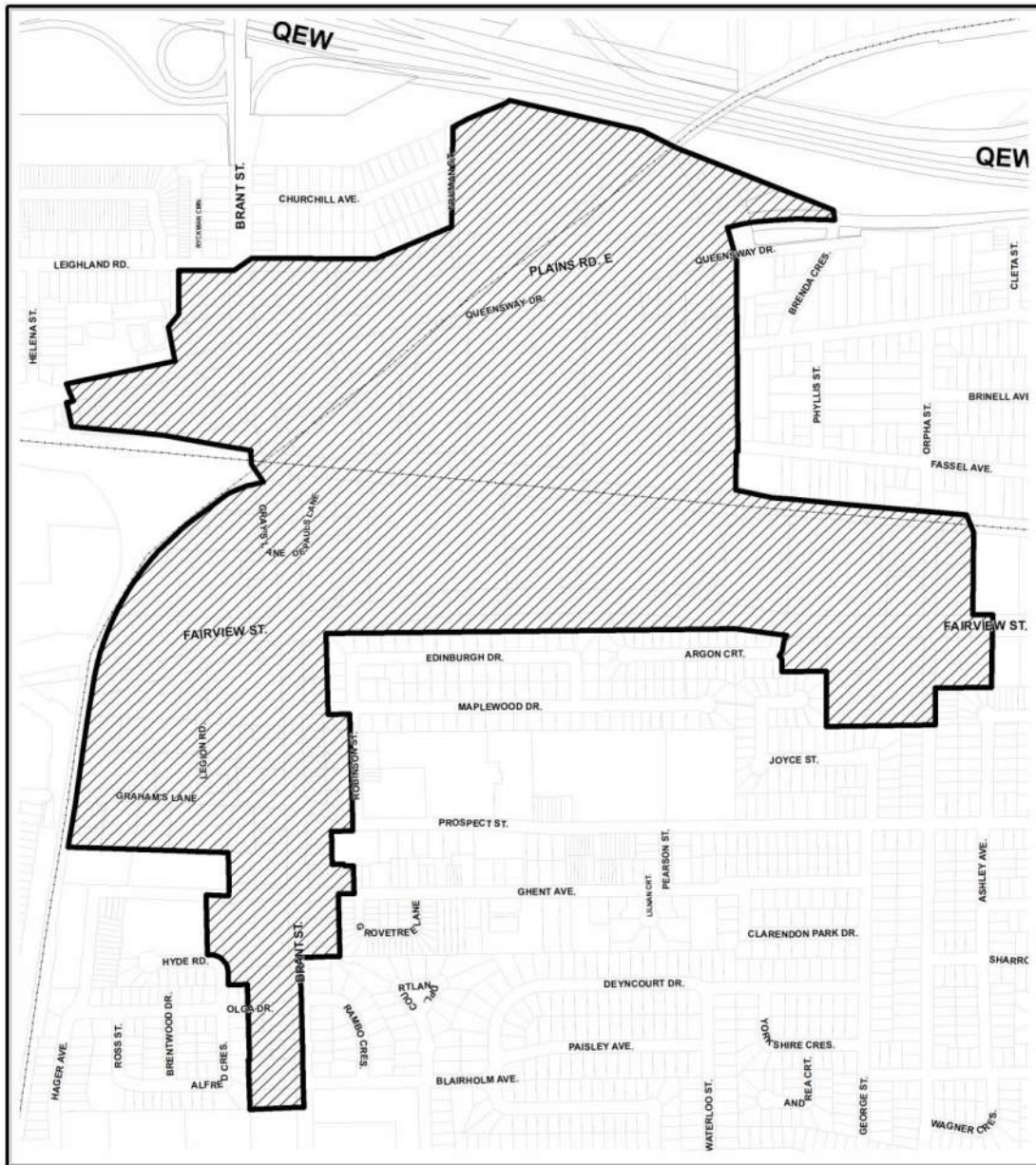
Item No.	Section	Description of Change
18	Schedules	Insert new schedule as follows: Schedule F: Land Use – Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area
19	Schedules	Insert new schedule as follows: Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network
20	Schedules	Insert new schedule as follows: Schedule F-2: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Activated Street
21	Schedules	Insert new schedule as follows: Schedule F-3: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Tertiary Planning Areas

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22	Schedules	<p>Insert new schedule as follows:</p> <p>Schedule G: Land Use- Aldershot GO Major Transit Station Area</p>
23	Schedules	<p>Insert new schedule as follows:</p> <p>Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network</p>
24	Schedules	<p>Insert new schedule as follows:</p> <p>Schedule G-2: Aldershot GO Major Transit Station Area Activated Streets</p>
25	Schedules	<p>Insert new schedule as follows:</p> <p>Schedule G-4: Aldershot GO Major Transit Station Area Tertiary Planning Areas</p>
26	Schedules	<p>Insert new schedule as follows:</p> <p>Schedule H: Land Use- Appleby GO Major Transit Station Area</p>
27	Schedules	<p>Insert new schedule as follows:</p> <p>Schedule H-1: Appleby GO Major Transit Station Area Transportation Network.</p>
28	Schedules	<p>Insert new schedule as follows:</p> <p>Schedule H-2: Appleby GO Major Transit Station Area Activated Streets</p>
29	Schedules	<p>Insert new schedule as follows:</p> <p>Schedule H-3: Appleby GO Major Transit Station Area Tertiary Planning Areas.</p>

Attachment 1 to OPA 2- Subject Lands

Downtown Burlington UGC/Burlington GO MTSA



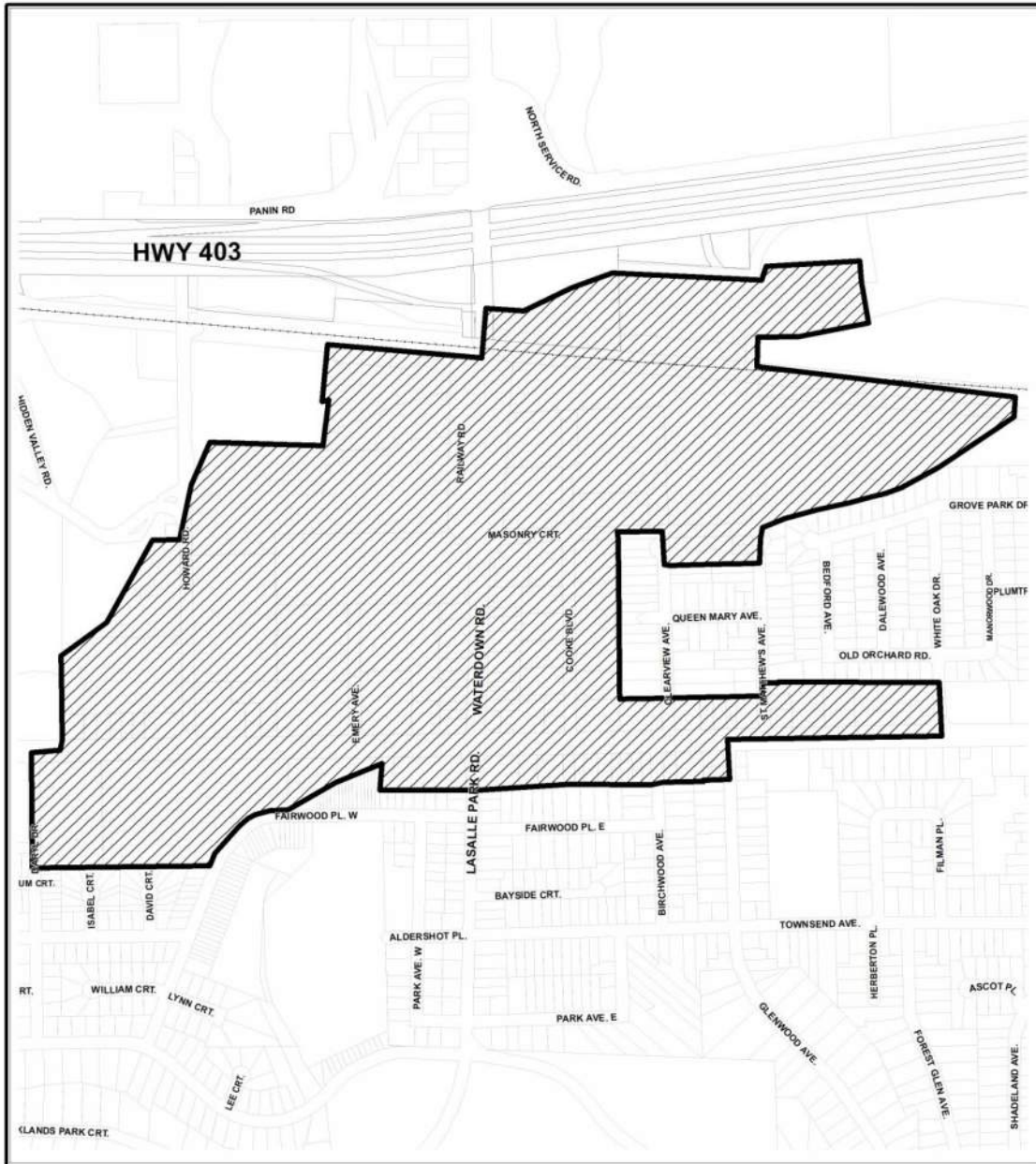
 Downtown Burlington UGC/Burlington GO MTSA



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Attachment 2 to OPA 2- Subject Lands

Aldershot GO MTSA



 Aldershot GO MTSA




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Attachment 3 to OPA 2- Subject Lands

Appleby GO MTSA



 Appleby GO MTSA

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Attachment 4 to OPA 2 – Major Transit Station Area Policies

8.1.2 Major Transit Station Areas

Major Transit Station Areas (MTSAs) are important components of the City's Urban Structure, Growth Framework and transportation network and serve as city-wide destinations and focal points for the provision of transit. These areas are intended to accommodate growth through *intensification* in a variety of land uses and densities that supports and facilitates a modal shift to transit and *active transportation* and delivers *complete communities*.

The City has three *Major Transit Station Areas*: Burlington GO, which is also the City's Urban Growth Centre; Aldershot GO; and Appleby GO. The *MTSAs* have been identified and delineated as Protected *MTSAs* in accordance with the provisions of The Planning Act.

This section establishes a vision for the *MTSAs* to evolve into three distinct and *complete communities* that will accommodate a significant share of the City's population and *employment* growth to 2051 and beyond. The vision is supported by a series of policies organized into two components. The first set of policies and schedules establish the boundaries, minimum density targets and authorized uses of land for each *Major Transit Station Area*. The second set of policies and schedules, set out land use policies that are applicable to all *MTSAs* and are to be read in conjunction with other applicable policies of this Plan. All schedules are to be read together and in conjunction with all policies of this Plan.

A Community Planning Permit By-law will be approved for the Burlington GO, Aldershot GO, and Appleby GO *Major Transit Station Areas* to achieve the vision for the *MTSAs* to evolve into urban destinations to provide the day to day needs of the community. The Community Planning Permit By-law will be designed to ensure that development within these areas will incrementally and comprehensively deliver on *complete community* elements with a priority on *affordable housing*, rental housing, *employment* opportunities, and community parks, amenities and facilities while remaining flexible to allow the City to monitor and respond to changing conditions over time.

8.1.2(1) General Objective

- a) To encourage the redevelopment of the *Protected Major Transit Station Areas* into *complete communities* that are mixed-use, intense, *transit supportive*, safe, and respectful of surrounding areas including natural heritage and existing neighbourhoods.

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8.1.2 (2) Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area

Downtown Burlington Urban Growth Centre/Burlington GO *Major Transit Station Area* is the *City's* Urban Growth Centre and the focal point for growth and *intensification*. It will have the greatest variety and intensity of uses in the *City*, from residential to commercial, *major office*, cultural, recreation, *public service facilities* and other *employment* uses. The Downtown Burlington Urban Growth Centre/Burlington GO *Major Transit Station Area* will be a destination for residents both within and beyond the *MTSA*.

The future transportation network in the Downtown Burlington Urban Growth Centre/Burlington GO *MTSA* will provide enhanced mobility and improved access to the GO station from the north and south of the rail corridor, as well as enhanced connections on the broader mobility network to the rest of the *City*. Enhanced *active transportation* and transportation connections, including investments to support community connectivity, will be made between the Downtown Burlington Urban Growth Centre/Burlington GO *Major Transit Station Area* and the other *MTSAs*, adjacent neighborhoods and to the Downtown Urban Centre.

8.1.2 (2.1) Downtown Burlington Urban Growth Centre/ Burlington GO Major Transit Station Area

- a) The area surrounding and including the Burlington GO Station as shown on Schedule F: Land Use – Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area is a *Protected Major Transit Station Area* in accordance with The Planning Act.
- b) *Development* within the Downtown Burlington Urban Growth Centre/*Major Transit Station Area* boundary *shall* be planned to achieve a minimum density of 200 people and jobs per hectare and will contribute towards achieving the minimum density target of the Urban Growth Centre/*Major Transit Station Area*.
- c) The minimum density target of 200 people and jobs per hectare *shall* be applied to the entire geography of the Downtown Burlington Urban Growth Centre/*Major Transit Station Area*.
- d) Based on the minimum density of 200 people and jobs per hectare, the corresponding population is approximately 15,985 people and 8,449 jobs, for an estimated minimum of 24,434 residents and jobs to achieve a proportional target of approximately 65% residents and 35% jobs per hectare.
- e) The proportional mix of residents and jobs is planned to 2051 and beyond and *shall* be monitored and adjusted in accordance with Section 8.1.2(9.2) and Section 12.3 of this Plan to track the achievement of the growth target.

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- f) The entire Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area is planned to achieve a minimum *floor area ratio* of 2.3 to be implemented and regulated through the Community Planning Permit By-law by way of minimum and maximum building heights.

8.1.2 (2.3) Downtown Burlington Urban Growth Centre/Major Transit Station Area Authorized Uses of Land

- a) Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area identifies the precincts within the MTSA. The visions for each precinct, which *shall* be implemented through the Community Planning Permit System are as follows:

Burlington GO Urban Growth Centre/MTSA Precinct Visions	
Burlington GO Central	<ul style="list-style-type: none"> • Preeminent destination for <i>major office</i>, regional <i>public service facilities</i> as well as commercial, recreation, cultural and <i>entertainment uses</i>. • Expected to accommodate high density <i>employment</i> centres, accommodate <i>affordable housing</i> and urban format retail and focuses tall buildings close to the GO station. • Designed and developed to support the area as a landing and leaving place for all transit trips. • Built-form transition to ensure increased density is met with streetscape design that creates a pedestrian-focused area for travelers to arrive in, find amenities, and enjoy outdoor spaces. • Tallest buildings <i>should</i> be located along the rail corridor, where shadows will have the least impact. • Tall buildings at the interface of parks and natural heritage systems will provide sufficient setback with reduced height to provide a transition and minimize shadow impacts. • The completion of a tertiary plan is required in this precinct identify the future transportation network subject to further transportation study and an environmental assessment.
Queensway Commons	<ul style="list-style-type: none"> • Envisioned to serve as a unique retail and <i>service commercial</i> destination with a comfortable and vibrant pedestrian environment with active uses at the street level and increased emphasis on pedestrian and <i>multi-modal</i> movement. • Opportunity for public features such as flexible streets, community hubs and central park features that offer unique opportunities for community gatherings.

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	<ul style="list-style-type: none"> • Mixed-use buildings throughout the precinct contribute towards the creation of lively, vibrant and people-oriented places. • Predominately developed with <i>mid-rise</i> built forms. • Large, single-use buildings are to be avoided to better establish a fine-grained street frontage along new <i>complete streets</i>.
Fairview Frequent Transit Corridor	<ul style="list-style-type: none"> • Envisioned as a vibrant, lively, and people-oriented place, serviced by frequent and diverse <i>modes</i> of travel. • Will accommodate a significant concentration of residential, retail, <i>employment</i> and <i>service commercial</i> uses, with a main-street pedestrian experience along the <i>frequent transit corridor</i> of Fairview Street • Setback treatments that allow for patio spaces, public open space, and enhanced tree canopies.
Urban Employment	<ul style="list-style-type: none"> • Area is and will continue to be an <i>employment area</i> as part of the Region of Halton Employment Area • Envisioned to evolve and can accommodate more intensive <i>office</i> and additional <i>employment</i> uses in <i>mid-rise</i> built form.
Drury Node	<ul style="list-style-type: none"> • Envisioned to function as the eastern entryway into Burlington Urban Growth Centre/MTSA. • 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.
Legion Commons	<ul style="list-style-type: none"> • Includes former <i>City employment</i> lands that were converted to become a <i>complete community</i> and serve as a community hub. • New community hub will provide for the introduction of new <i>public service facilities</i> such as community centres and will support the creation of a diverse range and mix of housing options, including the retention of existing rental housing. • Precinct presents opportunities for <i>ground-oriented</i> housing as well as some ground and second floor retail and <i>service commercial</i> uses in mixed use buildings. • The replacement of an equal number of jobs will be retained through the creation of new uses serving this area including <i>public service facilities</i>, retail and <i>service commercial</i> uses. • A Tertiary Plan of this precinct is required to ensure the delivery of <i>public service facilities</i> and community amenities.
Leighland Node	<ul style="list-style-type: none"> • Planned to allow for <i>intensification</i> at the major intersection of Brant Street and Plains Road East.

