

### Responses to Submissions Received November 24, 2021 to July 11, 2023

The following tables summarize and respond to comments that were received over the course of the MTSA ASP Planning Project from November 24, 2021 and July 11, 2023. For a summary of feedback received between September and November 2021, refer to [staff report PL-02-22, Appendix E \(MTSA Area Specific Planning Project: Feedback Report 1 \(Fall 2021\)\)](#).

This reporting period includes the following key events:

- **January 11, 2022 – MTSA ASP Interim Report:**
  - Community Planning, Regulation and Mobility (CPRM) Committee considered staff report PL-02-22 – Major Transit Station Area (MTSA) Area-Specific Recommended Preferred Precinct Plans (RPPPs). This report presented RPPPs for Council endorsement and the MTSA ASP Study Interim Report (December 2021).
- **July 12, 2022 – MTSA ASP Study Final Report:**
  - Staff Report PL-10-22 - Major Transit Station Areas – Area Specific Planning Study Update was considered at CPRM on July 5, 2022 and at City Council on July 12, 2022. The report included Appendix A: MTSA Area-Specific Planning (ASP) Study Final Report prepared by Dillon Consulting Ltd. Dated June 28, 2022. The Final Report refines the precinct plans of the Interim Report (December 2021) and contains policy directions to inform future official plan policies and implementation. Staff were directed by City Council to use the Final Report to prepare area specific plans and draft official plan policies, and re-examine the Burlington GO Central Precinct with respect to maximum height permissions alongside the provision of community amenities.
- **July 11, 2023 – MTSA Update and Community Planning Permit System (CPPS) Overview:**
  - Staff report PL-40-23 - MTSA Update and Community Planning Permit System Exploration was considered at CPRM on June 23, 2023 and received and filed by City Council on July 11, 2023. The report provides an update on the MTSA project as well as an overview of the CPPS tool. Through this report, City Council direct staff to proceed with preparing a draft Community Planning Permit By-law for consultation in the of Fall 2023 at the same time as the release of draft Official Plan policies.

Where necessary, comments have been summarized; in other cases, excerpts of comments have been quoted verbatim. Comments have been sorted by MTSA and ‘general comment’.

Staff’s response, unless otherwise noted, are reflective of the draft MTSA official plan policies and Community Planning Permit By-law presented in PL-59-23.

**Table 1. Downtown Burlington Urban Growth Centre / Burlington GO MTSA**

ID	Name & Address	Precinct (Final Report)	Date Received	Comment Summary
1	Nalco Water 1055 Truman Street, Burlington	Urban Employment	Jan 10, 2021	<p>a. In response to the Interim Report (Dec 2021), policies should allow existing industrial use to continue to operate and expand in future on subject lands, and for new industrial users, as Nalco has no plans to relocate or redevelop lands at this time.</p> <p>b. Potential parks and active transportation connections shown in the Interim Report (Dec 2021) should be relocated off the owner’s lands.</p> <p>c. Concern that it is premature for City to propose high-density residential uses to the south of subject lands before City’s land use compatibility study is complete.</p> <p><b>Staff Response:</b></p> <p>a. The commenter’s lands are proposed to be located within the Urban Employment Precinct, which is envisioned to continue to be an employment area where industrial uses are permitted. It is also identified within the Regional Employment Overlay in the Region’s Official Plan.</p> <p>b. Parks and active transportation connections are important elements of complete communities, serving both residential and employment uses. The Final Report (Jun 2022) and proposed official plan schedules have shifted the location of the potential park so that it is no longer solely within one property. It is now a shared responsibility between lands within the Mid-Rise Residential and Urban Employment precincts. The location of the potential active transportation location has also been modified to be located along the southern boundary of the Urban Employment Precinct, north of the rail corridor. The City’s Parks Provisioning Master Plan (Mar 2023) found that this is area is not within walking distance (400 m) to a city park.</p> <p>c. Provision 5.24.2 of the draft CPP By-law requires that land use compatibility studies be prepared prior to the submission of a CPP application containing sensitive land uses, to demonstrate that potential impacts to major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.</p>
2	Korsiak Planning on behalf of owners of 2207 Fairview Street	Burlington GO Central	Jan 10, 2022	<p>Site-specific request to be afforded the highest heights in the MTSA</p> <p><b>Staff Response:</b> The subject property is within the Burlington GO Central Precinct, which is envisioned to contain the tallest buildings in the MTSA and be the preeminent destination for major office, regional public service facilities as well as commercial, recreation, cultural and entertainment uses.</p>