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	<ul style="list-style-type: none"> • Envisioned to function as the gateway and key intersection of Brant Street and Plains Road East and provide opportunities for <i>public service facilities</i> as well as retail and <i>service commercial</i> uses within landmark buildings. • Lands designated as Leighland Node are intended to serve as a key retail and <i>service commercial</i> area, sensitively connecting adjacent residential neighbourhoods to the Burlington GO Central Precinct.
<p>Upper Brant</p>	<ul style="list-style-type: none"> • Acts as the connection between the Downtown Burlington Urban Centre and the Downtown Burlington Urban Growth Centre/Burlington GO <i>MTSA</i>. • 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. • To balance the objectives of providing increased density within walking distance to the Burlington GO Station, providing for a transition to adjacent established low-rise residential areas and to provide for a setback along Brant Street above the third storey, flexibility <i>may</i> be considered in the depth of the setback from Brant Street above the third storey.
<p>Mid-Rise Residential</p>	<ul style="list-style-type: none"> • Precinct is intended to support the general housing and height transition objectives of the <i>City's Major Transit Station Areas</i>. • Includes a variety of <i>low-rise</i> and <i>mid-rise building</i> forms, 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 <i>mid-rise buildings</i> along Fairview Street, Drury Lane, Plains Road East and Leighland Road will give way to the adjacent <i>low-rise</i> neighbourhoods, offering flexibility for new housing <i>development</i> to support the growing population of the area.

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<p>Low to Mid-Rise Residential</p>	<ul style="list-style-type: none"> • Precinct applies to areas that serve as a transition between existing <i>low-rise</i> residential neighbourhoods and the <i>intensification areas</i> within the <i>MTSA</i>. • The existing low-rise built form is not anticipated to redevelop in the long term recognizing the existing low-rise <i>development</i>, however, opportunities exist to allow for lower mid-rise residential and residential/mixed use infilling opportunities.
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- b) The following uses *may* be permitted on land within the precincts identified on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO *Major Transit Station Area* and *shall* be regulated in accordance with the Community Planning Permit By-law:
- i. residential uses excluding single detached dwellings, and semi-detached dwellings;
 - ii. *office* uses;
 - iii. retail and *service commercial* uses;
 - iv. *entertainment* uses;
 - v. *recreation* uses;
 - vi. *employment* uses
 - vii. hotel uses;
 - viii. *place of assembly*; and,
 - ix. *major trip generating facility*.
- c) *Public Service Facilities* and *institutional uses* shall be permitted in all precincts identified on Schedule F:- Land Use-Downtown Burlington Urban Growth Centre/Burlington GO MTSA, of this Plan; with the exception of the Natural Heritage System precinct and in lands within the approximate regulated limit of hazardous lands and hazardous sites as shown on Appendix E of this Plan, and in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law.
- d) *Assisted* and *special needs housing* are *encouraged* to locate in all precincts where residential uses are permitted identified on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO MTSA and where public transit, retail and public service facilities are readily accessible, in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law subject to reasonable planning standards and design criteria.

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8.1.2(3) Aldershot GO Major Transit Station Area

The Aldershot GO *Major Transit Station Area* is envisioned to continue to evolve as an urban neighbourhood with a distinct sense of place and neighbourhood identity that is connected with the surrounding community. The *MTSA* is supported by five distinct precincts providing a mix of residential, commercial and *employment* uses.

New *multi-modal* urban streets and *active transportation* facilities will support the continued evolution of the Aldershot GO *Major Transit Station Area* into a walkable, urban community that is highly integrated with the existing surrounding community. The envisioned transportation network in the *MTSA* will provide enhanced mobility and improved access to the GO station as well as enhanced connections on the broader mobility network to the Burlington Urban Growth Center and the Downtown Urban Centre. The transportation network will also provide connections to nearby leisure and recreation opportunities such as urban parks and open spaces, as well as the many other amenities that Aldershot Village already offers.

8.1.2(3.1) Aldershot GO Major Transit Station Area

- a) The area surrounding and including the Aldershot GO Station as shown on Schedule G: Land Use- Aldershot GO Major Transit Station Area, of this Plan, is a Protected *Major Transit Station Area* in accordance with The Planning Act.
- b) *Development* within the Aldershot GO *Major Transit Station Area* boundary shall be planned to achieve a minimum density of 150 people and jobs per hectare and will contribute towards achieving the minimum density target of the *Protected Major Transit Station Area*.
- c) The minimum density target of 150 people and jobs per hectare shall be applied to the entire geography of the Aldershot GO *Major Transit Station Area*.
- d) Based on the minimum density of 150 people and jobs per hectare, the corresponding population is approximately 15,249 people and 2,565 jobs, for an estimated 17,814 residents and jobs to achieve a proportional target of approximately 80% residents and 20% jobs per hectare.
- e) The proportional mix of residents and jobs is planned to 2051 and beyond and shall be monitored in accordance with Section 8.1.2(9.2) and Section 12.3 of this Plan to track the achievement of the growth target.
- f) The entire Aldershot GO *MTSA* is planned to achieve a minimum *floor area ratio* of 1.5 to be implemented and regulated through the Community Planning Permit By-law by way of minimum and maximum building heights.

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8.1.2(3.3) Aldershot GO Major Transit Station Area Authorized Uses of Land

- a) Schedule G: Land Use- Aldershot GO Major Transit Station Area identifies the precincts within the MTSA. The visions for each precinct that will be implemented through the *Community Planning Permit System* are as follows:

Aldershot GO MTSA Precinct Visions	
Aldershot GO Central	<ul style="list-style-type: none"> • Focus area for the Aldershot GO <i>MTSA's</i> highest densities. • Preeminent destination for <i>Major Office, affordable housing, retail and service commercial</i> uses within Aldershot Corners and the focus of the tallest buildings 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. • The tallest buildings in the precinct 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.
Aldershot Main Street	<ul style="list-style-type: none"> • Envisioned to 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 <i>frequent transit corridors</i> of Waterdown Road and Plains Road (East and West).
Cooke Commons	<ul style="list-style-type: none"> • Planned to accommodate a mix of uses, with <i>tall and mid-rise</i> mixed use buildings being the predominant built form and use. • New <i>development</i> 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, including a potential flex street with active uses at the street level and increased emphasis on pedestrian and <i>multi-modal</i> movement. • <i>Development</i> which fronts onto Cooke Boulevard <i>shall</i> include ground floor retail and <i>service commercial</i> use.
Emery Commons	<ul style="list-style-type: none"> • Functions as a transitional area between the tower-concentrated Aldershot GO Central Precinct and the Mid-Rise Residential and Aldershot Main Street precincts. • Precinct will accommodate a concentration of residential, retail, <i>employment</i> and <i>service commercial</i> uses in buildings with varying heights that contribute towards the creation of lively, vibrant and people-oriented places.

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	<ul style="list-style-type: none"> • Envisioned to be a new community hub for Aldershot Corners, with a concentration of community services, amenities and facilities.
<p>Mid Rise Residential</p>	<ul style="list-style-type: none"> • Envisioned to include a variety of <i>low-rise</i> and <i>mid-rise building</i> forms at the eastern and western edges of the Aldershot GO Major Transit Station Area. • Planned to support the <i>Major Transit Station Area</i> objectives of providing housing as well as retail, <i>service commercial</i>, and <i>employment</i> opportunities in close proximity to the Aldershot GO Transit Station and allow for transitions to existing neighbourhoods beyond the <i>Major Transit Station Area</i> boundary. • Opportunities to consider intervening land uses between the Mid-Rise residential precinct and existing <i>major facilities</i> exist in accordance with the land use compatibility policies of this Plan.

- b) The following uses *may* be permitted on land within the precincts identified on Schedule G: Land Use- Aldershot GO Major Transit Station Area and *shall* be regulated in accordance with the Community Planning Permit By-law:
- i. residential uses excluding single detached dwellings, and semi-detached dwellings;
 - ii. *office* uses;
 - iii. retail and *service commercial* uses;
 - iv. *entertainment* uses;
 - v. *recreation* uses;
 - vi. *hotel* uses; and
 - vii. light assembly and manufacturing uses, *compatible* with abutting *sensitive land uses*.
- c) *Public Service Facilities* and *institutional uses* shall be permitted in all precincts identified on Schedule G: Land Use-Aldershot GO Major Transit Station Area; with the exception of the Natural Heritage System precinct and in lands within the approximate regulated limit of *hazardous lands* and *hazardous sites* as shown on Appendix E and in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law.
- d) *Assisted* and *special needs housing* are *encouraged* to locate in all precincts where residential uses are permitted identified on Schedule G: Land Use- Aldershot GO Major Transit Station Area and where public transit, retail and

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public service facilities are readily accessible, in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law subject to reasonable planning standards and design criteria.

8.1.2 (4) Appleby GO Major Transit Station Area

The Appleby GO *MTSA* area is divided by the rail corridor into two sub-areas: Appleby GO North and Appleby GO South. Appleby GO *MTSA* North consists of largely existing *employment* uses and will continue to grow to accommodate more intensive *office* and *employment* uses while continuing to support existing *major facilities*. Appleby GO *MTSA* South will evolve as an urban village with a balanced mix of *employment*, residential and commercial opportunities, bordered by Sherwood Forest Park. The two areas will be connected by a new transit plaza, as well as enhanced *transportation* facilities crossing the rail line. Transitions from North to South will focus on land use *compatibility* and will include mitigation measures to protect both existing *employment* uses and new *sensitive land* 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 *MTSA*, to the adjacent neighbourhood, other *MTSAs* and the Urban Growth Centre, and beyond.

8.1.2 (4.1) Appleby GO Major Transit Station Area

- a) The area surrounding and including the Appleby GO Station as shown on Schedule H: Land Use- Appleby GO Major Transit Station Area is a Protected *Major Transit Station Area* in accordance with The Planning Act.
- b) *Development* within the Appleby GO *Major Transit Station Area* boundary shall be planned to achieve a minimum density of 120 people and jobs per hectare will contribute towards achieving the minimum density target of the Protected *Major Transit Station Area*.
- c) The minimum density target of 120 people and jobs per hectare shall only be applied to the entire geography of the Appleby GO *Major Transit Station Area*.
- d) Based on the minimum density of 120 people and jobs per hectare, the corresponding population is approximately 5,458 people and 19,579 jobs, for an estimated 25,037 residents and jobs to achieve a proportional target of approximately 40% residents and 60% jobs per hectare.
- e) The proportional mix of residents and jobs is planned to 2051 and beyond and shall be monitored in accordance with Section 8.1.2(9.2) and Section 12.3 of this Plan to track the achievement of the growth target.

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- f) The entire Appleby GO MTSA is planned to achieve a minimum floor area ratio of 1.2 to be implemented and regulated through the Community Planning Permit By-law by way of minimum and maximum building heights.

8.1.2(4.3) Appleby GO MTSA Authorized Uses of Land

- a) Schedule H: Land Use- Appleby GO Major Transit Station Area identifies the precincts within the MTSA. The visions for each precinct that will be implemented through the Community Planning Permit System are as follows:

Appleby GO MTSA Precinct Visions	
General Employment	<ul style="list-style-type: none"> Continues to provide locations for existing, new and/or relocating manufacturing, assembly, distribution and service <i>industrial</i> uses. Will provide a broad range of light <i>industrial</i> to <i>office</i> uses with a mix of <i>office</i> and low-rise <i>employment</i> built form while ensuring <i>compatibility</i> with adjacent <i>sensitive land uses</i>.
Urban Employment	<ul style="list-style-type: none"> Will continue to be an <i>employment area</i> which will grow to accommodate more intensive <i>office</i> and additional <i>employment</i> uses in a <i>mid-rise</i> built form that provides access and high visibility along major transportation routes.
Appleby GO Central	<ul style="list-style-type: none"> Intended to accommodate <i>major office, public service facilities</i> as well as commercial, recreation, cultural and <i>entertainment uses</i>. Expected to accommodate a higher density mix of uses including affordable <i>housing</i> and retail with a focus of tall buildings close to the GO station and along the rail. Will be designed and developed to support the improved connectivity to the <i>employment</i> area north of the rail. Achieving land use compatibility and/or mitigation is very important in this precinct, to ensure the long term viability of the <i>employment</i> uses on the north side of the rail corridor while ensuring the protection of new <i>sensitive land uses</i>. Tallest buildings with appropriate compatibility mitigation <i>should</i> 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.
Fairview Frequent Transit Corridor	<ul style="list-style-type: none"> Planned as a vibrant, lively, and people-oriented place, serviced by frequent <i>multi-modal</i> travel opportunities.

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	<ul style="list-style-type: none"> • Will establish a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience. • Accommodates a significant concentration of residential, retail, <i>employment</i> and <i>service commercial</i> uses, with a main-street pedestrian experience along the <i>frequent transit corridor</i> of Fairview Street, and setback treatments that allow for patio spaces, public open space, and enhanced tree canopies.
Mid-Rise Residential	<ul style="list-style-type: none"> • Envisioned to support the general housing and height transition objectives of this Plan offering gradual transitions from the adjacent existing low rise neighbourhoods.
Low to Mid-Rise Residential	<ul style="list-style-type: none"> • Applies to an area that includes existing <i>low-rise</i> residential neighbourhoods within the <i>Major Transit Station Area</i>. • The existing low-rise built form is not anticipated to redevelop in the long term, recognizing the existing low-rise <i>development</i>.

b) The precincts identified south of the rail corridor on Schedule H: Land Use-Appleby GO Major Transit Station Area *may* permit the following authorized uses of land and *shall* be regulated in accordance with the Community Planning Permit By-law:

- i. residential uses excluding single detached dwellings, and semi-detached dwellings;
- ii. *major office* and *office* uses;
- iii. retail and *service commercial* uses;
- iv. *hotel* uses;
- v. *recreation uses* ; and
- vi. *entertainment uses*.

c) The precincts identified north of the rail corridor on Schedule H: Land Use-Appleby GO Major Transit Station Area *may* permit the following authorized uses of land and *shall* be regulated in accordance with the Community Planning Permit By-law:

- i. *Industrial* uses;
- ii. *Employment* uses;
- iii. *office* and *major office* uses;
- iv. *automotive commercial* uses;
- v. *accessory* retail and *service commercial* uses which serve the day to day needs of employees; and,

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- vi. A limited range of *recreation uses* such as fitness centres and gyms that meet the definition of *ancillary employment use*, as defined by this Plan, and *shall* be located within a building with existing or planned *employment uses*.
- d) *Public Service Facilities* and *institutional uses* shall be permitted in all precincts identified on Schedule H: Land Use-Appleby GO Major Transit Station Area with the exception of the Natural Heritage System precinct and in lands within the approximate regulated limit of *hazardous lands* and *hazardous sites* as shown on Appendix E and in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law.
- e) *Assisted* and *special needs housing* are *encouraged* to locate in all precincts where residential uses are permitted identified on Schedule H: Land Use-Appleby GO Major Transit Station Area and where public transit, retail and public service facilities are readily accessible, in accordance with the policies of this Plan and implemented through the Community Planning Permit By-law subject to reasonable planning standards and design criteria.

The policies within Sections 8.1.2(5) through to 8.1.2(9) and other applicable policies of this Plan provide direction for all precincts within the City's three *Major Transit Station Areas*.

8.1.2(5) Water, Wastewater and Transportation Infrastructure

To support *intensification* within the *Major Transit Station Areas*, the comprehensive study of planning, phasing and ultimately financing of *infrastructure* in an integrated manner must be prioritized. Planning for *infrastructure* is undertaken by the Region of Halton and a number of different partner agencies and organizations, and collaboration is necessary to ensure that there are services in place to support new population and employment uses as growth occurs.

Accommodating growth through *intensification* requires investment in the transportation network to ensure that people of all ages and abilities have a variety of travel options. The *multi-modal* network will be safe, accessible, and balanced, supported by the prioritization of walking, cycling and transit facilities including first and last mile connections to transit facilities. The *multi-modal* network of *complete streets* will be designed based on the safe integration of all *modes* of travel.

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8.1.2 (5.1) Water and Wastewater Infrastructure

- a) *Infrastructure* will be delivered in accordance with Section 6.1 of this Plan.
- b) In accordance with the City's Growth Framework, the phasing of municipal *sewage and water services* capacity improvements amongst the *Major Transit Station Areas* shall be as follows:
 - i) the Downtown Burlington Urban Growth Centre/Burlington GO *MTSA*;
 - ii) Aldershot GO *MTSA*; and
 - iii) Appleby GO *MTSA*.
- c) *Development* shall be connected to municipal *sewage and water services* in accordance with the Region of Halton's Water and Wastewater Master Plan.
- d) *Development* shall be limited to the capacity and financial capability of the Region of Halton to deliver municipal *sewage and water services* in accordance with Subsection 8.1.2(9.2) b) of this Plan.
- e) In accordance with the findings of the functional servicing report, further study regarding the impact of planned *MTSA* intensification and its relation to other planned development on the Regional scale shall be required. The City will work with the Region to scope and deliver a targeted study, either as a component of the Integrated Master Servicing Planning being undertaken by the Region or as a unique study assessing system-wide analysis.
- f) In accordance with Section 8.1.2(9.2) of this Plan, the City will monitor growth in the *MTSAs* and collaborate with the Region to confirm the appropriate study, phasing and financing elements are in place to ensure the timely delivery of infrastructure investment to unlock growth in *MTSAs*.
- g) The *City* will coordinate the timing of its *infrastructure* projects, including streetscape improvements and future road projects, with upgrades to sewage and water networks in collaboration with the Region of Halton to minimize the impacts of construction on the residents and businesses.
- h) The co-location of linear *infrastructure* is *encouraged*, where appropriate.

8.1.2(5.2) Transportation Network

- a) Street design shall comply with Table 1: Classification of Transportation Facilities and Table 3: Classification of *Major Transit Station Area* facilities, of this Plan.
- b) The location of streets and off-road *active transportation* connections are conceptual and shall be provided, as identified on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network, of this Plan. Further refinements and additions to the street and active transportation network may be determined through tertiary

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planning in accordance with Subsection 8.1.2(8.2) of this Plan or through the consideration of a community planning permit or other approval.

- c) The locations of streets, as identified on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network, of this Plan, are conceptual and may be determined through tertiary planning in accordance with Subsection 8.1.2(8.2) of this Plan.
- d) The ultimate location and design of any new streets, whether identified on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network, or through policy, *shall* be reviewed through a *development application*, Community Planning Permit application or an Environmental Assessment process in accordance with the design parameters of Table 1: Classification of Transportation Facilities and Table 3: Classification of Major Transit Station Area Facilities, of this Plan.
- e) The public street rights-of-ways identified in Schedule F-1 Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1 Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1 Appleby GO Major Transit Station Area Transportation Network and in Table 4: Major Transit Station Area Public Right-of-Way Widths, of this Plan, *shall* be protected and secured through the processing of a Community Planning Permit application, unless waived by the *City* in accordance with Subsection 6.2.7(2)f) of this Plan. Further, any public right-of-way identified in a detailed engineering study or Environmental Assessment study *shall* be protected and secured in the same way through the Community Planning Permit application.
- f) A detailed, intersection level Transportation Impact Assessment Study *shall* be completed for *development* proposals to assess the impacts of traffic on the local and Regional road network and to identify *infrastructure* upgrades and access improvements.
- g) Where a Transportation Study identified in Section 8.1.2(5.2) e) determines that capacity is not available, *development shall* not be permitted until improvements to address the identified constraints have been implemented to the satisfaction of the *City* and Region including alternative modes of travel, transit priority measures, Transportation Demand Management measures and other approaches outlined in the Burlington Integrated Mobility Plan and the Mobility Management Strategy for Halton Region.
- h) Minor modifications to the location, size and alignment of the conceptual streets *may* be permitted without amendment to this Plan and *Community Planning*

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Permit System provided that such modifications are approved by the *City* and Halton Region in accordance with their applicable guidelines.

- i) *Development* proposals *shall* be located on public streets or roads, unless it can be demonstrated by the proponent to the satisfaction of the *City* that a private street or road is equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighborhood connectivity, facilitating east of land assembly for future *development*, reducing *negative* environmental impacts and minimizing financial impacts to the *City*.
- j) Streets *shall* be planned as *complete streets* in accordance with the policies of this Plan.
- k) The *City* *will* prepare Complete Street design guidelines as directed by the Integrated Mobility Plan, to provide guidance for the *complete streets* network, establish detailed engineering and design standards for the construction of new roads and improvements to existing roads, and to provide design opportunities for *flex streets* .
- l) New streets to support *development* *shall* consist of short blocks and frequent crossings that will improve *active transportation* and vehicular connections.
- m) Midblock connections including *active transportation* connections *should* be incorporated to support site permeability and enhance pedestrian access.
- n) The *City* *shall* study and implement Bus Rapid Transit facilities with dedicated lanes as identified on Schedule B-2 Growth Framework and Long Term Frequent Transit Corridors of this Plan.
- o) Subject to a Municipal Class Environmental Assessment, a north-south Major Collector grade separated crossing connecting the north Burlington GO Central precinct to the south Burlington GO precinct to Fairview Street as shown on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, of this Plan, *shall* be required.
- p) The evaluation of other potential major network improvements in the area identified on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, of this Plan, as 'Area Subject to Further Study' and enhanced *active transportation* facilities *shall* also be required.
- q) Subject to a Municipal Class Environmental Assessment, a north-south Arterial grade separated crossing connecting Harvester Road to Fairview Street as shown on Schedule H-1: Appleby GO Major Transit Station Area Transportation Network, of this Plan, *shall* be required. Enhanced *active transportation* facilities *shall* also be required. The lands *shall* be dedicated to the *City* in accordance with the Tertiary Plan.
- r) The *City* will collaborate with the appropriate agencies to secure an *active transportation* grade crossing at the north end of Century Drive across the QEW as shown on Schedule H-1: Appleby GO Major Transit Station Area Transportation Network and in Burlington GO across the QEW as identified on

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Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, of this Plan.

8.1.2 (5.3) Laneways

- a) Laneways *may* be considered to provide a pedestrian and mid-block connection to the interior of *development*, as well as access to the required deliveries, services and utilities for the building.
- b) Laneways *should* be located in the middle or rear of *development* with access points providing adequate distance between intersections and existing driveways in accordance with a Transportation Impact Assessment.

8.1.2 (5.4) Active Transportation Network

- a) *Active transportation* connections *shall* be provided both on existing and proposed streets in accordance with Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network, of this Plan.
- b) Off-Road *active transportation* connections, as shown on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network, of this Plan, and Potential *Linear Park and Greenway* elements identified on Schedule F: Land Use – Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area and Schedule H: Land Use – Appleby GO Major Transit Station Area, *shall* be planned to facilitate direct connections within and outside of the *Major Transit Station Areas* and provide recreational opportunities in accordance Section 6.2.4 and Schedule Q: Trails Strategy, of this Plan.

8.1.2(6) Land Use Compatibility

- a) *Development of sensitive land uses and major facilities shall* be in accordance with Section 4.6 and Subsection 8.1.2(6), of this Plan.
- b) Where avoidance is not possible, *development containing sensitive land uses shall* demonstrate how land use *compatibility* has been evaluated and addressed through a Land Use Compatibility Study. Development *shall* only be permitted where the impacts to industrial, manufacturing or other *major facilities* have been minimized and mitigated to the satisfaction of the *City*.
- c) Where proposed *development* contains *sensitive land uses*, a Land Use Compatibility Study *shall* be undertaken based on a Terms of Reference developed by the *City* which *may* include but is not limited to, the following:
 - i. Detailed site description and proposed use;

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- ii. Building massing, location and height description;
 - iii. Description of impact of air emissions from surrounding environment on proposed *development*;
 - iv. Proposed measures, including at-source mitigation and the consideration of intervening land uses, to demonstrate mitigation;
 - v. Required engagement with existing industry landowners;
 - vi. In the case where land that has been converted from an exclusive *employment* designation, the study *shall* consider the plans of the existing industry to phase out and/or relocate the use;
 - vii. 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:
 - a) the proximity of *industrial* uses with associated heavy truck traffic; and,
 - b) the proximity of the railway and associated rail traffic and operations.
 - viii. Any other considerations that *may* be required or recommended in accordance with applicable Provincial policies and guidelines.
- d) Land use *compatibility* studies *shall* include engagement with existing industry landowners and quantitative analysis to demonstrate compatibility with respect to air quality contaminants, odour, dust, noise and vibration.
- e) To protect the operational and economic viability of existing *major facilities*, the introduction of new *sensitive land uses* *shall* not be permitted within the Minimum Separation Distance of a Class 3 *major facility* in accordance with Provincial guidelines until it can be demonstrated that the potential impacts to the facility are minimized and mitigated, and that *land use compatibility* can be maintained to the satisfaction of the *City*.
- f) Where a Land Use Compatibility Study recommends 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.
- g) For proposed developments where source mitigation is required, appropriate agreements *should* be enacted to ensure monitoring of the long term maintenance of recommended and employed mitigation measures to support new *sensitive land uses*.
- h) The *City* *shall* develop city-wide guidelines for the formalization of the procedures for assessing Class 4 applications including, but not limited to, the requirement for a detailed noise impact assessment in accordance with NPC-300 and any applicable Provincial guidelines.

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8.1.2(7) Natural Heritage System Precinct

- a) The Natural Heritage System Precinct is shown on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area, and Schedule H: Land Use- Appleby GO Major Transit Station Area, of this Plan.
- b) Proposed *development shall* consider the impacts to all components of the Natural Heritage System Precinct, as well as components of the Natural Heritage System on adjacent lands, in accordance with the policies of this Plan and the Regional Official Plan.
- c) Where *development* is proposed within or adjacent to the Natural Heritage System Precinct, as shown on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area, and Schedule H: Land Use- Appleby GO Major Transit Station Area, of this Plan, an Environmental Impact Assessment (EIA) *shall* be required in accordance with the policies of this Plan.
- d) *Buffers* for identified *significant woodlands shall* be no less than 10m wide and *shall* form part of the City's Natural Heritage System precinct. Non-intensive pedestrian trails *may* be located within these *buffers* where *negative impacts* to *woodlands* can be minimized as demonstrated through an Environmental Impact Study.

8.1.2(7.1) Natural Hazards and Flood Hazards

- a) *Development* proposals *shall* consider the recommendations and findings from the latest Flood Hazard Assessments and Stormwater Management Plans pertaining to each *Major Transit Station Area*.
- b) The delineation and regulation of *hazardous lands* and *hazardous sites* is administered by Conservation Halton. Conservation Halton regulates lands in or adjacent to river or stream valleys (including *flooding* and *erosion hazards*), *wetlands*, shorelines and other *hazardous lands*. *Development* in the Natural Hazard Overlay must be consistent with provincial natural hazard policy and permission is required from Conservation Halton to undertake development within these areas, in accordance with Conservation Halton's regulation and regulatory policies.
- c) *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.
- d) *Flooding hazards*, including spills, *shall* be assessed by *development* proponents utilizing the best flood hazard modeling information available to confirm requirements for on-site stormwater management quantity and quality controls

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and to ensure any required floodproofing for safe-ingress and egress is implemented in accordance with the City's Stormwater Management Design guidelines.

- e) *Adverse effects of development* on the downstream aquatic environment including watercourse erosion, *shall* be avoided or mitigated to the satisfaction of the City and Conservation Halton.
- f) The approximate regulated limit of these lands and location of watercourses are illustrated on Appendix H. The map lines are approximate. 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.
- g) The *City may* update the relevant appendices of this Plan from time to time without amendment to this Plan, in accordance with the latest Flood Hazard Assessments and Stormwater Management Plans pertaining to each *Major Transit Station Area* and the policies of this Plan.

8.1.2(8) Urban Design and Public Realm

8.1.2 (8.1) Public Realm

- a) The design of the *public realm* and the private realm *should* be coordinated to provide attractive *streetscapes* throughout the *MTSAs*.
- b) Streetscape improvements will be scheduled and phased appropriately with road and *infrastructure* projects, as well as timing of *development*, in accordance with Section 8.1.2 (5.1) of this Plan. Proponents of *development shall* collaborate with the *City* to align *development* with road and *infrastructure* projects, where it is deemed appropriate by the *City*.
- c) Any new public streets developed in accordance with Section 8.1.2(5.2) *should* include appropriate linkages to new and existing parks or potential Linear Parks & Greenways. Where feasible and appropriate, elements which enhance the functionality of park linkages *should* be incorporated into the design of new streets (e.g., additional seating, provision of shade, street trees and accessibility requirements).
- d) For lands that are not subject to a Tertiary Plan as identified in Section 8.1.2(9.1), a shared distribution of the responsibility among landowners to provide street *infrastructure, active transportation* connections and parks to contribute to the public realm is required through the comprehensive planning of contiguous lots based on good planning principles.
- e) *Development* proponents *shall* demonstrate that the proposal will not compromise the ability of development on adjacent property(ies) to meet the objectives and policies of this Plan and will be designed to facilitate future

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pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist as determined by the *City*.

8.1.2 (8.2) Activated Streets

Activated Streets located in *MTSAs* will be designed to cater to pedestrians and create a vibrant streetscape for leisure, shopping, dining and working. *Public realm* and built form design will establish the safety and comfort of pedestrians as the first priority. Design will focus on creating a safe, welcoming and comfortable environment for high volumes of pedestrians across all seasons. Where Activated Streets have been identified on Schedule F-2: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Activated Streets, Schedule G-2: Aldershot GO Major Transit Station Area Activated Streets, and Schedule H-2: Appleby GO Major Transit Station Area Activated Streets, of this Plan, retail, *service commercial* and *office* uses that activate and animate the ground floor of buildings facing the street *shall* be required. Uses such as stores, restaurants, patios, *public service facilities*, *institutional* uses, *offices* and residential lobbies will help to create vibrancy and activation on these important streets within the *MTSAs*.

Activated streets will experience near constant evolution, be it through *redevelopment* or tenant changes over time. Every effort *should* be made to maintain and support the character and continuity of activated streets throughout this evolution.

- a) In accordance with Schedule F-2: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Activated Streets, Schedule G-2: Aldershot GO Major Transit Station Area Activated Streets, and Schedule H-2: Appleby GO Major Transit Station Area Activated Streets, of this Plan, *service commercial* and *office* and uses at-grade *may* be developed:
 - i. along Major Mixed Use Streets, retail, *service commercial* or *office*, uses *shall* be required continuously at grade in buildings having frontage onto public streets.
 - ii. along General Mixed Use Streets, retail, *service commercial*, and *office* uses are encouraged at grade in buildings fronting onto public streets.
 - iii. Notwithstanding Section 8.1.2(8.2) a) i), and ii) of this Plan, *public service facilities*, *institutional* uses and residential lobby entrances in conjunction with other permitted uses are permitted along activated streets.
- b) The Community Planning Permit By-law *may* establish provisions for when the City would consider exemptions to the requirements of 8.1.2(8.2) a) (i) to achieve other objectives of this Plan, including enabling the flexibility of uses.

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- c) In accordance with Section 8.1.2(5.2) of this plan, where a new public street not shown on Schedule F-2: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Activated Streets, Schedule G-2: Aldershot GO Major Transit Station Area Activated Streets, and Schedule H-2: Appleby GO Major Transit Station Area Activated Streets, of this Plan, is proposed, or where a new public street is proposed within an area subject to a Tertiary Plan in accordance with Section 8.1.2(9.1) of this Plan, the *City* will determine the appropriate category of activated street. The *City* will consider objectives and vision of the precinct or precincts which the new street will cross, as well as the location of the new street in relation to other existing or proposed activated streets.
- d) *Development shall* demonstrate how the amount of proposed retail and *service commercial* floor area will support the *City's* objectives for activated streets.
- e) Along Mixed Use Major Streets, the gross floor area of existing retail and *service commercial* uses *shall* be considered the minimum requirement for the maintenance, restoration or replacement of retail and *service commercial* uses in any new *development*.
- f) The Community Planning Permit By-law *shall* establish requirements for new development along activated streets to be designed in a manner that ensures flexible and functional ground floor retail and service commercial units that contribute to a vibrant, active and animated built environment, including, but not limited to:
 - i. Minimum first floor height and floor area;
 - ii. Maximum frontage at grade for units to create a character of smaller shops;
 - iii. Minimum setbacks to expand the pedestrian realm; and,
 - iv. Design guidance to support the character and continuity of activated streets.