ID	Name & Address	Precinct (Final Report)	Date Received	Comment Summary
3	MHBC Planning on behalf of owners of 850 Brant Street	Legion Node	Jan 10, 2022	Site-specific request for heights to be in accordance with the 30-storey height envisioned in the Mobility Hubs Draft Plan (2018) and Preliminary Preferred Precinct Plan (Oct 2021).
<p><b>Staff Response:</b>  The site is part of the Legion Node Precinct. The Interim Report (Dec 2021) contemplated a maximum height of 11-storeys across this precinct. The Interim Report noted that further study of the precinct and refinement of maximum heights is needed.</p> <p>After further study, in recognition of the site’s location at the intersection of two frequent transit corridors and its proximity to the GO station, the maximum permitted height of the site has been increased back to 30 storeys.</p>				
<p><b>The following comments were received following the release of the MTSA ASP Final Report (Jun 2022):</b></p>				
4	Emshih Developments Inc., 895 Brant Street; Lands at Emery/Plains Road, and Waterdown Road.	Burlington GO Central; Emery Commons (Aldershot)	Jul 19, 2022	<p><b>a. Burlington GO Central Precinct:</b></p> <ul style="list-style-type: none"> <li>i. Request for no height maximums, no requirements for retail at grade, and no employment-related requirements as it relates to the Burlington GO Precinct, as described in the January 2022 Council Endorsed Precinct Plans</li> <li>ii. Request for a reduced setback from Rambo Creek that is less than 7.5 m</li> </ul> <p><b>b. Emery Commons Precinct:</b> Request for clarity on precinct boundaries, cost sharing to fund new roads, and directions for setbacks in the ASP Study Final Report, as it relates to the owner’s conceptual plans for their lands.</p> <p><b>c. Overarching Policy Directions:</b></p> <ul style="list-style-type: none"> <li>i. Suggestion for no minimum parking requirements</li> <li>ii. Request for the city to provide a definition of employment and jobs.</li> <li>iii. Expressed interest in engaging in inclusionary zoning and policy development.</li> </ul>

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				<p><b>Staff Response:</b> Some of the concerns related to height and the overall organization of the precincts were addressed through the MTSA ASP Final Study Report.</p> <p><b>a. Burlington GO Central Precinct:</b></p> <ul style="list-style-type: none"> <li>i. Active uses at grade contribute to vibrant streetscapes and encourage walkability and transit usage. The proposed OPA and by-law provide clarity and flexibility regarding where continuous at-grade retail, service commercial, or office uses are required. Employment uses are an important component of complete communities and the City is required to plan to accommodate future employment growth within the MTSAs in accordance with the Region of Halton’s Official Plan.</li> <li>ii. Development adjacent to watercourse features or within/in proximity to hazardous lands must be consistent with provincial natural hazard policy and permission is required from Conservation Halton to undertake development within these areas. A reduced setback may only be considered on a site-specific basis through a Community Planning Permit Class 2 application where all other requirements are met.</li> </ul> <p><b>b. Emery Commons Precinct:</b> See response above. Also, the draft OPA requires tertiary planning for select key areas of the MTSAs, including lands within the Emery Commons Precinct, to ensure the shared delivery of streets and blocks, land uses, parks and open space, and other matters. Tertiary plans, along with associated cost-sharing agreements by the landowner group, will be required to be completed prior to the approval of any development application in the MTSAs.</p> <p><b>c. Overarching Policy Directions:</b></p> <ul style="list-style-type: none"> <li>i. The draft by-law sets out minimum parking standards, including flexibility in the rates to encourage the provision of affordable housing, bicycle parking-supportive facilities (e.g. showers), and shared parking between residential and non-residential uses.</li> <li>ii. The draft OPA is based on the current legislative framework and will rely on the current definition of employment in the City’s Official Plan (2020). It is acknowledged that the definition of “area of employment” is anticipated to change due to Bill 97. The City will continue to monitor legislative changes from the province and assess implications to the policies at that time. The CPPS acknowledges a broader approach to understanding space by adopting the term “job-related GFA”. Staff are interested in feedback on this approach and on opportunities to clarify the intent.</li> <li>iii. Noted. The City is not proposing to pursue inclusionary zoning for the MTSAs at this time.</li> </ul>