8.1.2 (8.3) Built Form Transitions

- a) The *City's* implementing Community Planning Permit By-law *shall* establish appropriate regulations which:
 - i. ensure *compatibility* between a new *development* and existing built form in the Low to Mid-Rise Residential precinct as shown on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area and Schedule H: Land Use- Appleby GO Major Transit Station Area or Residential – Low Density designation shown on Schedule C: Land Use – Urban Area of this Plan, and
 - ii. support diversity and flexibility in building form massing and design.

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8.1.2 (8.4) Complete Communities Elements

- a) *Public service facilities and institutional uses shall* be permitted in all precincts of the MTSAs with the exception of the Natural Heritage System precinct, Natural Hazards overlay, General Employment and Urban Employment precincts in accordance with Section 3.2.2 c) of this Plan, subject to land use *compatibility* policies for existing *major facilities*.
- b) *Public service facilities and institutional uses* are *encouraged* to co-locate with other uses within a single building, site, mixed-use *development* or community hub.
- c) *Public service facilities shall* be planned for and designed to meet the needs of the *City* and other public service providers in accordance with their respective master planning work to support long-term growth.
- d) The prioritization of investment in *public service facilities* will be considered in accordance with Section 6.1.2 of this Plan.
- e) *Public service facilities* are encouraged to be located within close proximity to *linear parks and greenways*, along public transit networks or *active transportation* connections as identified on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area and Schedule H: Land Use- Appleby GO Major Transit Station Area and Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network of this Plan.
- f) All *public service facilities shall* be designed with flexibility and adaptability to accommodate shifts in demographics, community needs and function over the long term.
- g) The delivery of *public service facilities* through public/private partnerships *shall* be *encouraged* to support the *complete community* objectives of this Plan.
- h) All *City public service facilities shall* be designed in a multi-purpose function to accommodate a variety of community uses and a range of different users.
- i) At the time of *development*, proponents *shall* collaborate with the *City* to address *public service facility* needs identified through *City* studies including but not limited to, the Parks Provisioning Master Plan, the Parks, Recreation, and Cultural Assets Master Plan, and Fire Master Plan, as well as identified Regional, Provincial and School Board needs related to growth. The following facilities are to be provided in accordance with the Community Planning Permit By-law:
 - i) On-site community facilities.
 - ii) Off-site community facilities within 1.6 kilometers, or an appropriate distance determined by the *City* that contributes to providing elements of a complete community for the *Major Transit Station Areas*.

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- j) The City will establish a prioritized list of *public service facility* needs in alignment with the Community Planning Permit System Interpretation and Monitoring report as identified in Section 8.1.2(9.2) e) of this Plan.

8.1.2 (8.5) Parks and Open Space

- a) The planning, design and *development* of parks *shall* be guided by the Parks Provisioning Master Plan and will consider all applicable policies of Chapter 3, Subsection 3.3, Parks, Recreation and Open Space, and Chapter 7, Design Excellence of this Plan.
- b) New parks *shall* be planned within the areas generally shown as the “New Public Park” and “New Linear Park and Greenway” symbols on Schedule F: Land Use- Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area, Schedule G: Land Use- Aldershot GO Major Transit Station Area and Schedule H: Land Use- Appleby GO Major Transit Station Area, of this Plan. The specific location, size and function of a park *shall* be established through a Community Planning Permit application process or through a Tertiary Plan as set out in Section 8.1.2 (9.1) of this Plan.
- c) Privately-Owned Publicly Accessible Spaces (POPS) *may* be considered as parks and *shall* be subject to all applicable parks policies of this Plan, as well as Appendix B of the Parks Provisioning Master Plan.
- d) When considering proposals for parkland dedication as part of a *development application*, or when considering opportunities for *City* parkland purchases, the parkland dedication criteria in Appendix B of the Parks Provisioning Master Plan *shall* be applied by the *City*.
- e) In appropriate locations, the *City shall* collaborate with landowners to complete a Tertiary Plan in accordance with Section 8.1.2 (9.1) of this Plan, to ensure the proper siting of parks and the effective coordination of land dedication to support park space functionality.

8.1.2 (8.6) Housing Policies

- a) All forms of *affordable* and *assisted housing*, including subsidized non-market housing units, are *encouraged* for integration within neighbourhoods.
- b) The Community Planning Permit system shall set out that notwithstanding any other requirements, *affordable housing* and *assisted housing*, *may* be permitted as single use *developments* and are *encouraged* to be combined with *developments* that also provide market housing.
- c) The *City* will collaborate with development proponents, the Region and non-profit housing providers to locate opportunities for subsidized non-market housing units within the *Major Transit Station Areas*.
- d) The *City shall* require the submission of a *housing impact statement* where a *development* proposal includes more than one hundred (100) *dwelling units*, in accordance with subsection 3.1.1(2)h) of this Plan. The *housing impact*

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statement shall also identify how the proposal contributes to achieving the City's Council approved housing targets.

- e) To achieve a mix of unit types and to support the creation of a range of housing types, the Community Planning Permit System shall regulate achievement of housing size and type as identified in the City's Housing Strategy.

8.1.2(9) Implementation

8.1.2 (9.1) Tertiary Plans

- a) A Tertiary Plan in select key areas of the Major Transit Station Areas *shall* provide a framework for the distribution of *development* to ensure the shared delivery of streets and blocks, land use, parks and open space, *public realm* and streetscapes, parking, site access and pedestrian connections, and *public service facilities*.
- b) A Tertiary Plan and cost-sharing agreement(s) *shall* be completed by the landowners group and approved by the *City* prior to the approval of any *development application* to ensure that the costs associated with the provision of parkland, parking, *infrastructure* and servicing are distributed in an equitable and fair manner among the landowners unless the landowners can demonstrate that the proposed development is delivering the elements identified in 8.1.2(9.1) d) or that those elements are achieved elsewhere, the *City may* consider waiving the requirement for a Tertiary Plan.
- c) A Tertiary Plan will be included as a non-statutory appendix to this Plan prior to the approval of a *development* application. The Tertiary Plan will be authorized by *City* staff and does not require Council approval.
- d) A Tertiary Plan *shall* provide for *complete community* elements that *may* include, but are not limited to the following, in accordance with the policies of this Plan and the *Community Planning Permit System* By-law regulations:
 - i. Transportation, *active transportation*, including pedestrian, cycling and transit stops and trail connections along with an assessment of the function, ownership, cross-section, alignment and design of transportation connections, including connections across railways;
 - ii. Proposed layout of streets, lanes and development blocks;
 - iii. The provision of waste and wastewater infrastructure servicing in accordance with the policies of this Plan;
 - iv. Provision and location of stormwater management facilities and/or green infrastructure in accordance with the policies of this Plan;
 - v. An assessment of the need for, and recommended location of pedestrian connections;
 - vi. The distribution of height and density while having regard for transition to any adjacent Residential – Low Density or Low-Rise Neighbourhood Precinct, as identified on Schedule C: Land Use – Urban Area, of this Plan;

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- vii. The location of new required public parks, open spaces and linear parks within the precinct including the size, location and configuration of public parks;
 - viii. New *public service facilities* and *institutional uses*, along with an assessment of function, configuration and ownership in accordance with the policies of this Plan;
 - ix. The location and configuration of retail and *service commercial* floor area;
 - x. The provision of *special needs housing*, *assisted housing* and *affordable housing* in accordance with Section 3.1 of this Plan;
 - xi. The relationship to abutting precincts and surrounding neighborhoods outside the *MTSA* boundaries;
 - xii. Demonstration of land use *compatibility*, including any mitigation requirements, to the satisfaction of the *City*.
- e) The City *may* identify and deem necessary future areas that may require tertiary planning or equivalent to ensure *development* provides for *complete community* elements.
- f) A Tertiary Plan *shall* be required for the following subareas within the *Major Transit Station Areas*:

Burlington Urban Growth Centre/Major Transit Station Area

- i. The area south of Queensway Drive, east of Brant Street and north of the Rail corridor within the Burlington GO Central and Queensway Commons precinct as shown on Schedule F-3: Downtown Burlington Urban Growth Centre/Burlington GO MTSA Tertiary Planning Areas of this Plan. A Tertiary Plan shall consider the items set out in Section 8.1.2(9.1)d) of this Plan and *shall* also address the following:
 - a) An assessment of the need for, and recommended location of *active transportation* connections throughout the area;
 - b) Transportation connections throughout the precinct in accordance with the *Major Transit Station Area* Transportation Study and as informed by the completion of a Transportation Impact Assessment;
 - c) New public parks and a transit plaza;
 - d) A grade separated rail crossing in accordance with Section 8.1.2(5.2) o) of this Plan.
- ii. The area north of Fairview Street and west of Brant Street within the Burlington GO Central precinct as shown on Schedule F-3: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Tertiary Planning Areas, of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(9.1)d), of this Plan and *shall* also address the following:

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- a) An assessment of the need for, and recommended location of *active transportation* connections throughout the area;
 - b) Demonstrated preservation and integration of *cultural heritage resources* in accordance with the policies of this Plan;
 - c) A new public park.
- iii. The entirety of the Legion Commons precinct as shown on Schedule F-3: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Tertiary Planning Areas, of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(9.1)d) and *shall* also address the following:
- a) Transportation connections throughout the precinct in accordance with the *Major Transit Station Area* Transportation Study and completion of a Transportation Impact Assessment;
 - b) A new public park and *linear park* connections within the precinct;
 - c) *Public service facilities* and *institutional uses* provided as part of mixed use *development*.

Aldershot GO MTSA

- i. The area west of Waterdown Road, south of rail and east of Howard Road, north of Plains Road within the Aldershot GO Central, Emery Commons and Aldershot Main Street precincts and shown on Schedule G-3: Aldershot GO Major Transit Station Area Tertiary Planning Areas, of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(9.1)d) and *shall* also address the following:
- a) New public parks within the precinct and a linear park along Masonry Court extending from Grove Park to Hidden Valley Park;
 - b) Transportation connections throughout the precinct in accordance with the *Major Transit Station Area* Transportation Study and completion of a Transportation Impact Assessment;
 - c) An assessment of the need for and recommended location of, pedestrian connections throughout the precinct;
 - d) A *public service facility* or community hub;
 - e) Demonstration of land use *compatibility*, to the satisfaction of the City, in accordance with Section 8.1.2(6) c) (vi) and the objective of phasing out of *major facilities* within this area.
- ii. The area east of Waterdown Road, south of the rail and north of Masonry Court within the Mid-rise Residential precinct as shown on Schedule G-3: Aldershot GO Major Transit Station Area Tertiary Planning Area, of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(9.1)d) and *shall* also address the following:
- a) New public parks within the precinct and a linear park along Masonry Court extending to Grove Park;

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- b) Transportation connections throughout the precinct in accordance with the *Major Transit Station Area* Transportation Study and completion of a Transportation Impact Assessment;
- c) An assessment of the need for, and recommended location of, pedestrian connections throughout the precinct;
- d) Demonstration of land use *compatibility*, to the satisfaction of the City.

Appleby GO MTSA

- i. The area south of the rail, east of Appleby Line, north of Fairview Street and west of the creek block within the Appleby GO central and Fairview Frequent Transit Corridor precincts as identified on Schedule H-3 Appleby GO MTSA Tertiary Planning Areas, of this Plan. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(9.1)d) and *shall* also address the following:
 - a) New public parks within the precinct, and including a linear park;
 - b) A new east-west transportation connection in accordance with the *Major Transit Station Area* Transportation Study and completion of a Transportation Impact Assessment;
 - c) An assessment of the need for, and recommended location of, pedestrian connections throughout the precinct;
 - d) *Public service facilities*;
 - e) Demonstration of land use *compatibility*, to the satisfaction of the City;
 - f) A grade separated rail crossing in accordance with Subsection 8.1.2(5.2) q) of this Plan.
- ii. The area south of the rail, west of Appleby Line, and north of Fairview Street within the Appleby GO Central and Fairview Frequent Transit Corridor precinct as shown on Schedule H-3 Appleby GO Major Transit Station Area Tertiary Planning Areas. A Tertiary Plan *shall* consider the items set out in Section 8.1.2(9.1)d) and *shall* also address the following:
 - a) New public parks within the precinct and a linear park;
 - b) A new east-west transportation connection in accordance with the *Major Transit Station Area* Transportation Study and completion of a Transportation Impact Assessment;
 - c) An assessment of the need for, and recommended location of pedestrian connections throughout the precinct;
 - d) *Public service facilities*;
 - e) Demonstration of land use *compatibility* to the satisfaction of the City.

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- g) Landowners are *encouraged* to work together to complete a Tertiary Plan however, an individual landowner *may* complete the Tertiary Plan for the entire tertiary plan area if other landowners decide not to participate.
- h) Where a Tertiary Plan is required, the following *may* be requested and prepared for all properties within the Tertiary Plan area prior to the submission of a Community Planning Permit application:
 - i. Traffic Impact Assessment;
 - ii. Parking Study;
 - iii. Functional Servicing Report;
 - iv. Stormwater Management Plan;
 - v. Environmental Impact Assessment;
 - vi. Urban Design Brief;
 - vii. Cost Sharing Analysis;
 - viii. Market Impact Study;
 - ix. Shadow Study;
 - x. Development Phasing Plan;
 - xi. Cultural Heritage Impact Assessment;
 - xii. Other supporting information and material that *may* be requested during the pre-consultation process and any other supporting information or material that the City requires to undertake a comprehensive review of the proposal.
- i) Detailed requirements for engagement with landowners during the development of a Tertiary Plan will be established through the Community Planning Permit By-law.

8.1.2 (9.2) Phasing and Monitoring

- a) *Development shall* be phased and coordinated with the provision of *infrastructure*, and transportation network and intersection improvements in accordance with Section 8.1.2(5) of this Plan.
- b) The timing of *development* will be subject to the availability of required *infrastructure* including transportation, transit, municipal sewage and water, parks and *public service facilities*, in accordance with the policies of this Plan.
- c) The *City may* require *development* applications to be supported by servicing studies specific to the site and the proposed use, and/or *may* rely on the supporting MTSA Area Specific Planning technical studies completed to date and/or may require alignment with other study requirements set out in the policies of this Plan.
- d) The *City* will collaborate with the Region of Halton and other service and *utility* providers to support timely investments in *sustainable infrastructure, utilities* and services to support growth and *intensification* in accordance with Section 12.1.21 of this Plan.

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- e) In addition to the requirements of Section 12.3 of this Plan, the *City* will prepare an annual Major Transit Station Area Monitoring Report, including, but not limited to, the following:
- i. Progress toward population and employment growth targets;
 - ii. *development* activity related to residential and non-residential uses and the monitoring of the achievement of the *City's* housing targets;
 - iii. a needs assessment of need for complete community elements within each MTSA;
 - iv. the delivery of *public service facilities*, in a timely manner that aligns with growth;
 - v. the Community Planning Permit System performance including but not limited to the following:
 - i. quantity and status of permits and nature of variations,
 - ii. achievement of services, facilities and matters as identified in the Community Planning Permit By-law, and
 - iii. established parking standard and approved variations to standards.

8.1.2 (9.3) Pre-Consultation Complete Application Requirements

- a) In addition to the policies of 12.1 of this Plan, the following complete application requirements for development within the Major Transition Station Areas apply:
- i. A Tertiary Plan in accordance with Chapter 8.1.2 (9.1) of this Plan;
 - ii. Transportation Impact Assessment study with the requirements confirmed to the satisfaction of the *City* to identify any new streets necessary to create a grid network, including an intersection level analysis to assess the impacts of traffic on the local and Regional road network and the identification of infrastructure upgrades and access improvements in accordance with Subsection 8.1.2(5.2) f) of this Plan;
 - iii. A detailed Land Use Compatibility Assessment in accordance with the City of Burlington's Terms of Reference for Land Use Compatibility Assessments in accordance with Section 8.1.2(6) of this Plan;
 - iv. Height survey of adjacent buildings;
 - v. Market Impact Study;
 - vi. Hydro Corridor Land Use Application if applicable;
 - vii. Risk study and sensitive land use report;
 - viii. Environmental Assessment, where development is proposed within or adjacent to the Natural Heritage System Precinct;
 - ix. A Planning Justification Report that includes:
 - a. Consideration of the *City's* Housing Strategy and associated targets,

Proposed DRAFT Official Plan Amendment No 2 with Proposed DRAFT Schedules

- b. Consideration of the achievement of Complete Communities, including as regulated in the Community Planning Permit By-law provisions for Services, Facilities and Matters,
 - c. Employment and/or residential needs analysis, where required.
 - d. Consideration of the Community Planning Permit System By-law criteria for variations for Class 2 and 3 applications as regulated, and,
 - e. Detailed discussion related to development Phasing in accordance with Chapter 8.1.2 (9.2) and applicable policies of this Plan.
- x. Reference plan or application for plan of subdivision (as it relates to the conveyance of Parks, and public rights of ways ROW).

DRAFT

Attachment 5 to OPA 2 – Major Transit Station Area Schedules

DRAFT

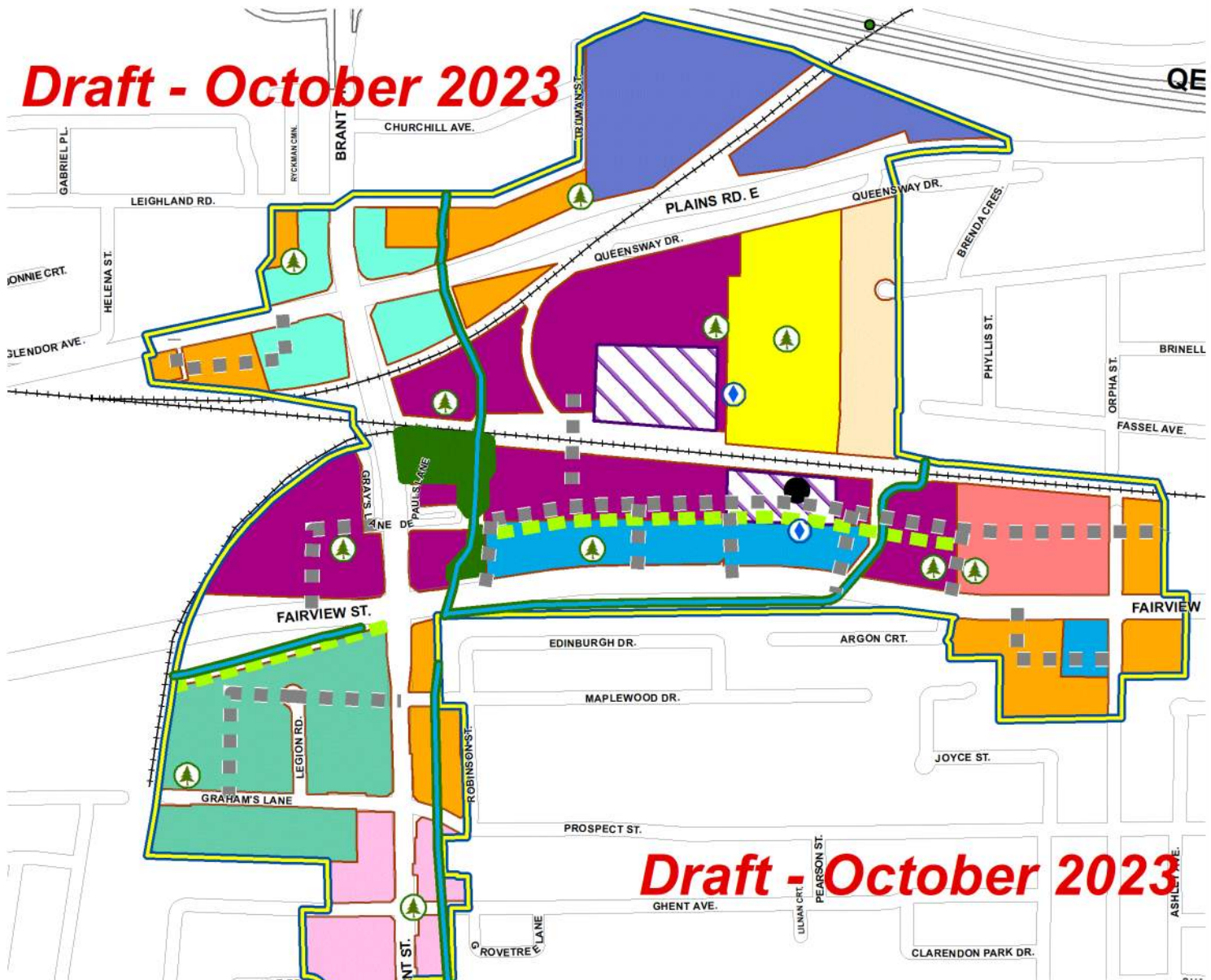
SCHEDULE F

Land Use - Downtown Burlington Urban Growth Centre/ Burlington GO Major Transit Station Area

City of Burlington



Draft - October 2023



Draft - October 2023

Legend

Precincts

- Burlington GO Central
- Queensway Commons
- Fairview Frequent Transit Corridor
- Urban Employment
- Drury Node
- Legion Commons
- Leighland Node
- Upper Brant
- Mid-Rise Residential
- Low to Mid-Rise Residential
- Natural Heritage System

- Transit Station Area
- Downtown Burlington Urban Growth Centre / Burlington GO Major Transit Station Area
- Potential Linear Park & Greenway
- Proposed Street - see Schedule F-1 for details
- New Park
- Transit Station Plaza
- Major Transit Station
- Rail Line
- Watercourse

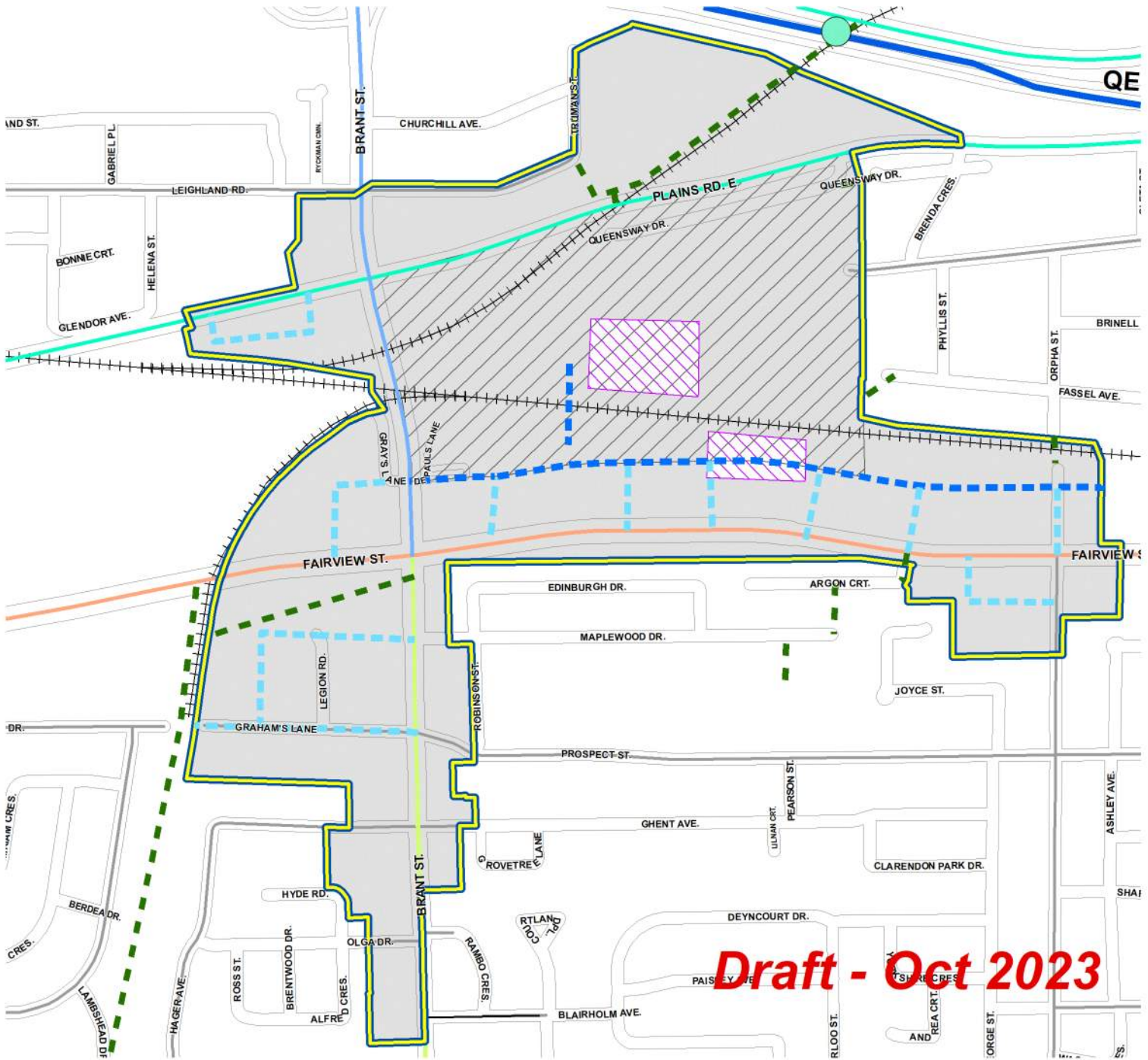


This draft schedule is subject to change and/or refinement as a result of on-going technical study, Regional and external agency review as well as community and stakeholder feedback. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan

SCHEDULE F-1

Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network

City of Burlington



Legend

- Proposed MTSA Connector
- Proposed MTSA Distributor
- Off-Road Active Transportation Connection
- Downtown Burlington Urban Growth Centre / Burlington GO Major Transit Station Area
- Rail Line
- Grade Separated Crossing (See Schedule P of the Official Plan for more details)
- Area Subject to Further Study in accordance with Section 8.1.2(5.2) of this Plan

- Transit Station Area
- Major Arterial
- Multi Purpose Arterial
- Main Street
- Industrial Connector
- Neighbourhood Connector
- Provincial Freeway

This draft schedule is subject to change and/or refinement as a result of on-going technical study, Regional and external agency review as well as community and stakeholder feedback. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

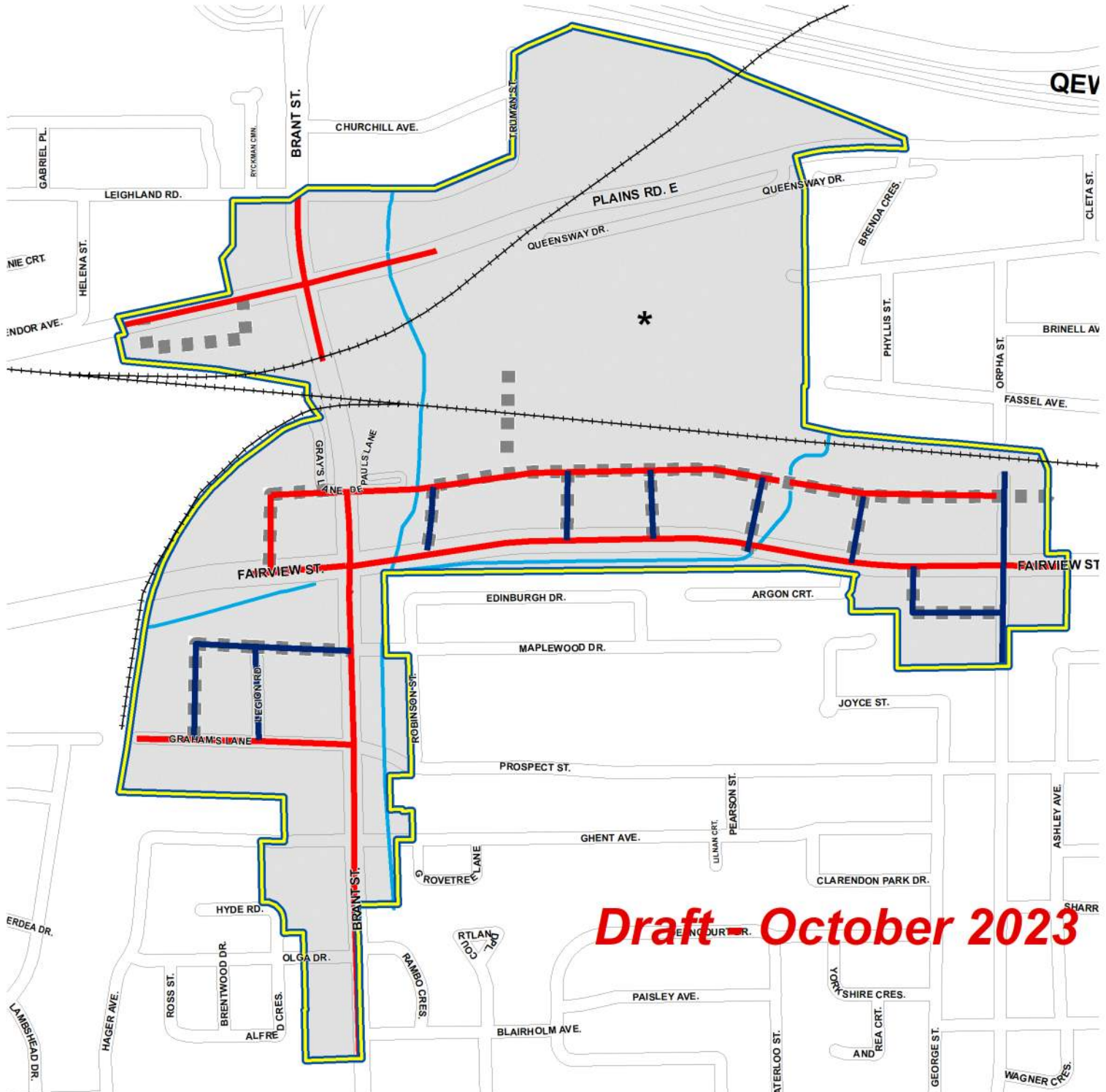


OCTOBER 2023

SCHEDULE F-2

Downtown Burlington Urban Centre/Burlington GO Major Transit Station Area Activated Streets

City of Burlington



Draft - October 2023

Legend

- ■ ■ Proposed Street (See Schedule F-1 in Official Plan for more information)
- MTSA Major Mixed Use Street
- MTSA General Mixed Use Street

- Downtown Burlington Urban Growth Centre / Burlington GO Major Transit Station Area
- ++++ Rail Line
- Watercourse

**Future Activated Streets to be determined in accordance with Section 8.1.2 (8.2) of the Official Plan.*

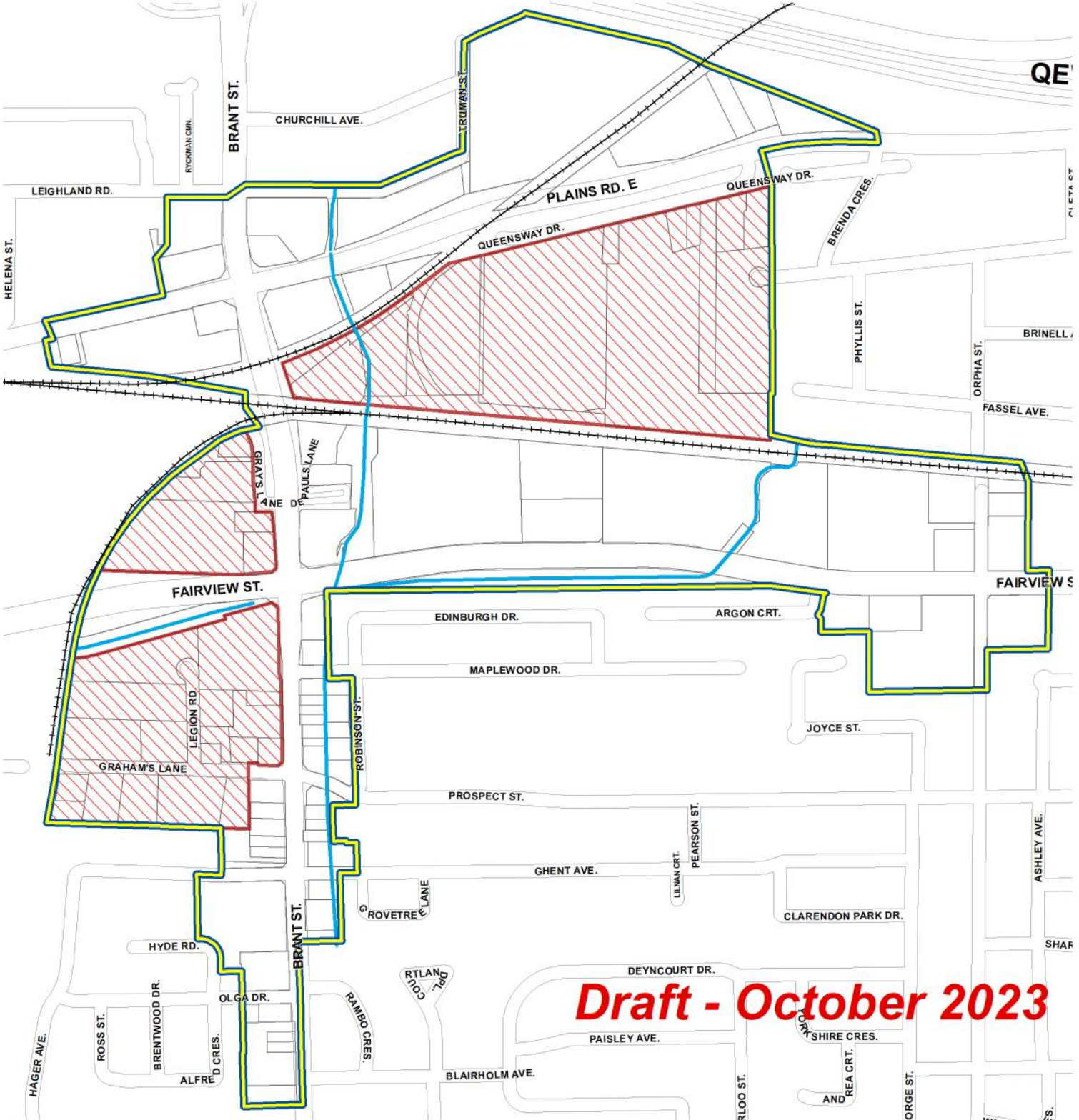
This draft schedule is subject to change and/or refinement as a result of on-going technical study, Regional and external agency review as well as community and stakeholder feedback. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan



Schedule F-3

Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Areas Tertiary Planning Areas

City of Burlington



Draft - October 2023

Legend

- Tertiary Planning Areas (in accordance with Section 8.1.2 (9.1) of the Official Plan)
- Downtown Burlington Urban Growth Centre / Burlington GO Major Transit Station Area
- Rail Line
- Watercourse



This map is provided for information purposes only to graphically illustrate where comprehensive tertiary planning is required as described in the proposed MTSA Official Plan Policies. This map is not intended to form part of the Official Plan. Where discrepancies exist between this map and proposed policies, the proposed tertiary planning policies shall apply.