ID	Name & Address	Precinct (Final Report)	Date Received	Comment Summary
5	Chris Ariens	Burlington Junction; Appleby Gateway	Oct 4, 2022	The potential rail crossing shown across the QEW and potential active transportation connection through the Urban Employment Precinct is critically important to achieving the modal split targets across the city but currently do not exist. Additional policies should be included to specifically require an active transportation crossing across the QEW and require that the connection be designed with public safety, lighting and wildlife protection in mind, including protection from industrial truck traffic.
<p><b>Staff Response:</b> The crossing is currently being explored through the City's broader Integrated Mobility Plan (IMP). Specific details about connection/crossing are outside the scope of MTSA Project and will be explored through IMP. Staff note that the crossing is identified on Schedule P (Long Term Cycling Master Plan) of the Burlington Official Plan, and Section 6.2.4 of the Official Plan provides policy guidance on the design of active transportation connections as it relates to safety and lighting. The proposed amendment will continue to identify this as a potential crossing with an off-road active transportation connection (see draft Schedule F-1 (Transportation Network) for the Burlington GO MTSA) and refer to 6.2.4 of the Official Plan for design guidance.</p>				
6	Robert Osborne	Upper Brant Precinct; Burlington Junction	Mar 9, 2023	Suggestion to clarify that maximum height permissions in Upper Brant Precinct ranges between 11 and 25 storeys, rather than "the minimum building height is eleven (11) storeys and the maximum building height shall not exceed twenty-five (25) storeys" as stated in subsection 4.4.8.1b) of the MTSA ASP Study Final Report.
<p><b>Staff Response:</b> Staff note that the maximum building height is 25 storeys in the Upper Brant Precinct, and that buildings are required to achieve a minimum height of 11 storeys. Staff also note that the maximum heights for Community Planning Permit Class 1 and 2 applications are intended to be proportionate to the provision of services, facilities and matters. It is proposed that through a Community Planning Permit Class 3 application, proponents of development may request that Council approve additional height beyond the Class 2 maximums.</p>				
7	Wellings Planning Consultants Inc., on behalf of Venier Properties 920 Brant Inc. (owner of 920, 930 & 932 Brant Street)	GO Central Precinct	Mar 23, 2023	<p><b>Complete Streets:</b> Supportive of complete streets principle, and notes that there is a potential for a new complete street in this precinct.</p> <p><b>Retail Streets:</b> Suggestion to require a minimum percentage of the ground floor to be active non-residential use and allow for flexibility in permitted uses in these spaces, instead of requiring all ground floor space to be non-residential, to ensure that space is available to meet retail demand when it grows, while allowing for interim uses.</p>

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				<p><b>Employment Conversions</b></p> <p>a. Request for clarification on how policy direction to “retain space for a similar number of jobs to be accommodated on site” would be implemented:</p> <ul style="list-style-type: none"> <li>• How would space be calculated?</li> <li>• Concern that it is not feasible to use a Holding Provision to restrict residential development until a minimum amount of employment is achieved on site since employment space would largely be on the ground floor of the mixed-use building.</li> </ul> <p>b. Suggestion that City provide an indication of the type of community service facilities that redevelopment of converted lands may be required to deliver, in accordance with policy direction 3.3.6(d), beyond the potential new park identified in Figure 4.4.</p> <p><b>Land Use Compatibility</b></p> <p>c. Presence of employment uses should not be reason to sterilize redevelopment potential of adjacent lands.</p> <p><b>Comprehensive Block Plans:</b> Comments that client’s lands are not in an area identified in Section 4.3 o) as being subject to comprehensive block planning.</p> <p><b>Parks:</b> “We fully support the inclusion of Urban Parks as a distinct form of public space, and the recognition of the role that privately owned spaces (POPS) play in dense urban settings.”</p> <p><b>Burlington Junction Specific:</b></p> <p>d. Generally supportive of vision for Burlington Junction and direction for tall buildings and height for the Burlington GO Central Precinct and height restrictions in areas adjacent to existing neighbourhoods or industry. Notes that height should not be restricted on client’s lands as they are not in proximity to a low-rise residential area.</p>

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				<p>e. Concern about proposed policy direction to limit residential development before employment targets are met. Suggestion for City to include phasing policies that will allow residential and commercial space to proceed together in stages. Suggestion for BEDC to establish an office attraction strategy that may include incentives.</p> <p>f. Interest in working with City staff to refine potential new streets, parks and active transportation connections.</p>
<p><b>Staff Response:</b></p> <p><b>Complete Streets:</b> Noted.</p> <p><b>Retail Streets:</b> Active uses (retail, service commercial, and office uses) at the ground level contribute to vibrant, pedestrian-oriented streetscapes. In response to suggestions from the public and industry for more flexibility in requirements for ground-floor active uses, the proposed OPA and by-law introduces more flexibility in the following ways:</p> <ul style="list-style-type: none"> <li>• Whereas the Final Report required active uses along most streets, the proposed draft activated streets policies provide more focused locations where at grade active uses are required.</li> <li>• The types of uses allowed along activated streets have been broadened to include office, as well as public service facilities, institutional uses and residential lobbies.</li> <li>• A required minimum first floor height will help to ensure that the first floor of buildings can accommodate a variety of uses over time.</li> <li>• There is also now flexibility in the requirement for at grade active uses along proposed new streets not identified on the MTSA transportation network schedules (Schedules F-2, G-2 and H-2). The appropriate activated street classification for a new proposed street not shown on the MTSA transportation network schedules will be determined by the City on a case by case basis, taking into consideration the objectives and vision of the precinct and the location of the new street in relation to other existing or proposed activated streets (see proposed policy 8.1.2(8.2)c)).</li> </ul> <p><b>Employment Conversions:</b></p> <p>a.</p> <ul style="list-style-type: none"> <li>• The Provincial Growth Plan and Regional Official Plan require that the redevelopment of any converted employment lands include the replacement of a similar number of jobs. These policies are proposed to be satisfied through the draft CPP By-law. The draft by-law currently includes standards for a “TBD” (to be determined) minimum amount of job-related gross floor area. Staff are continuing to develop and seek feedback on this standard.</li> </ul>				