This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.

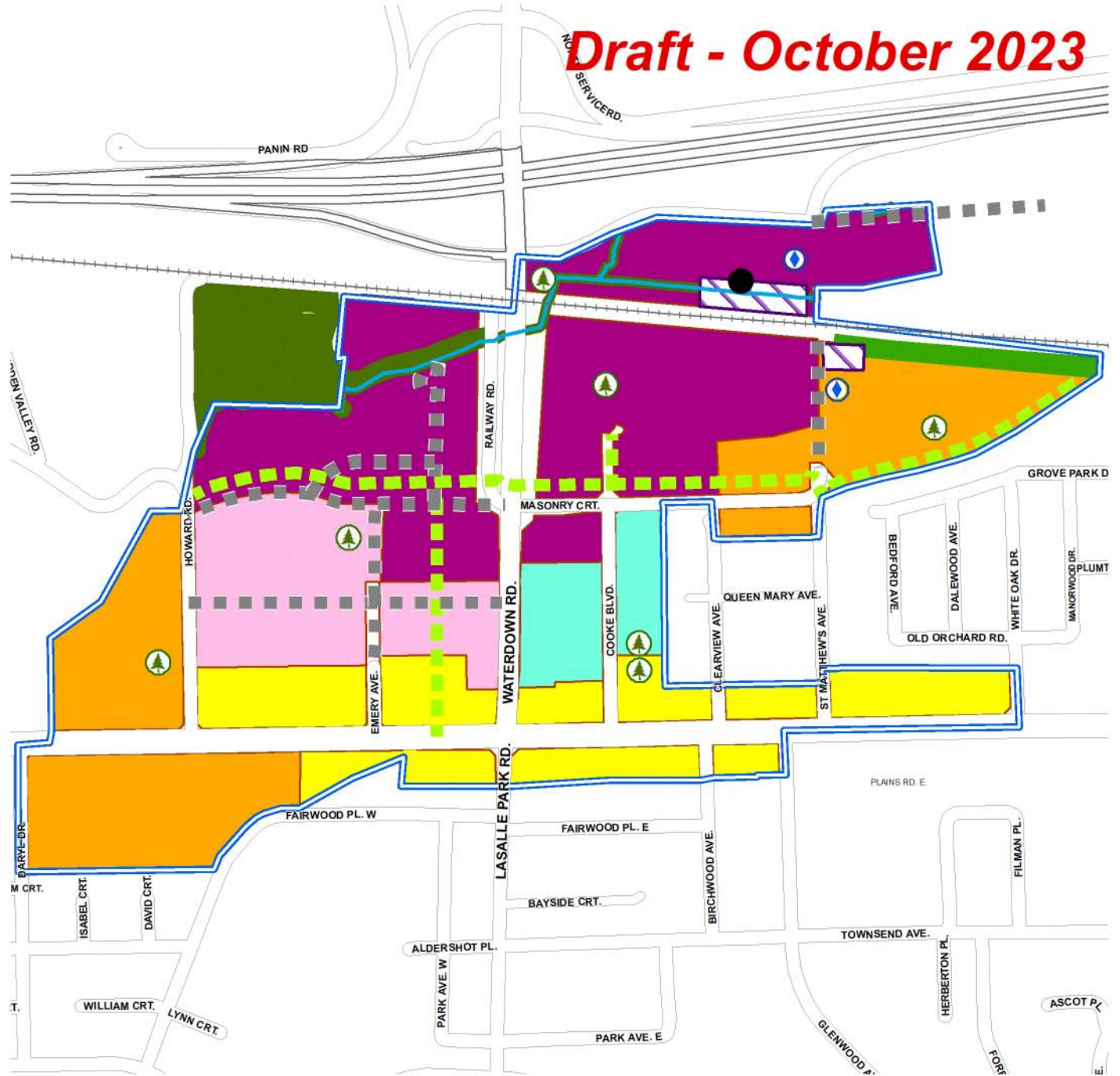
SCHEDULE G

Land Use - Aldershot GO Major Transit Station Area

City of Burlington



Draft - October 2023



Legend

Precincts

- Aldershot GO Central
- Aldershot Main Street
- Cooke Commons
- Emery Commons
- Mid-Rise Residential
- Natural Heritage System



Transit Station Area



Aldershot GO Major Transit Station Area



Major Transit Station



Existing Natural Open Space



Proposed Street - see Schedule G-1 for details



Potential Linear Park & Greenway



New Park



Transit Station Plaza



Rail Line



Watercourse

This draft schedule is subject to change and/or refinement as a result of on-going technical study, Regional and external agency review as well as community and stakeholder feedback. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan

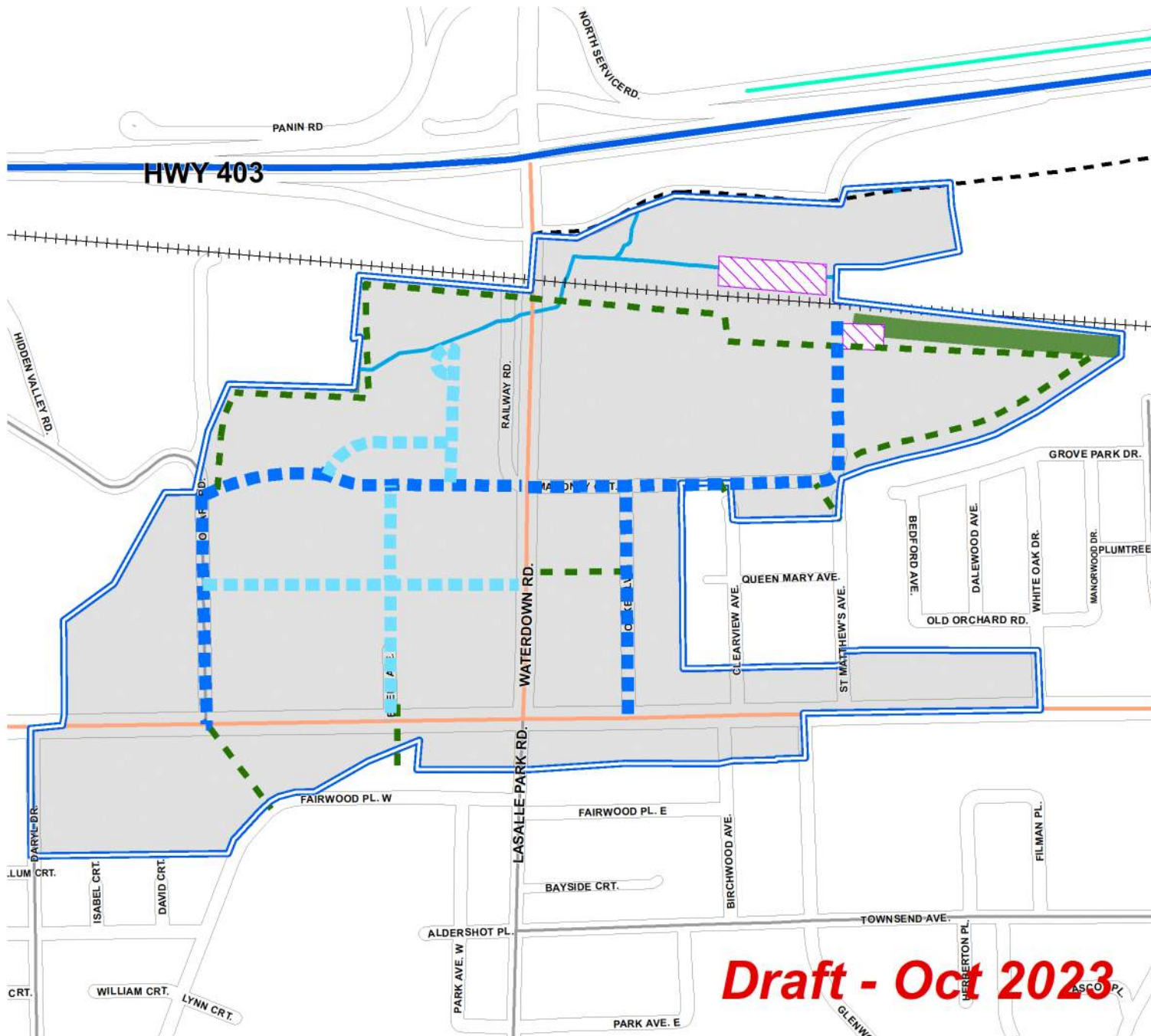
OCTOBER 2023



SCHEDULE G-1

Aldershot GO Major Transit Station Area Transportation Network

City of Burlington



Draft - Oct 2023

Legend

- Proposed MTSA Connector
- Proposed MTSA Distributor
- Off-Road Active Transportation Connection
- Multi Purpose Arterial
- Industrial Connector
- Neighbourhood Connector
- Provincial Freeway

- Proposed Road (See Sched O-1 of this Plan for more details)
- Aldershot GO Major Transit Station Area
- Transit Station Area
- Existing Natural Open Space
- Rail Line
- Watercourse

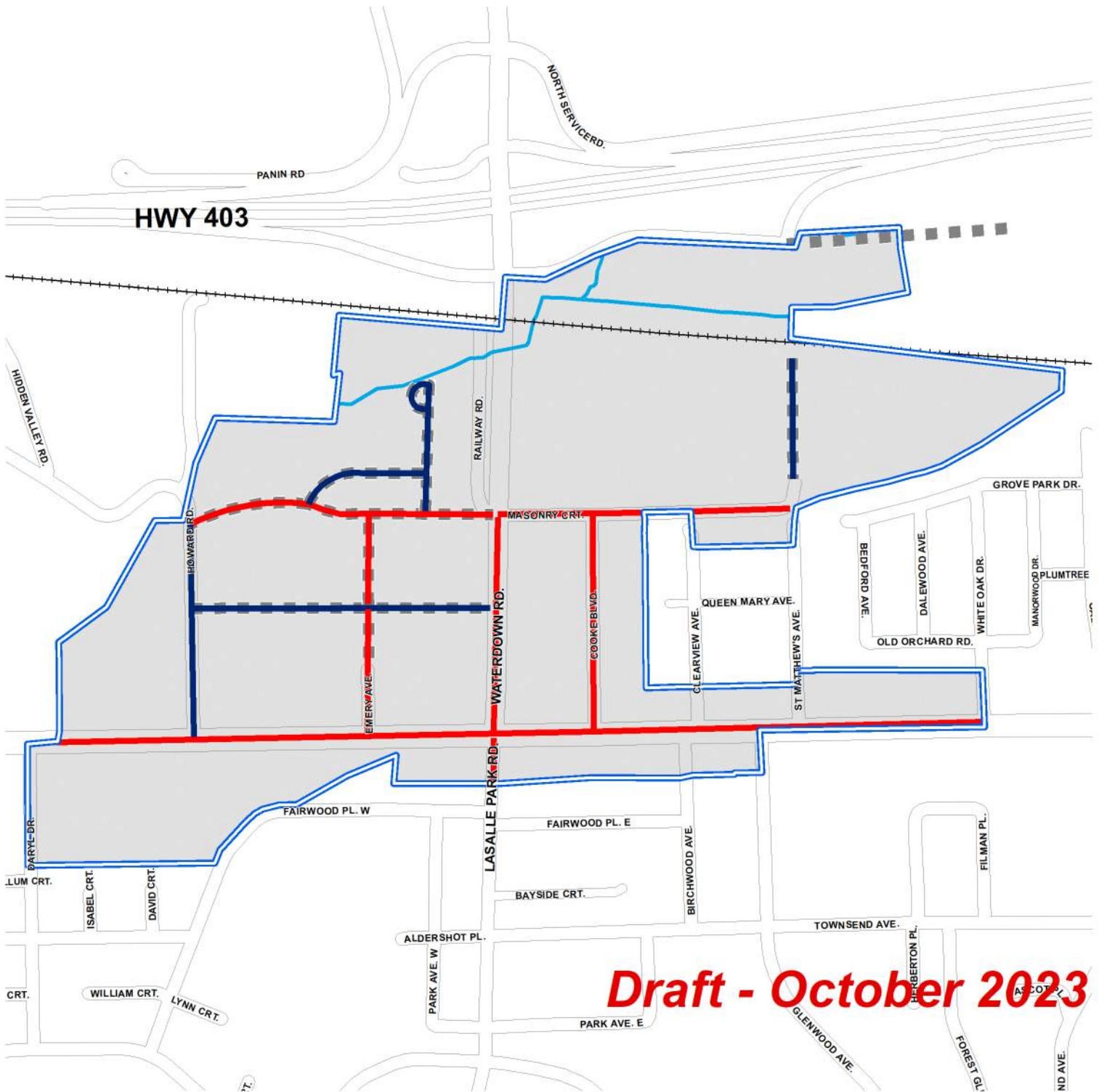
This draft schedule is subject to change and/or refinement as a result of on-going technical study, Regional and external agency review as well as community and stakeholder feedback. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.



SCHEDULE G-2




Aldershot GO Major Transit Station Area Activated Streets




City of Burlington



Draft - October 2023

Legend

-  Proposed Street (See Schedule G-1 in Official Plan for more information)
-  MTSA Major Mixed Use Street
-  MTSA General Mixed Use Street

-  Aldershot GO Major Transit Station Area
-  Rail Line
-  Watercourse

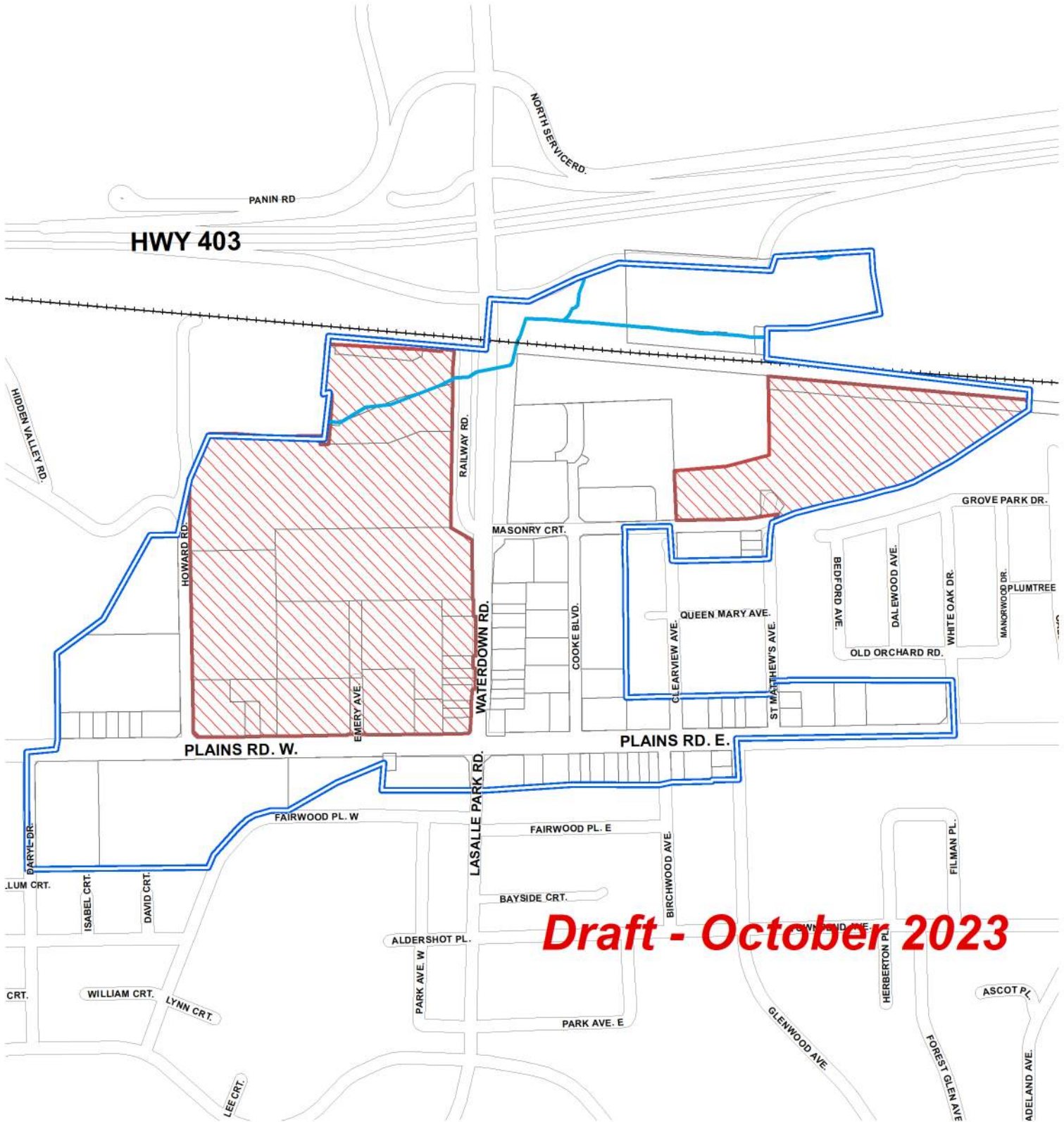


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Schedule G-3

Aldershot GO Major Transit Station Areas Tertiary Planning Areas

City of Burlington



Draft - October 2023

Legend

- Tertiary Planning Areas (in accordance with Section 8.1.2 (9.1) of the Official Plan)
- Aldershot GO Major Transit Station Area
- Rail Line
- Stream/Creek

This map is provided for information purposes only to graphically illustrate where comprehensive tertiary planning is required as described in the proposed MTSA Official Plan Policies. This map is not intended to form part of the Official Plan. Where discrepancies exist between this map and proposed policies, the proposed tertiary planning policies shall apply.

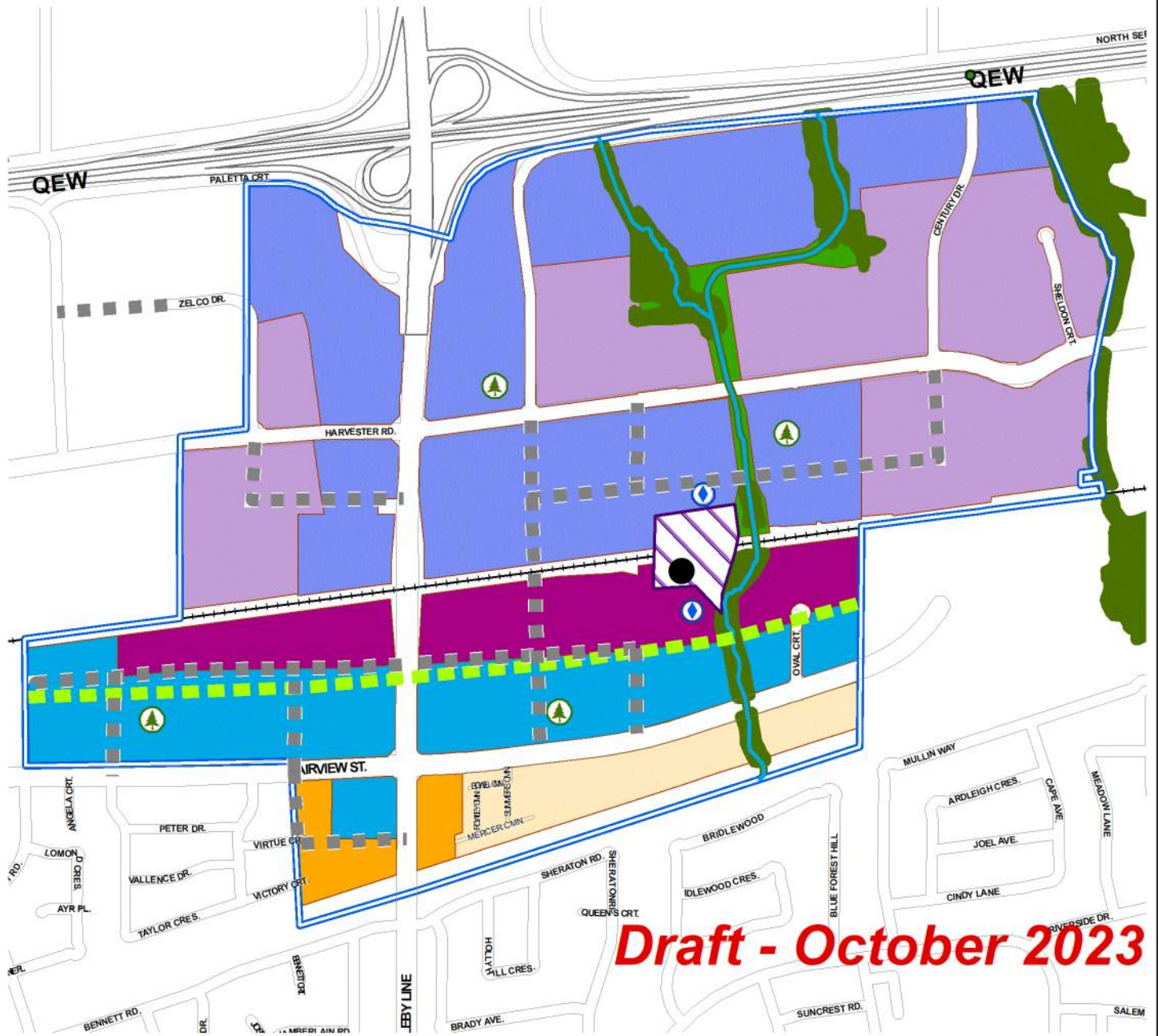
This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.



SCHEDULE H

Land Use - Appleby GO Major Transit Station Area

City of Burlington



Draft - October 2023

Legend

Precincts

- Applyby GO Central
- Fairview Frequent Transit Corridor
- Mid-Rise Residential
- Low to Mid-Rise Residential
- Urban Employment
- General Employment
- Natural Heritage System

- Existing Natural Open Space
- Appleby GO Major Transit Station Area
- Transit Station Area
- Major Transit Station
- Transit Station Plaza
- Proposed Street - see Schedule H-1 for details
- Potential Linear Park & Greenway
- New Park
- Transit Station Plaza
- Rail Line
- Watercourse

This draft schedule is subject to change and/or refinement as a result of on-going technical study, Regional and external agency review as well as community and stakeholder feedback. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan

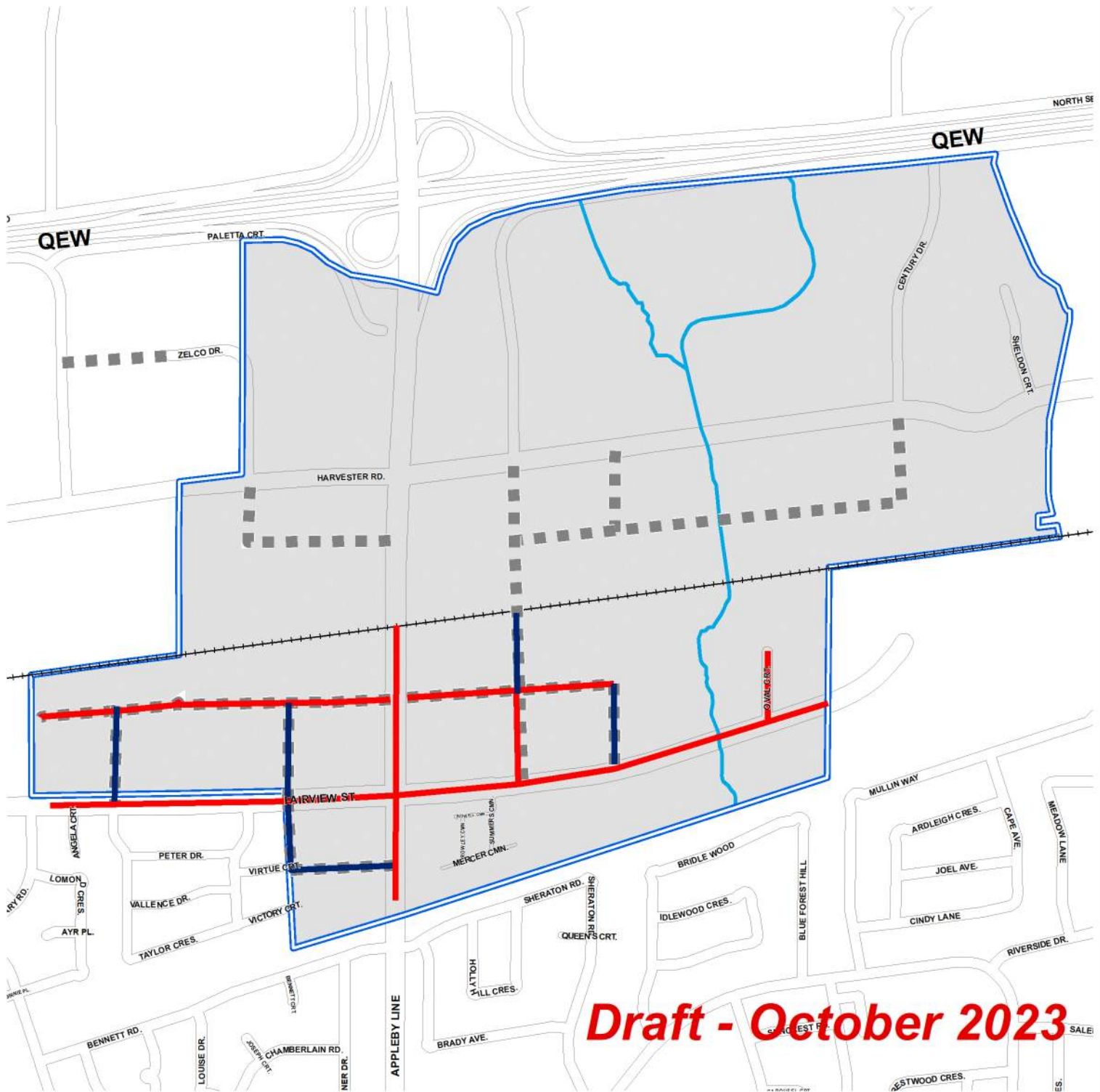


OCTOBER 2023

SCHEDULE H-2

Appleby GO Major Transit Station Area Activated Streets

City of Burlington



Draft - October 2023

Legend

- ■ ■ Proposed Street (See Schedule H-1 in Official Plan for more information)
- MTSA Major Mixed Use Street
- MTSA General Mixed Use Street

- Appleby GO Major Transit Station Area
- ++++ Rail Line
- Watercourse

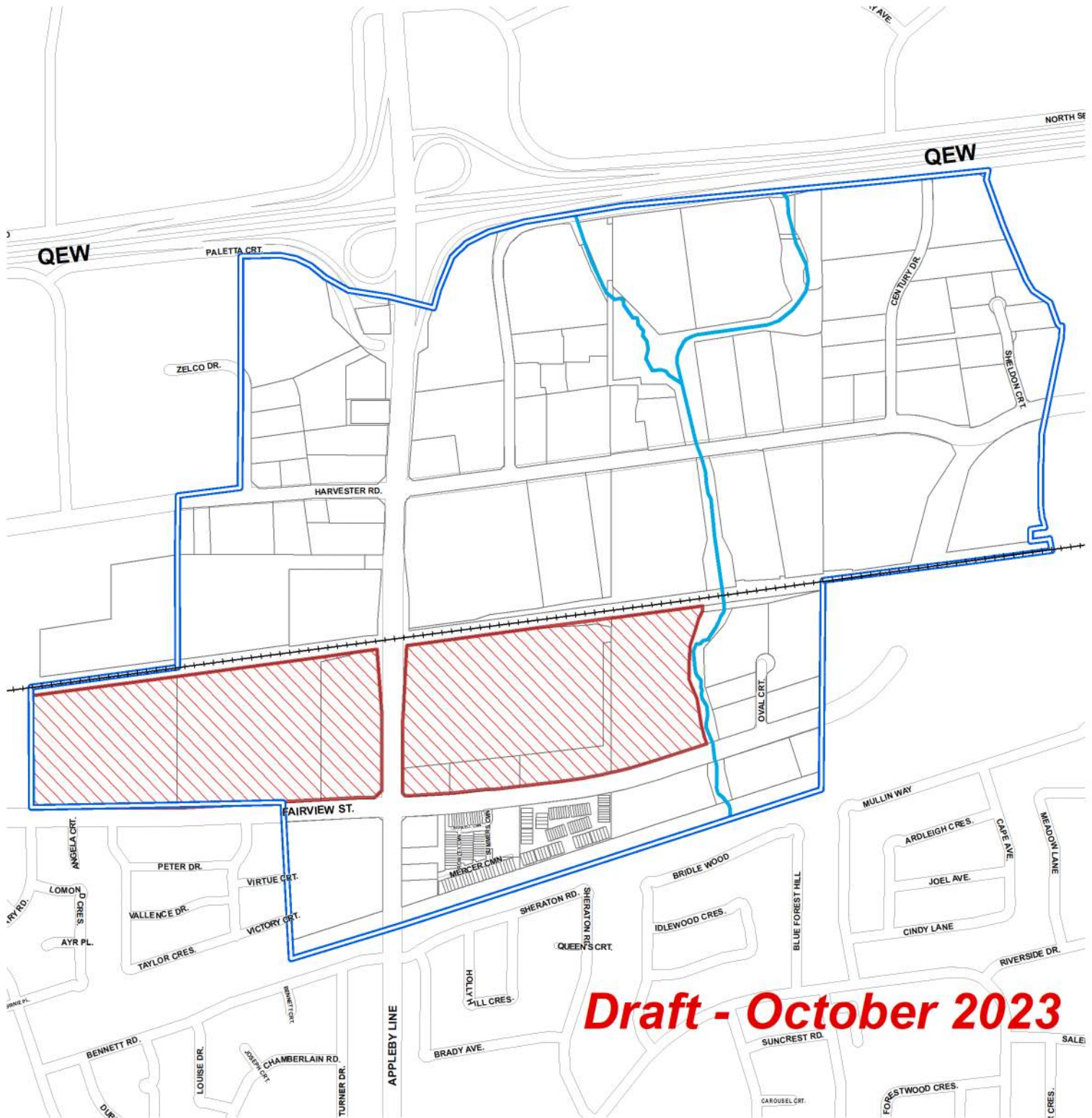


This draft schedule is subject to change and/or refinement as a result of on-going technical study, Regional and external agency review as well as community and stakeholder feedback. This schedule shall be used in conjunction with other applicable schedules and policies of this Plan

Schedule H-3



Appleby GO Major Transit Station Areas Tertiary Planning Areas


City of Burlington



Draft - October 2023

Legend

-  Tertiary Planning Areas (in accordance with Section 8.1.2 (9.1) of the Official Plan)
-  Appleby GO Major Transit Station Area

-  Rail Line
-  Watercourse

This map is provided for information purposes only to graphically illustrate where comprehensive tertiary planning is required as described in the proposed MTSA Official Plan Policies. This map is not intended to form part of the Official Plan. Where discrepancies exist between this map and proposed policies, the proposed tertiary planning policies shall apply.

This schedule shall be used in conjunction with other applicable schedules and policies of this Plan.



Attachment 6 to OPA 2 – Major Transit Station Area Table 3

Table 3: Classification of Major Transit Station Area Facilities

In addition to the applicable classifications shown on Schedule F-1: Downtown Burlington Urban Growth Centre/Burlington GO Major Transit Station Area Transportation Network, Schedule G-1: Aldershot GO Major Transit Station Area Transportation Network, and Schedule H-1: Appleby GO Major Transit Station Area Transportation Network and identified in Table 1, of this Plan, the following Classifications of Transportation facilities *shall* apply in Major Transit Station Areas. This table shall be incorporated into Table 1: Classification of Transportation Facilities once the table has been confirmed as in effect by the Ontario Land Tribunal.