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				<ul style="list-style-type: none"> <li>• A holding provision is no longer contemplated. Instead, in order to ensure that future development incorporates job-related uses in the Burlington GO Central Precinct, dwellings above the first two storeys of a mixed use building are proposed to be allowed as a discretionary use if the development also contains office or community space.</li> <li>b. The City is currently updating its Parks, Recreation and Cultural Assets Master Plan (PRCAMP), informed by inputs including the Parks Provisioning Master Plan (completed March 2023) and the MTSA ASP Project. The PRCAMP update will determine the need for new city recreation and leisure facilities as well as revitalization of existing assets for a 20-30 year period.</li> </ul> <p><b>Land Use Compatibility</b></p> <ul style="list-style-type: none"> <li>c. Noted. Provincial policies require that land use compatibility be demonstrated between sensitive land uses and major facilities, to ensure the long-term operational and economic viability of major facilities.</li> </ul> <p><b>Comprehensive Block Plans:</b> The Final Report contemplated a new road within the lands south of the rail, west of Brant Street and north of Fairview Street in the Burlington GO Central Precinct, but did not identify the lands as subject to comprehensive block planning. The proposed policies clarify that tertiary planning is required in this quadrant, including the subject lands, to ensure that the costs associated with active transportation connections and cultural heritage preservation in the quadrant, are distributed in a fair and equitable manner among landowners.</p> <p><b>Parks:</b> Noted.</p> <p><b>Burlington Junction Specific:</b></p> <ul style="list-style-type: none"> <li>d. The policy intent is to ensure that development contributes to the proportional target of people and jobs for the MTSA, and supports the objective for the MTSAs to redevelop into complete communities. The maximum heights for Community Planning Permit Class 1 and 2 applications are intended to be proportionate to the provision of services, facilities and matters. It is proposed that through a Community Planning Permit Class 3 application, proponents of development may request that Council approve additional height beyond the Class 2 maximums.</li> <li>e. Comment has been shared with BEDC. See also response above regarding Employment Conversions.</li> <li>f. Noted. The transportation network and location of parks shown on the proposed schedules are informed by the MTSA Transportation Assessment (Dillon Consulting, September 2023) and Parks Provisioning Master Plan (March 2023). There is the opportunity to further refine these elements through tertiary planning.</li> </ul>



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8	Korsiak Planning on behalf of Bull Moose Tube, owner of 2170 Queensway Drive	(B) Queensway Commons; Low to Mid-Rise Residential	Mar 24, 2023	<ul style="list-style-type: none"> <li>a. Opinion that subject property should be part of the GO Central Precinct with a maximum height of 45-storeys</li> <li>b. Suggestion that requirement for continuous retail or service commercial uses at-grade be revisited to ensure greater flexibility for at grade uses and greater ability to respond to market demand.</li> </ul>
<p><b>Staff Response:</b></p> <ul style="list-style-type: none"> <li>a. The subject property is proposed to remain within the Queensway Commons precinct. This precinct is envisioned to function differently from the GO Central Precinct; it is envisioned to be a unique retail and service commercial destination with opportunities for public features that offer opportunities for community gatherings. While the maximum height for this precinct for a Class 2 application is between 11 and 20 storeys, it is possible to exceed these heights through a Class 3 application process subject to consideration of factors including the guiding principles of the CPP By-law, provision of services, facilities and matters, and the general intent of the City's Official Plan.</li> <li>b. In response to suggestions from the public and industry for more flexibility in requirements for ground-floor active uses, the proposed OPA and by-law introduces more flexibility. See response to Wellings Planning Consultants above regarding Retail Streets.</li> </ul>				

**Table 2. Appleby GO MTSA**

ID	Name & Address	Precinct (Final Report)	Date Received	Comment Summary
1	Macaulay Shiomi Howson Ltd., on behalf of Presidio Construction Ltd (c/o the Remington Group), owner of lands at 5200 Harvester Road	Urban Employment	Feb 25, 2022	<p>Provided copy of January 11, 2021 comments, which recommend that:</p> <ul style="list-style-type: none"> <li>a. The City's Land Use Compatibility should recognize not only existing industrial uses but future industrial development that will be allowed as-of-right in the Urban Employment precinct.</li> <li>b. The proposed east-west road in the Recommended Preferred Precinct Plan which crosses the owner's lands be studied further through the City's Transportation Assessment. The assessment should evaluate implications of the road on future as-of-right industrial development and any other potential land uses, and whether there is a need to extend the road through the lands.</li> </ul>
<p><b>Staff Response:</b></p>				

ID	Name & Address	Precinct (Final Report)	Date Received	Comment Summary
				<p>a. The MTSA Land Use Compatibility Study (Dillon Consulting, May 2023) assessed the subject lands as a Class III facility, and the proposed policies continue to contemplate the subject lands to be within the Urban Employment Precinct. Industrial land uses are permitted in this precinct. The draft by-law also continues to allow the existing site-specific land use permissions for the subject lands.</p> <p>b. The supporting MTSA Transportation Assessment (Dillon Consulting, September 2023) confirmed that a new east-west MTSA Mixed Use/Commercial Connector is recommended to distribute travelers east-west between the GO rail line and Harvester Road, and create a multimodal corridor to connect sustainable modes to development. The connections shown in the draft OPA and by-law are conceptual in nature and are subject to refinement through additional transportation study. The Transportation Assessment recommended additional transportation impact study at the development application stage; this is reflected in the complete application requirements.</p>
2	Weston Consulting, on behalf of Fairview GO Ltd. (Valour Group), owner of lands at 5041 Fairview Street	Fairview Frequent Transit Corridor	Jul 5, 2022	Expressed support for Appleby GO Precinct Plan endorsed by Council in January 2022 and need for additional technical land use analysis. Disappointed in delay of ASP planning process, as owner has prepared an application to redevelop their lands.
<b>Staff Response:</b> Comments have been noted.				
3	The Planning Partnership, on behalf of Appleby Vision Corp., owner of lands at 747 Appleby Line & 5091 Fairview Street	GO Central & Fairview Frequent Transit Corridor	Jul 4, 2022	Recommends City provide a framework to guide future site-specific applications to achieve land use compatibility. Notes that minimum separation distances in D-6 Guidelines are recommendations and not mandatory, and that D-6 Guidelines acknowledges that mitigation measures could allow for reduced separation where appropriate. Suggests that the area-specific plans continue to be developed based on the endorsed Recommended Preferred Precinct Plans (Dec 2021) and allow detailed land use compatibility concerns to be addressed through future site-specific development applications.
<b>Staff Response:</b> The supporting MTSA Land Use Compatibility Study (Dillon Consulting, May 2023) recommends that the City's policy framework require land use compatibility assessments for all applications proposing sensitive land uses in Appleby GO MTSA south of the				

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	rail line, and that such studies be required to be completed in accordance with a City-developed terms of reference. This recommendation is reflected in the proposed policies. The proposed policies also direct the City to develop a Terms of Reference for land use compatibility studies to assist proponents of development containing sensitive land uses.			
4	Chris Ariens	Burlington Junction; Appleby Gateway	Oct 4, 2022	Concern that existing and planned post-secondary institutions and convention spaces outside the Appleby Gateway MTSA will undermine the ability to achieve the employment vision for the MTSA and result in increased car dependency and traffic. City should plan to mitigate for the potential impacts of these uses as well as address land use compatibility impacts from existing industrial facilities in the MTSA.
<b>Staff Response:</b> The Appleby GO MTSA is envisioned to continue to be a prominent employment area. Office uses are permitted in most precincts of this MTSA, and industrial uses are permitted within the General Employment and Urban Employment precincts. The employment vision is further supported through the proposed permissions for accessory retail and service commercial uses within the employment precincts; permissions for range of retail and commercial, recreation, cultural, public service facility, entertainment and residential uses elsewhere in the MTSA; and a network of new streets and active transportation connections.				
5	Korsiak Planning on behalf of Penta Properties Inc., owners of 4415, 4445, 4460-4490 Fairview Street, 666-676 Appleby Line, and 750 Appleby Line	GO Central; Fairview Frequent Transit; Mid-Rise Residential	Mar 24, 2023	<p>a. The Appleby GO ASP should not establish maximum height restrictions, for the following reasons:</p> <ul style="list-style-type: none"> <li>• No maximum height restrictions would help assist with achieving the City's municipal housing pledge</li> <li>• It is not in keeping with the recommendations of the Ontario Housing Affordability Task Force</li> <li>• It may restrict the desired intensification and design considerations to accommodate a potential park, linear park and complete streets</li> </ul> <p>b. Minimum setbacks should not be introduced through the area-specific plan. Rather an appropriate setback should be allowed to be determined through the development review process to avoid future site-specific variances.</p>
<b>Staff Response:</b>				
<p>a. It is appropriate to regulate building height to achieve a balance between the objectives of ensuring land use compatibility and mitigation, supporting the ongoing viability of employment uses, as well as achieving compatibility with the adjacent low-rise neighbourhoods to the south and west of the MTSA. The proposed height permissions and the comprehensive planning of the City's three MTSAs support the achievement of the City's housing pledge. The maximum heights for Community Planning Permit Class 1 and 2 applications are intended to be proportionate to the provision of services, facilities and matters. It is proposed that through a</p>				