<p>1. Major Transit Station Area Collector Streets</p>
<p>Major Transit Station Area (MTSA) Collector Streets provide important connections through the Major Transit Station <i>intensification</i> areas, delivery a high level of service for <i>active</i> and <i>sustainable</i> modes of transportation and enabling supportive design features .</p> <p>There are two types of MTSA Collector Streets: MTSA Mixed Use/Commercial Connector and MTSA Mixed Use/Commercial Distributor.</p>
<p><u>1.1 MTSA Mixed Use/Commercial Connector</u></p> <ul style="list-style-type: none"> • Right of Way requirements of 30m • Minimum 1.5m protected cycle track • Minimum 1.8m pedestrian clearway and 1.5 metre planting and furnishing zone • A community ‘Main Street’ or ‘High Street’ that balances mobility and access; • Moves moderate to high volumes of cycling, transit and vehicle movements; • Balances priority of all modes; • Subject to <i>intensification</i> or redevelopment; and • Likely to have mixed, but predominantly commercial land use.
<p><u>1.2 MTSA Mixed Use/Commercial Distributor</u></p> <ul style="list-style-type: none"> • Right of Way requirements of 26m • Cycling provision of wide lane sharrows • Minimum 2.0m pedestrian clearway and 1.5m planting and furnishing zone. • A community street that provides ‘rear’ service and access functions to adjacent commercial and residential properties; • High level of pedestrian and cycling activity and low to moderate level of vehicular traffic; and • Provides an attractive environment that complements adjacent main or civic streets.

Attachment 7 to OPA 2 – Major Transit Station Area Table 4

Table 4: Major Transit Station Area Public Right-of-Way Widths

The following Table shall be read in conjunction with the Public Right-of-Way policies contained in Chapter 6: Infrastructure, Transportation and Utilities and Section 8.1.2(5.2) of this Plan and *shall* be incorporated into Table 2: Public Right-of-Way Widths, of this Plan once the table has been confirmed as in effect by the Ontario Land Tribunal. The final public right-of-way width will be determined as part of future studies including Tertiary Planning, Environmental Assessments and/or subdivision approvals in accordance with the policies of this Plan.

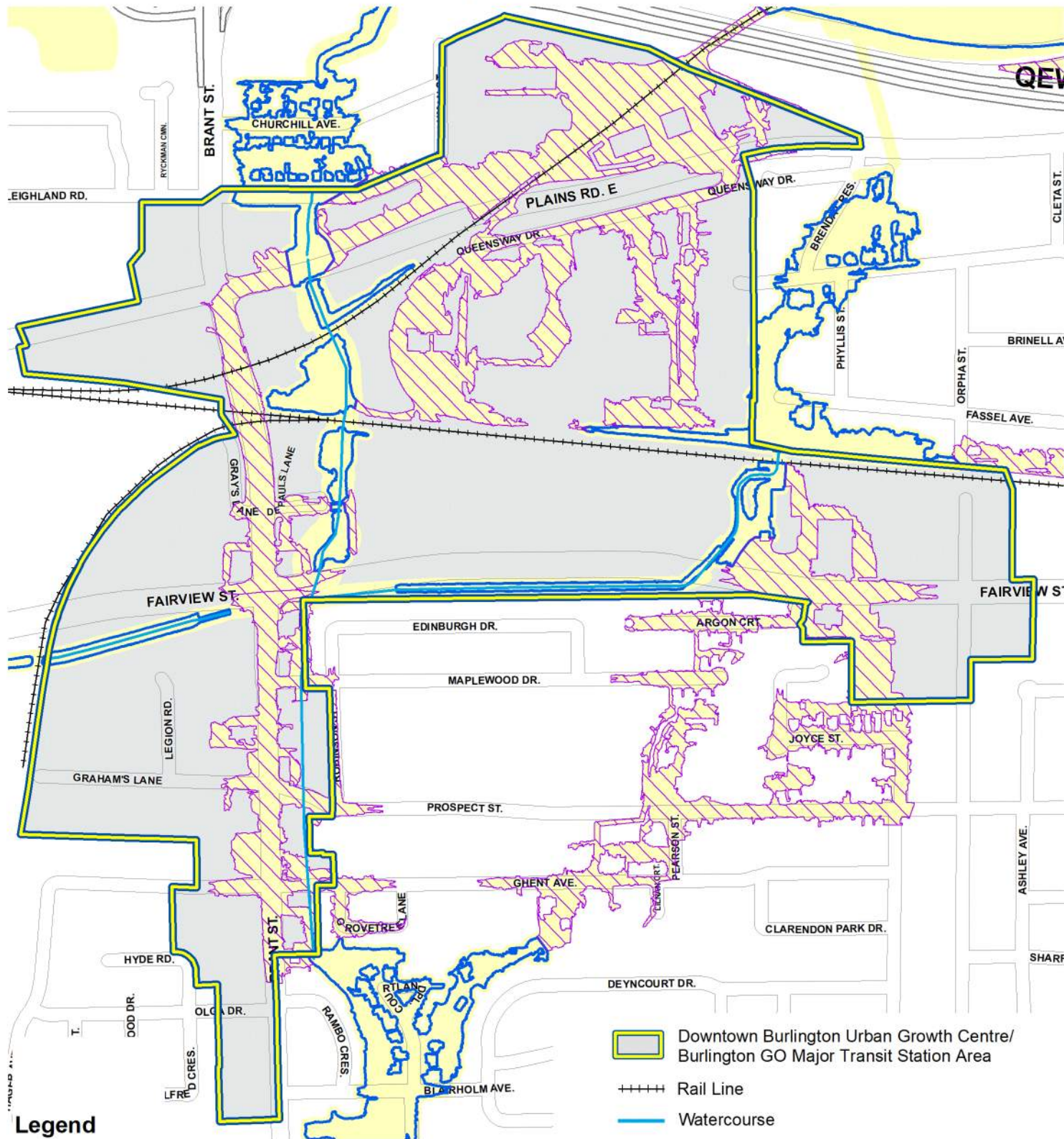
Street	From	To	Public Right of Way Width (metres)
Burlington GO UGC/MTSA			
Grahams Lane	Hydro Corridor	Brant Street	26
De Pauls Lane	Brant Street	Proposed east-west connection	30
Drury Lane	CN Rail Corridor	145 metres south of Fairview street	26
Aldershot GO MTSA			
Masonry Court	Waterdown Road	Grove Park	30
Cooke Blvd	Plains Road	Masonry Court	30
Emery Ave	Plains Road	Emery Ave extension	26
Howard Road	Plains Road	Lemonville Road	30
Appleby GO MTSA			
South Service Road	Harvester Road	120 metres east of Century Drive	30
Century Drive	Harvester Road	South Service Road	30
Zelco Drive	Harvester Road	To Zelco Drive extension	26

Attachment 8 to OPA 2 – For Reference Purposes Only, and does not form part of the Official Plan: Figures 1, 2, 3 (Conservation Halton) to inform the update of Appendix E


Figure 1 : Conservation Halton Approximate Regulation Limit Mapping




Downtown Burlington UGC/Burlington GO MTSA

City of Burlington



Legend

-  Spill Flood Hazard
-  Floodplain Hazard
-  Regulation Limit (Approximate)

-  Downtown Burlington Urban Growth Centre/
Burlington GO Major Transit Station Area
-  Rail Line
-  Watercourse

The text of Ontario Regulation 162/06 takes precedence over the Approximate Regulation Limit. Some regulated features may not appear on the Approximate Regulation Limit mapping. This mapping should be used for information purposes only. The data displayed are derived from sources with different accuracies and all boundaries should therefore be considered approximate. Data on this map are used under license and are protected by copyright for different organizations, including but not limited to Teranet Enterprises Inc. and other agencies.

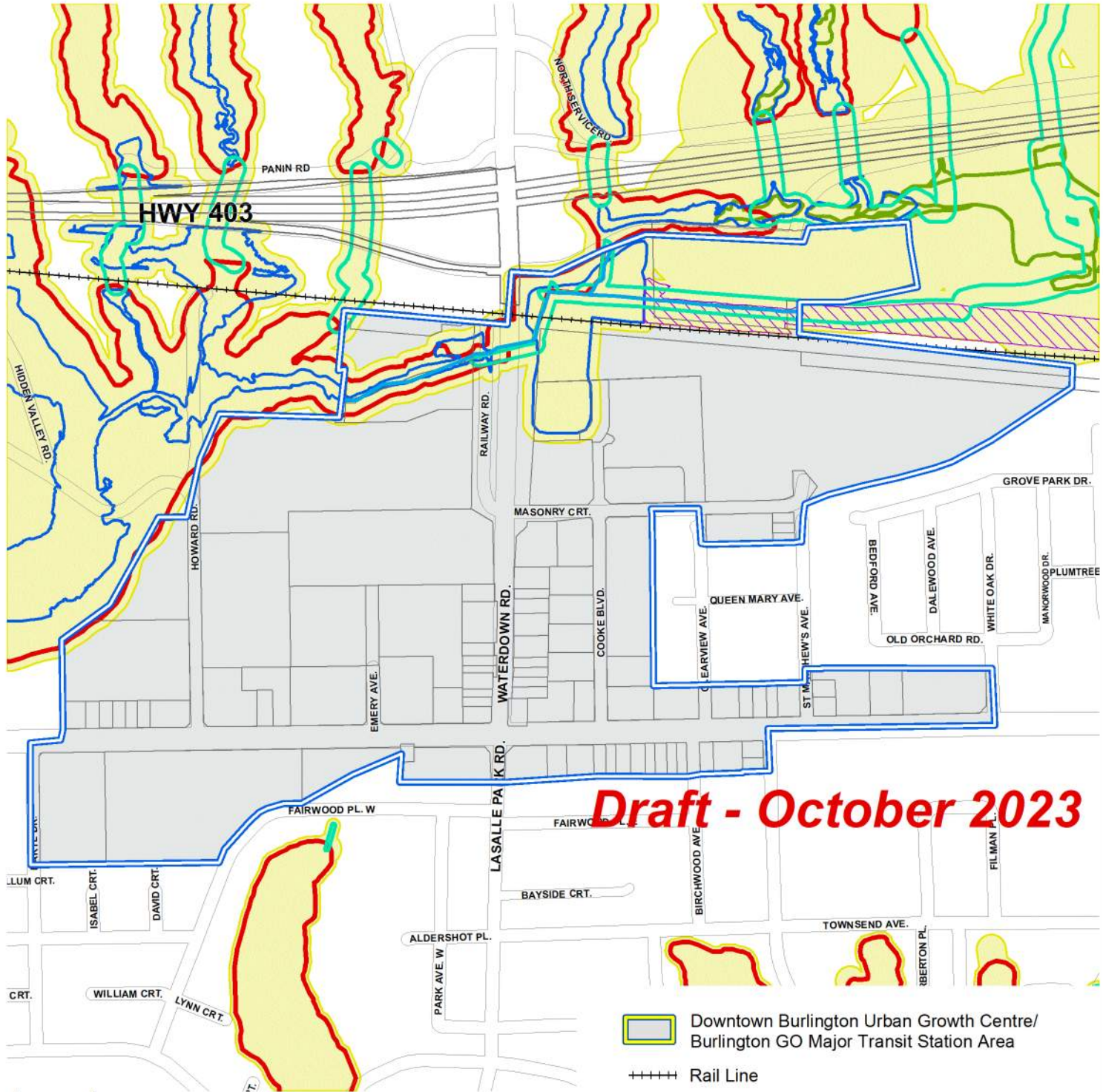
This draft appendix is subject to change and/or refinement as a result of on-going technical study, Regional and external review as well as community and stakeholder feedback.



Figure 2 : Conservation Halton Approximate Regulation Limit Mapping




Aldershot GO MTSA

City of Burlington



Legend

-  Spill Flood Hazard
-  Floodplain Hazard
-  Meander Belt Hazard
-  Stable Top of Bank Hazard
-  Wetland Hazard
-  Regulation Limit (Approximate)

-  Downtown Burlington Urban Growth Centre/
Burlington GO Major Transit Station Area
-  Rail Line
-  Watercourse

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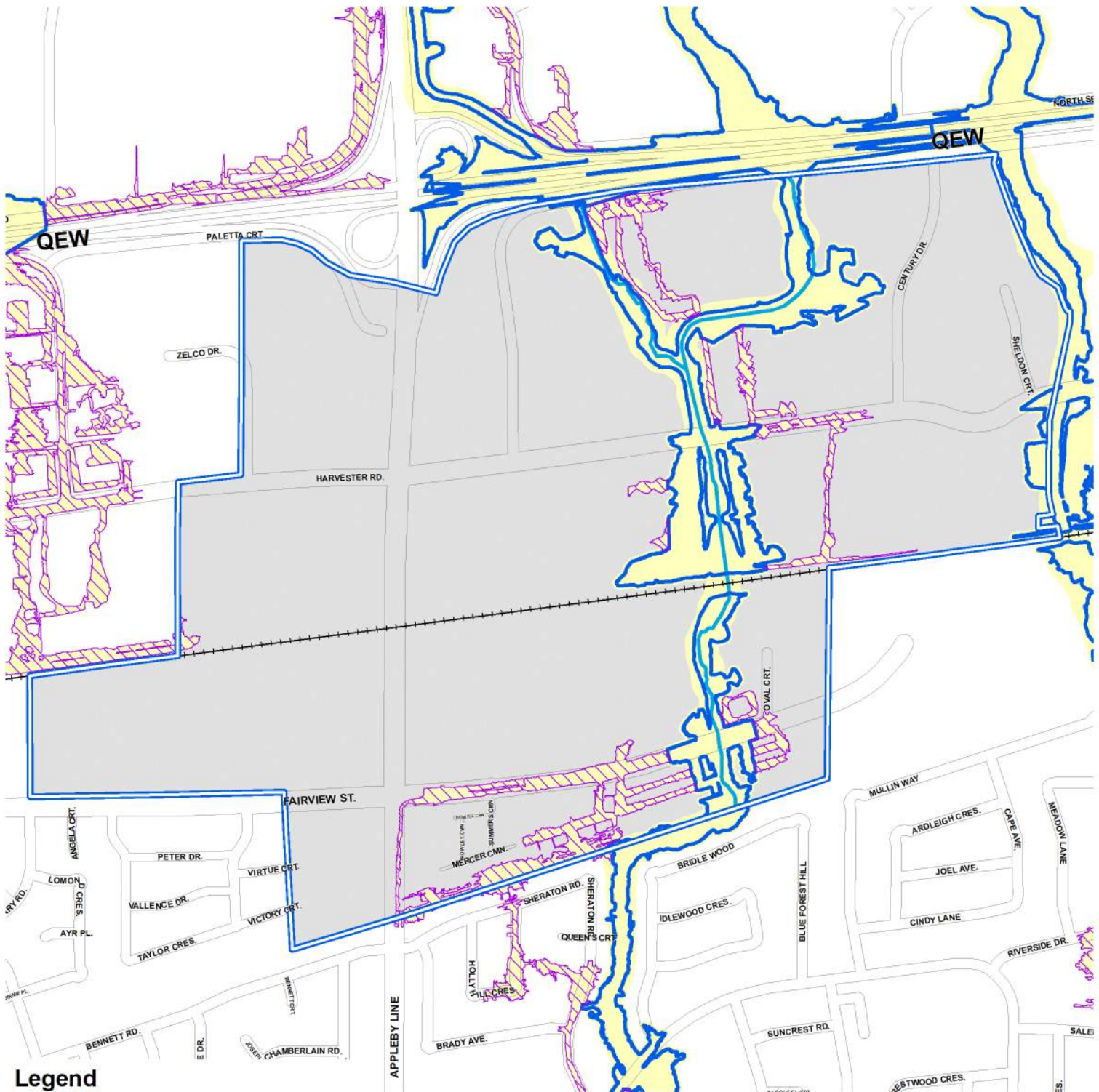
This draft appendix is subject to change and/or refinement as a result of on-going technical study, Regional and external review as well as community and stakeholder feedback.



Figure 3 : Conservation Halton Approximate Regulation Limit Mapping

Appleby GO MTSA

City of Burlington



Legend

-  Spill Flood Hazard
-  Floodplain Hazard
-  Regulation Limit (Approximate)
-  Appleby GO Major Transit Station Area
-  Rail Line
-  Watercourse

The text of Ontario Regulation 162/06 takes precedence over the Approximate Regulation Limit. Some regulated features may not appear on the Approximate Regulation Limit mapping. This mapping should be used for information purposes only. The data displayed are derived from sources with different accuracies and all boundaries should therefore be considered approximate. Data on this map are used under license and are protected by copyright for different organizations, including but not limited to Teranet Enterprises Inc. and other agencies.

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