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				<p>Community Planning Permit Class 3 application, proponents of development may request that Council approve additional height beyond the Class 2 maximums.</p> <p>b. Ensuring appropriate built form transitions between the MTSA and adjacent Established Neighbourhood Areas is an objective of the MTSA ASP Planning Project and is reflected in the proposed policies which provide direction for the Community Planning Permit By-law regarding setbacks to ensure appropriate built form transitions. The draft by-law sets out minimum setback requirements and also provide flexibility in how built form transitions may be satisfied. In the Mid-Rise Residential Precinct, the minimum setback applies only where the development abuts a rear or side property line of a Residential – Low Density designation outside the MTSA. There is also the opportunity for variations to the setback standards through a Class 2 Community Planning Permit application.</p>

**Table 3. Aldershot GO MTSA**

ID	Name & Address	Precinct (Final Report)	Date Received	Comment Summary
1	Bousfields Inc. on behalf of Infinity Development Group, owners of lands at 1029, 1033 and 1053-1063 Waterdown Road & 2 Masonry Court (“Waterdown Road Lands”); and lands at 40-70 Plains Road East (“Plains Road Lands”)	Aldershot GO Central	Mar 24, 2022	<p>a. Request to re-designate Waterdown Road Lands from Aldershot Main Street Precinct to Aldershot GO Precinct.</p> <p>b. Site-specific height request for Plains Road Lands.</p>
<b>Staff Response:</b>				

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				<p>a. In the Final Report (Jun 2022) and the proposed OPA and by-law, the boundary of the Aldershot Main Street Precinct has been adjusted so that it is concentrated along Plains Road instead of Waterdown Road. The Cooke Commons and Emery Commons precincts have been extended to meet at Waterdown Road. The commenter's Waterdown Road Lands are now within the Aldershot GO Central Precinct.</p> <p>b. Staff note that the Plains Road Lands were the subject of official plan amendment and rezoning applications when the comment was received. In February 2023, the applications were approved by the Ontario Land Tribunal. A site-specific policy has been included in Section 9 of the draft by-law to implement the Tribunal's decision.</p>
2	Blueheron	Aldershot Corners	May 9 & 28, 2022	Suggestion for bus from Aldershot GO station towards Royal Botanical Gardens to serve west Aldershot, particularly late at night.
	<b>Staff Response:</b> Comment was shared with Burlington Transit.			
<b>The following comments were received following the release of the MTSA ASP Final Report (June 2022):</b>				
3	Evans Planning, on behalf of 2412947 Ontario Ltd, Laith Al-Dabbagh and 2381798 Ontario Ltd., owner of 141, 147 & 153 Plains Road West.	Mid-Rise Residential	Sep 14, 2022	<p>a. Suggestion to provide a street classification map and identify right-of-way widths of new streets; reduced parking rates and allow for on-street parking</p> <p><b>Maximum Heights &amp; Urban Design:</b></p> <p>b. Tall buildings should be allowed in all locations within the Aldershot GO MTSA, provided they meet the overarching urban design policy directions of the Final Report, particularly on lands that do not abut an existing neighbourhood</p> <p>c. Suggestion for mapping of key entryways and related design criteria to guide development</p> <p>d. Suggestion for more guidance for transitions between mid-rise/tall buildings, in addition to guidance between mid-rise/tall buildings and low-rise residential buildings</p> <p><b>Retail Streets:</b></p>

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				<p>e. Provide flexibility in the frontage and floor area of retail spaces and allow residential lobbies to be located fronting streets where active uses at grade are required;</p> <p>f. Allow servicing, loading and parking access to be from side streets</p> <p><b>Housing:</b> incentives should be provided to developments that adhere to City's guidelines in order to offset costs of implementing the guidelines; Final Report does not acknowledge the concept of 'intrinsically affordable' units</p> <p><b>Community Benefits &amp; Facilities:</b> Opinion that community benefit charges create a disincentive to implement design measures. Incentives should be provided for private projects with community facilities/services (e.g. additional gross floor area or height, reductions to development charges); more detail requested regarding how community facilities are to be determined and funded, suggestion that any required off-site community facilities should not be the sole responsibility of one landowner.</p> <p><b>Parkland:</b> privately owned, publicly accessible spaces (POPS) should count towards parkland dedication requirements; request for information about how City will indemnify future condominium corporations from liability associated with POPS.</p> <p><b>Comprehensive Block Planning:</b> suggestion to mapping which identifies the areas where block planning is required and the general locations of community elements that must be considered; opinion that City should take lead in identifying transportation and active transportation networks rather than individual landowners through block planning.</p> <p><b>Land Use Compatibility:</b> suggestion for City to provide guidance for interim conditions within the MTSA (e.g. areas within the MTSA where existing employment lands are envisioned to be redeveloped with residential uses, but</p>

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				continue to operate as employment), such as by classifying the MTSA as a Class 4 area under provincial environmental noise guidelines.
<p><b>Staff Response:</b></p> <p>a. The supporting MTSA Transportation Assessment (Dillon Consulting, September 2023) provides recommended street classification and right-of-way widths for new streets within the MTSA, as well as recommended policy direction regarding parking rates and the need for a monitoring program to ensure that parking needs are met, which are reflected in the proposed policies and by-law.</p> <p><b>Maximum Heights &amp; Urban Design:</b></p> <p>b. The vision for the MTSA builds on the long-standing vision for a main street, mid-rise character along Plains Road. Across Plains Road, the maximum expression of mid-rise height (i.e. 11 storeys) is permitted where it is not adjacent to a Residential—Low Density designation. Additional heights beyond 11 storeys may be permitted through a Class 3 Community Planning Permit application, subject to consideration of factors including the guiding principles of the CPP By-law, provision of services, facilities and matters, and the general intent of the City’s Official Plan.</p> <p>c. As part of the monitoring and implementation strategy for the MTSA, a strategic action plan that could include placemaking may be developed by the City.</p> <p>d. The City’s urban design guidelines will continue to apply to proposals for mid-rise and tall buildings and provide guidelines for transitions between tall and mid-rise buildings.</p> <p><b>Retail Streets (referred to as Activated Streets in the draft policies and by-law):</b></p> <p>e. The proposed Activated Streets policies and by-law allow residential lobbies and public service facilities along MTSA Major Mixed Use and MTSA General Mixed Use Streets. The proposed by-law clarifies that the intent of the maximum frontage at grade and minimum floor area requirements is to create a character of small shops along active streets and to achieve a vibrant, active and animated built environment. An operation can occupy more than one individual unit.</p> <p>f. The by-law clarifies that servicing, loading and parking access should be from a rear public lane, shared private lane and shared driveways and not from an activated street frontage (5.14.7).</p> <p><b>Housing:</b> Noted. The City is exploring inclusionary zoning to assist with the provision of affordable housing. For more information, please visit <a href="http://getinvolvedburlington.ca/housingstrategy">getinvolvedburlington.ca/housingstrategy</a></p> <p><b>Community Benefits &amp; Facilities:</b> The City’s Community Benefit Charges By-law will not apply to the MTSA. However, development within the MTSA will be required to provide services, facilities and matters as outlined in Section 5.29 of the by-law.</p>				

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				<p><b>Parkland:</b> The parameters for parkland dedication under the Planning Act have recently changed as a result of Bill 23. The City is currently exploring the implications of these changes, including POPS.</p> <p><b>Comprehensive Block Planning:</b> The draft OPA and by-law establish a conceptual transportation (including active transportation) network for each of the MTSAs. Due to the size and fragmented ownership of some areas within the MTSAs, more detailed planning (tertiary planning) beyond the scope of the MTSA project is required prior to the approval of development applications in tertiary planning areas to ensure the shared delivery of streets and blocks, and other community elements such as parks and public service facilities. The draft OPA includes Schedules F-3, G-3, and H-3, which identify the areas where tertiary planning will be required, and policies provide more guidance on the matters that are to be addressed through tertiary planning. In the proposed OPA, the subject lands are not proposed to be subject to tertiary planning requirements.</p> <p><b>Land Use Compatibility:</b> The supporting MTSA Land Use Compatibility Study (Dillon Consulting, May 2023) addresses transitions to employment lands envisioned to be redeveloped and employment lands to be retained. The recommendations from the study include direction for the City to develop city-wide guidelines for the procedures for determining when a Class 4 classification may be appropriate. The recommendations have been incorporated into 8.1.2(6) of the draft OPA.</p>
4	Emshih Developments Inc.	Emery Commons	Mar 24, 2023	Potential new east-west complete street shown in Final Report within the Emery Commons precinct should be relocated to be shared between 1021 Emery Avenue and 1070 Waterdown Road instead of wholly on 1021 Emery Avenue.
	<p><b>Staff Response:</b> The proposed policies identify the area west of Waterdown Road, south of the rail, east of Howard Road and north of Plains Road within the Aldershot GO Central, Emery Commons and Aldershot Main Street precincts, including the subject lands, as an area where tertiary planning is required. The tertiary plan will provide a framework for the distribution of development and shared delivery of new transportation connections, among other elements.</p>			
5	MHBC Planning on behalf of Losani Homes, for lands at 127 Plains Road West	Mid-Rise Residential	April 13, 2023	a. Additional height beyond the maximum 11 storeys contemplated in the Mid-Rise Precinct are appropriate on the subject lands due to site location, size and configuration, and to support achievement of provincial, regional and city planning objectives for the MTSAs to be primary growth areas in the City, with a density target of 150 people and jobs/ha.



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				<p>b. Not supportive of the requirement for a block plan prior to approval of development applications in this area. Flexibility should be provided to allow sites to proceed in already built-up areas.</p> <p><b>Staff Response:</b></p> <p>a. The vision for the MTSA builds on the long-standing vision for a main street, mid-rise character along Plains Road. Across Plains Road, the maximum expression of mid-rise height (i.e. 11 storeys) is permitted where it is not adjacent to a Residential—Low Density designation. Additional heights beyond 11 storeys may be permitted through a Class 3 Community Planning Permit application, subject to consideration of factors including the guiding principles of the CPP By-law, provision of services, facilities and matters, and the general intent of the City’s Official Plan.</p> <p>b. In the proposed OPA, the subject site is not proposed to be subject to tertiary planning requirements.</p>
6	Lydia Thomas	Aldershot GO MTSA (General)	July 10 & July 14, 2023	<p>a. Concern that proposed plans will worsen existing traffic congestion on Plains Road and roads in the vicinity of the Aldershot GO MTSA. Request that any new applications for non-single detached dwellings within the MTSA be denied until there is sufficient transportation infrastructure and other amenities, such as grocery stores, parks and schools, in place to accommodate growth.</p> <p>b. Request that building heights be limited to four storeys.</p> <p><b>Staff Response:</b></p> <p>a. The vision for the MTSAs is that they become mixed-use, walkable and transit-oriented communities where day-to-day needs can be accessed without driving. To support this vision, the proposed policies and by-law includes:</p> <ul style="list-style-type: none"> <li>• A grid transportation network, including new active transportation connections, to improve permeability and provide alternative routes.</li> <li>• Permissions for a mix of uses, including requirements for ground-level retail, service commercial, and office uses, and broad permissions for public service facilities and institutional uses across the MTSA. While the City cannot control for specific users such as grocers to locate within the MTSAs, the proposed policies and by-law provides the framework to ensure the future development includes flexible space that could accommodate a range of non-residential uses.</li> <li>• Tertiary planning is required in the Emery Commons Precinct and GO Central Precinct west of Waterdown Road prior to the approval of applications in that area, to ensure that the provision of elements such as new streets, parks and public service facilities are coordinated across development sites and the cost is shared among landowners.</li> </ul>

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				<p>Also, at a broader City-level, the City is preparing an Integrated Mobility Plan, which includes policies and programs to rebalance the transportation network by offering additional travel options to existing streets rather than creating new capacity by widening roads.</p> <p>b. The City is required to plan to accommodate the population and employment targets for the MTSA that are set out in the Region's Official Plan. The intent of the proposed by-law and policies, including policies and provisions regarding a future transportation network, permitted and discretionary uses, activated streets, tertiary planning, and services, facilities and matters, is to ensure that the MTSA's redevelop into complete communities.</p>

**Table 4. General Comments**

ID	Name & Address	Date Received	Comment Summary	Staff Response
1	Geoff Wozniak	Apr 16, 2022	Recommends that MTSAs be planned for alternative modes of transportation to driving.	The proposed OPA and by-law include land use, transportation, and built form policies and provisions. Together, the proposed OPA and by-law support the objective of facilitating the evolution of the MTSAs into transit-supportive communities.
2	Blueheron	May 23, 2022	Suggestion for bus service along North Service Road to the McMaster Business School.	Comment was shared with Burlington Transit.
3	Jim Turner	Mar 9, 2023	Interest in seeing a bus stopover lane on main roads such as Brant Street to improve traffic flow on Brant, Guelph Line and Appleby Line.	The Integrated Mobility Plan (IMP) will establish transit priority measures to create more convenient routes and connections for transit. These measures may include transit signal priority and transit-only lanes for corridors where it can be justified. A preferred Transit Priority Network has been identified through the IMP, which includes bus rapid transit / transit priority corridors.
3	Louise Bernier	Mar 9, 2023	Suggestion for early morning Burlington Transit service on weekends to improve access to jobs.	Comment was shared with Burlington Transit.